

October 17, 2023
04-22-0286

Jonathan Beck
Director of Property Management
Welbec Properties
1930-777 Hornby Street
Vancouver, BC
V6Z 1S4

VIA E-MAIL: jonathan@welbec.com

Dear: Jonathan Beck,

**Re: 3300 31st Avenue, Vernon
Parking Supply**

The following letter outlines what Bunt believes is an appropriate parking supply for the development at 3300 31st Avenue, Vernon. The study has taken into consideration vehicle ownership data from other comparable residential sites in Vernon. The study also reviews the Metro Vancouver Apartment Parking Study to look at general trends of parking demand by tenures of buildings.

We hope you find the outcome of the study satisfactory and that it will enable you to move forward with the Development. Should you have any questions please do not hesitate to contact us.

Yours truly,
Bunt & Associates

A handwritten signature in blue ink that reads "Christephen Cheng".

Christephen Cheng, P.Eng.
Principal

A handwritten signature in blue ink that reads "Josie Ackroyd".

Josie Ackroyd, EIT
Transportation Analyst

cc. Duane Siegrist & Andrew Martins, Siegrist Architecture; Sanjeev Kandola, Welbec Properties

1. INTRODUCTION

Welbec Properties (Welbec) is redeveloping an existing site in the downtown Vernon area at 3300 31st Avenue. The development is proposed to be a 95-unit rental with commercial space on the ground floor. Welbec has retained Bunt & Associates Engineering Ltd. (Bunt) to review the parking supply and propose a suitable parking rate for the development.

1.1 Scope of Work

The scope includes:

- Review the site plan and development information.
- Establish the required number of parking stalls as per the City of Vernon's Bylaw.
- Identify 10 other similar apartment-style buildings located within the City of Vernon (with the help of the City) and obtain ICBC vehicle insurance data for the identified addresses.
- Review the information gathered and use this to inform an appropriate parking rate for the development.

1.2 Site Context

The site is located within the centre of Downtown Vernon at 3300 31st Avenue. The land use is currently zoned as *C7 Zoning – Heritage Business District*. The development is planned to support 95 residential dwelling units (all of which will be rental units), with 782m² of commercial on the ground floor. The site is conveniently situated 250m from the Downtown Vernon Transit Exchange and surrounded by an amenity-rich area. There are several cycling connections on the fringe of the downtown zone that are easily accessible from the site. This includes the cycle track on 30th Street and on-road cycle lanes on 34th Street which link to several multi-use paths.

1.3 Background

Vernon's *Official Community Plan (OCP)* was released in 2013 with updates being made as recently as September 2022. A few of the key guiding principles include:

- Creating strong and complete neighbourhoods.
- Provide alternative transportation; and,
- Revitalizing the Downtown.

More specifically surrounding transportation, the City of Vernon is looking to deliver a sustainable and integrated transportation network. There is a focus on promoting mode choice away from personal motor vehicles, educating on the benefits of active transportation for health and reducing the impact of transportation on the environment. To maximize the benefits of transportation investment the City is seeking to integrate them with land use planning and development of the City Centre and neighbourhood centers in a manner that promotes community safety, is transit-orientated, and provides transportation choices.

2. BYLAW PARKING REQUIREMENTS

2.1 Bylaw Requirements

2.1.1 Vehicular Parking Requirements

Table 2.1 outlines the parking stall requirements for vehicles in the downtown area of Vernon.

Table 2.1 Vehicular Parking Requirements

LAND USE	SUB-CATEGORY	QUANTITY	MINIMUM REQ. RATE	MINIMUM REQ. STALLS	PROVIDED
Commercial		802.1 m2 (GFA)	1.5 per 100m2 GFA	12	12*
Residential	1 Bed	75 units	1.25 per dwelling unit	94	76
	2 Bed	20 units	1.5 per dwelling unit	30	
	Visitor	95 units	1 every 7 dwelling units	14	12*
Total				149	88

* Commercial and residential visitor parking are proposed as combined shared parking spaces. Some with time limitations.

The development is proposing to provide 88 parking stalls. This represents a difference of 61 stalls compared to the minimum requirements from the City of Vernon Zoning Bylaw. The 88 stalls will include 2 residential accessible spaces and 2 shared accessible commercial and residential visitor spaces. The minimum bylaw requirement of 2 accessible parking stalls is met and exceeded.

The City of Vernon Zoning Bylaw (Section 7.1.11) allows up to 40% of the required parking spaces to be small car parking spaces. The development is proposing 29 small car parking spaces which represents 33% of the total parking provided. Table 2.2 summarizes the parking breakdown.

Table 2.2 Small Car Parking Requirements

LAND USE	PARKING SPACE SIZE	QUANTITY	MAX % SMALL CAR ALLOWED	% SMALL CAR PROVIDED		
Commercial	Regular	4	40% of the required parking spaces	33% of Total Parking Required		
	Small	6				
	Accessible	2				
Commercial Subtotal		12				
Residential	Regular	51				
	Small	23				
	Accessible	2				
Residential Subtotal		76				

2.1.2 Bicycle Parking Requirements

Table 2.3 outlines the bicycle requirements for the downtown development. Class I refers to long-term bicycle parking for residents or employees, in a secure location. Class II is intended for short-term use by patrons or visitors to the property.

Table 2.3 Bicycle Parking Requirements

	LAND USE	QUANTITY	MINIMUM REQ. RATE	MINIMUM REQ. STALLS	ROUNDED	PROVIDED
Class I	Commercial	802.1 m2 (GFA)	0.2 per 100m2 GFA	2	50	183
	Residential	95 units	0.5 per dwelling unit	48		
Class II	Commercial	802.1 m2 (GFA)	0.6 per 100m2 GFA	4.8	29	29
	Residential	95 units	0.25 per dwelling unit	23.8		

The development is planning to provide 183 class II, long-term bicycle parking stalls, which is more than 3 times the minimum bylaw requirements. This is aimed at increasing the ability for residents of the development to use cycling as their primary travel mode. Noting, some of the bicycle storage will be provided in unit.

2.1.3 Loading Requirements

Section 7.2.7 in the City of Vernon Zoning Bylaw state that:

“Except for in the C7 and C8 zones, on-site loading space shall be provided entirely within the property of the development being served, and shall be subject to all setbacks and yard requirements specified elsewhere in this Bylaw. In the C7 and C8 zones, loading can be provided from a public lane, but not from a city street”.

As the development is located in a C7 Zone it is appropriate to provide loading from the laneway behind the development. Table 2.4 outlines the Loading requirements for the development.

Table 2.4 Bylaw Loading Requirements

LOADING	QUANTITY	MINIMUM REQ. RATE	MINIMUM REQ. SPACES	PROVIDED
Commercial	802.1 m2 (GFA)	1 per 1900m2, minimum 1	1	3
Residential	5,800.78 m2 (GFA)	1 per 2800m2 GFA	2	
Total			3	3

3. PARKING SUPPLY RATIONALE

3.1 Vernon Specific Parking Occupancy

As part of the investigation to support a lower parking rate for the 3300 31st Avenue Development, data was sourced from ICBC for the number of actively insured vehicles for 11 addresses within the urban/suburban areas of Vernon. **Exhibit 3.1** depicts the locations of the sites and **Table 3.1** displays the data sourced from the ICBC request. Due to the limited options to gather information from recent/modern developments in Vernon, a variety of rental apartments and strata apartments were selected in consultation with the City of Vernon staff.

Table 3.1 Actively Insured Vehicles at selected addresses in Vernon.

ID #	APARTMENT NAME	ADDRESS	# UNITS	ACTIVELY REGISTERED	ACTIVELY REGISTERED / # UNITS
1	Summitview Height Apartments	1803 31A St, Vernon, BC V1T 0C1	43	49	1.14
2	Rockwood Landing Apartments	3400 Centennial Dr, Vernon, BC V1T 2T7	60	64	1.07
3,4	Hillside Terrace	3405, 3507 39 Ave, Vernon, BC V1T 3E3	72	62	0.86
5	Vernon City View Apartments	3501 Centennial Dr, Vernon, BC V1T 6C2	47	28	0.60
6, 7, 8, 9	Creekview Heights	1693, 1695, 1697, 1699 Deleenheer Rd, Vernon, BC V1B 3R7	216	223	1.03
10*	The Hub	3409 28th Ave, Vernon, BC V1T 1W8	57	42	0.74
11*	Willow brook	3800 24 Ave, Vernon, BC V1T 1L9	27	17	0.63
AVERAGE					0.93

*Sites 10 and 11 are Strata

Based on the surveyed sites the average is 0.93 which is lower than the bylaw requirements, which falls between 1 - 1.5 depending on the type of unit. This surveyed average of 0.93 does not distinguish between rental and strata properties or by location.

- With the Strata Sites (sites 10 & 11) removed, the average of the rental units would be 0.94.
- If only considering sites within 400m of the C7 and C8 zone boundary (sites 2, 5 and 10), the average would be 0.8 parking stalls per unit.
- All other sites except Creekview Heights (sites 6, 7, 8, 9) are located within 800m of the C7 and C8 zone boundary. Excluding Creekview Heights, the average would be 0.84

These averages would suggest that an appropriate parking rate would fall somewhere between 0.8 and 0.94. **Table 3.2** below outlines the required residential parking that would be required if these alternative rates were to be applied.

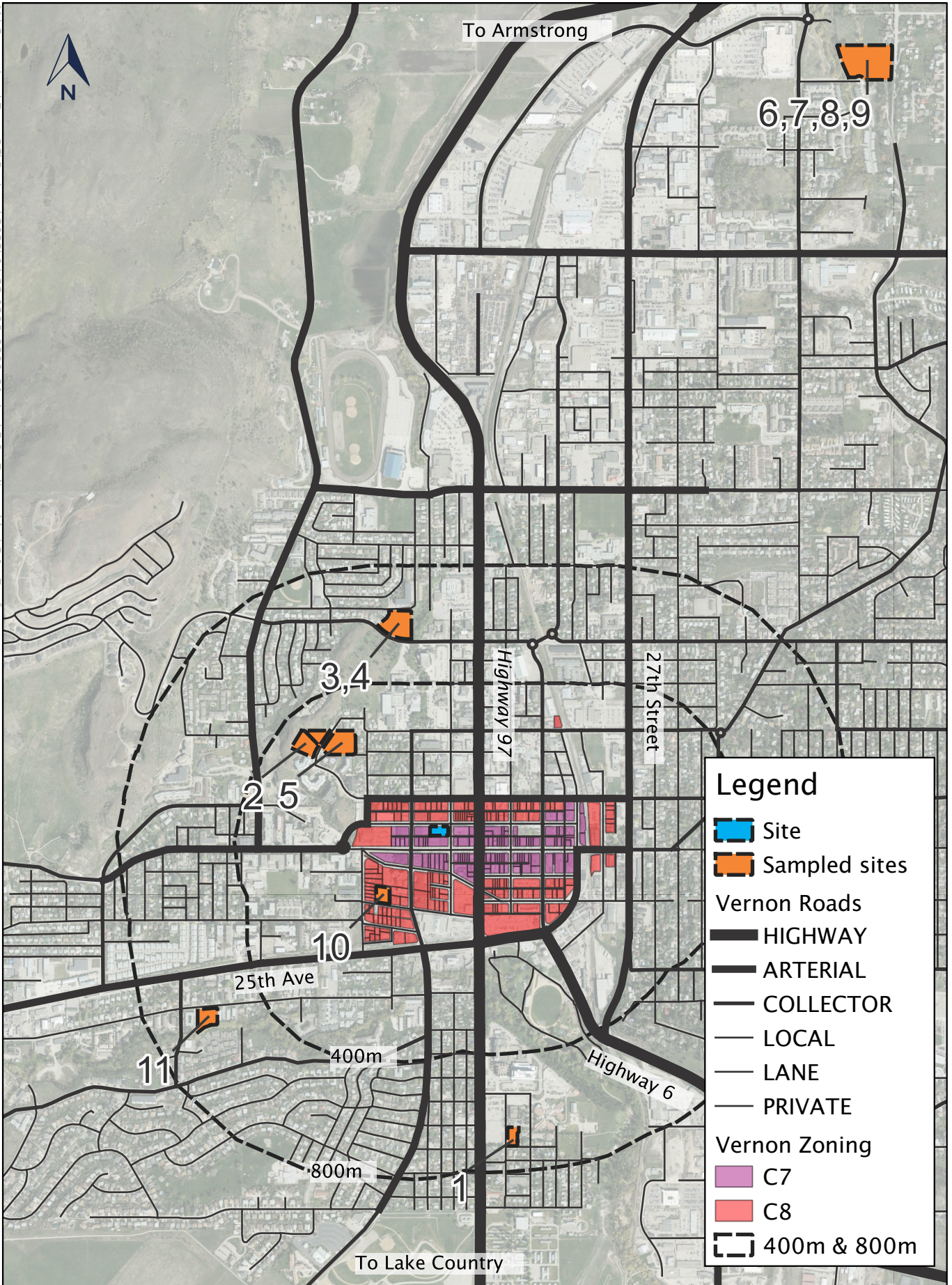


Exhibit 3.1 Study Sites

Table 3.2 Total parking stalls with average surveyed parking rates

SCENARIO	PARKING RATE	RESIDENTIAL PARKING STALLS
Bylaw required	1 - 1.5	123
Rental sites only	0.94	89
All studied sites within 400m of the C7 & C8 boundary	0.80	76
All studied sites within 800m of the C7 & C8 boundary	0.84	80

It is noted that the average rental parking rate for the identified sites is higher than the average for strata developments. This is different from what was expected as rental units generally have a lower parking rate as per the Metro Vancouver Apartment Parking Study (discussed in **Section 3.3**).

3.2 Shared Parking Strategies

Bunt believes that it would be appropriate to consider shared parking between the required commercial parking stalls and the residential visitor parking stalls. Visitor parking is known to peak in the evening periods at which time there is some demand for commercial uses. Many municipalities such as the City of Kelowna allow commercial and visitor parking to be shared providing the parking spaces are available to both land uses at all times. **Table 3.3** outlines the number of parking stalls required if this were to be implemented.

Table 3.3 Shared Parking for Visitor and Commercial Land Uses

SCENARIO	COMMERCIAL PARKING STALLS	VISITOR PARKING STALLS	TOTAL STALLS
Bylaw required	12	14	26
Shared Visitor and Commercial Parking Stalls	12		12

The project proposes to provide 12 parking stalls which shall be shared between the commercial use and visitor use. This reflects a proposed rate of 0.13 visitor stalls per unit compared to the 0.14 rate in the current Vernon bylaw. Further rationale to support 12 shared parking stalls is outlined in section 3.3.2.

3.3 Additional Parking Nearby

There is additional parking surrounding the development site that may be able to accommodate any commercial parking overflow.

3.3.1 Parkades

There is a parkade across the street from the development site at the southeast corner of 31st Avenue and 33rd Street. The parkade has four levels of parking.

3.3.2 Street Parking

There is metered street parking along 33rd Street, 31st Avenue, 34th Street and 30th Avenue within a 400m radius (5-min walk).

3.4 Strata vs Rental – Metro Vancouver Apartment Study

The development is proposing to provide purpose-built, rental-only units and the data collected from the identified Vernon sites contains some strata developments. Due to this, the key points from the *Metro Vancouver Apartment Study* have been reviewed to compare a typical difference between parking rates in rental units and strata units.

3.4.1 Metro Vancouver Apartment Study Summary¹

This study is one of the most comprehensive examinations of apartment parking supply and demand conducted in a metropolitan area. It uses lessons from other cities, particularly around studies on proximity to transit and for current practices i.e.: municipalities requiring at least 1 parking stall per unit. In 2011 the study was undertaken key findings are outlined below:

- Residential parking in strata apartments generally exceeds parking demand in the range of 18 – 35 % across the region.
- Residential parking demand is lower near TransLink's Frequent Transit Network (FTN)². Parking demand ranges from 0.89 – 1.06 vehicles per apartment for close to FTN, and 1.10 – 1.25 for further away from FTN.
- Vehicle holdings and parking demand for apartment renters are much lower than for owners. This is consistent with prior research. In purpose-built market rental sites, the parking demand range is 0.58 – 0.72 vehicles per apartment unit.
- Strata buildings generally have a parking demand between 0.98 – 1.14 per unit.
- Visitor parking had an observed rate of less than 0.1 stalls per unit and is likely oversupplied.
- Households with carshare memberships have fewer vehicles than non-members do.

¹ https://www2.gov.bc.ca/assets/gov/housing-and-tenancy/tools-for-government/uploads/metro_apartment_parking_study_technical_report.pdf

² The FTN is a network of corridors along which transit service is provided at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. This 15 minute or better service is provided at least from 6am-9pm on weekdays, 7am-9pm on Saturdays and 8am-9pm on Sundays. The FTN does not refer to specific routes or technologies or vehicle types; rather it refers to a high frequency and span of transit service within a corridor. This level of service may be provided by a single route or by a combination of multiple routes and/or technologies within the same corridor.

- Proximity to transit was consistently cited by over half of the surveyed households as one of the top three factors when choosing their home.

3.4.2 Metro Vancouver Apartment Study Applications to 3300 31st Ave Vernon

In the case of the sampled Vernon sites, the rental developments on average have a higher parking rate than the Strata developments. Due to this, the Metro Vancouver Apartment Study has not been used to adjust any of the collected data.

Another of the conclusions presented by the study is that visitor parking is often oversupplied. The study's observed rate is less than 0.1 per unit. The City of Vernon's Bylaw has a rate of 0.14 and therefore proposed rate of 0.13 would not be considered an unreasonable relaxation when compared to the Metro Vancouver Study.

3.5 Transportation Demand Management (TDM) Measures

In order to support the lower parking rate the development is intending to provide 183 class II, long-term bicycle parking spaces. The current bylaw requires 0.5 spaces per residential unit the amount being provided by the development will be 1.93 stalls per unit, which is more than 3 times what is required.

In addition to this, it is suggested that to further support the lower parking rate and enable the use of the additional bicycle stalls, bicycle maintenance facilities should also be provided within the development.

4. CONCLUSIONS

Based on the content presented within this letter, **Table 4.1** provides a summary of a range of alternative parking supply numbers that Bunt believes would be appropriate for the development at 3300 31st Avenue Vernon. The table takes into consideration the application of lower parking rates as indicated by the averages of the surveyed sites and the implementation of shared parking between commercial and residential land uses.

Table 4.1 Alternative Parking Stall Requirement Summary

	RESIDENTIAL PARKING RATE	RESIDENTIAL PARKING STALLS	COMMERCIAL PARKING STALLS	VISITOR PARKING STALLS	TOTAL PARKING STALLS
City of Vernon Required Parking	1 - 1.5	124	12	14	149
Provided by the Development	-	76	12*		88
Investigated sites - Rental sites only average parking rate	0.94	89	12*		101
Investigated sites - Within 400m of the C7 & C8 boundary	0.80	76	12*		88
Investigated sites - Within 800m of the C7 & C8 boundary	0.84	80	12*		92

* Shared residential visitor and commercial parking

Bunt believes providing parking between the range of 101 – 88 stalls would be appropriate for the development at 3300 31st Avenue. Further to this, due to the site being centred within the C7 zone, in an amenity-rich location and less than 250m from the Downtown Vernon Transit Exchange, Bunt believes the resident parking rate of 0.8 would be suitable for the development. The 0.8 resident parking rate and 0.13 visitor parking rate (which is considered a suitable variance based on the Metro Vancouver parking study) with shared parking, totals 88 vehicle parking stalls required.

This reduced rate would also be supported as the development provides more than double the required long-term bicycle parking stalls. These additional stalls will act as enablers and encourage residents to choose a non-auto mode.

To further support the utilization of cycling as a primary mode of travel for residents, Bunt also recommends the project provides bicycle maintenance facilities within the bicycle parking area to support residents in using their bicycles.

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