



September 24, 2020
04-20-0251

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**Re: 757 School Road, Gibsons, Multi-Family Residential Development
Parking Supply Review**

Bunt & Associates has prepared the attached parking supply review for the proposed multi-family development at 757 School Road in Gibsons, BC. This study was completed to assess the adequacy of the proposed parking supply as it is below the Bylaw required amount. We found that the proposed parking supply is suitable. We have also provided our recommended parking allotment for the different users and potential Transportation Demand Management measures to support the proposed parking supply.

We trust that this letter will be of assistance to you. Please do not hesitate to contact us if you have any questions or comments.

Yours truly,
Bunt & Associates

Jason Potter, PTP
Associate | Senior Transportation Planner

Simon Button, P.Eng., M.Eng., PMP
Transportation Engineer

1. INTRODUCTION

1.1 Study Purpose

Bunt & Associates Engineering Ltd. (Bunt) was retained by Lodge Architecture to assess the suitability of providing 16 vehicle parking spaces for the proposed strata residential building at 757 School Road in Gibsons, BC. This parking supply is below the minimum Bylaw required amount, therefore requiring a parking variance study to inform the Town of Gibsons (Town) of the development specific factors which may warrant a parking variance.

1.2 Development Details

The proposed development includes 16 strata residential units; 14 will be sold at market value and two will be designated affordable units. The development includes three 1-bedroom units, nine 2-bedroom units, and four 3-bedroom units. The development is also considering Transportation Demand Management (TDM) measures to reduce private vehicle reliance and enable more sustainable forms of transportation.

The proposed supply of 16 vehicle parking spaces is an attempt to right-size the parking supply in order to minimize the risk of oversupplying parking and the resulting outcomes (negatively impacted urban design, increased environmental impact, and increased construction and operating costs).

The Institute of Transportation Engineers Trip Generation Manual states that on average, multi-family buildings in suburban locations generate 0.44 vehicle trips per residential unit during the afternoon peak hour. This translates to seven vehicle trips during the busiest hour of the day. This level of vehicle trip generation is typically not noticeable on the street network and as such, it is not a significant area of concern for this development.

1.3 Gibsons Bylaws and Policies

The Town's Zoning Bylaw requires 1.5 parking spaces per apartment dwelling unit translating to a minimum requirement of 24 parking spaces for the proposed 16 dwelling units. The Zoning Bylaw also requires that 15% of the required spaces need to be reserved for visitors. This results in a minimum of 20 spaces for residents and 4 spaces for visitors.

Policy 12.2.2 of the Town's Official Community Plan states that the Town should support the development of initiatives which reduce the community's dependence on automobile travel. Right-sizing vehicle parking supplies and TDM are critical components of reducing automobile dependence.

2. LOCAL CONTEXT

2.1 Land Use

Exhibit 2.1 illustrates the site's location and accessibility in the context of the surrounding area. The site is within a very short distance, less than a 5 minute walk, to a variety of destinations on Gibsons Way. This includes a variety of restaurants, retailers, Gibsons Elementary School, Elphinstone Secondary School, Sunshine Coast Alternative School, and additional amenities. Gibsons' Landing which features a host of restaurants, cafes, and retail is slightly further but still under 600 metres away.

2.2 Street Network

The development site is located at the northwest corner of the intersection with School Road and O'Shea Road, both classified as Type 1 Collector Streets. West of School Road, Gibsons Way is categorized as an arterial road and is a major truck route for goods movement to and from BC Ferries and barges. East of School Road, Gibsons Way is considered a Type 1 Collector.

The Town's Future Road Network Plan indicates that O'Shea Road will eventually be extended to Mahon Road to the west.

2.3 Pedestrian Facilities

There is a sidewalk on the west side of School Road from Gibsons Way to Gibsons Landing including adjacent to the development site. Marked crosswalks are also provided at all intersecting roadways on the west side of School Road. School Road has limited marked pedestrian crossings, with no designated crossings between the signalized crossing at Gibsons Way and the Stop-controlled intersection at Gibsons Landing (750 metres apart).

There is a sidewalk on the majority of the north side of O'Shea Road, however, a sidewalk is not provided along the development site frontage.

2.4 Cycling Facilities

The cycling facilities in Gibsons are mostly comprised of shared-use road spaces and segments of painted bicycle lanes and shoulders at various locations. As expressed in the OCP, the Town is working towards providing a well-connected cycling network to develop a bike-friendly environment and culture. In 2018, advisory cycling lanes were installed on Shaw Road, a short distance to the west of the development site.

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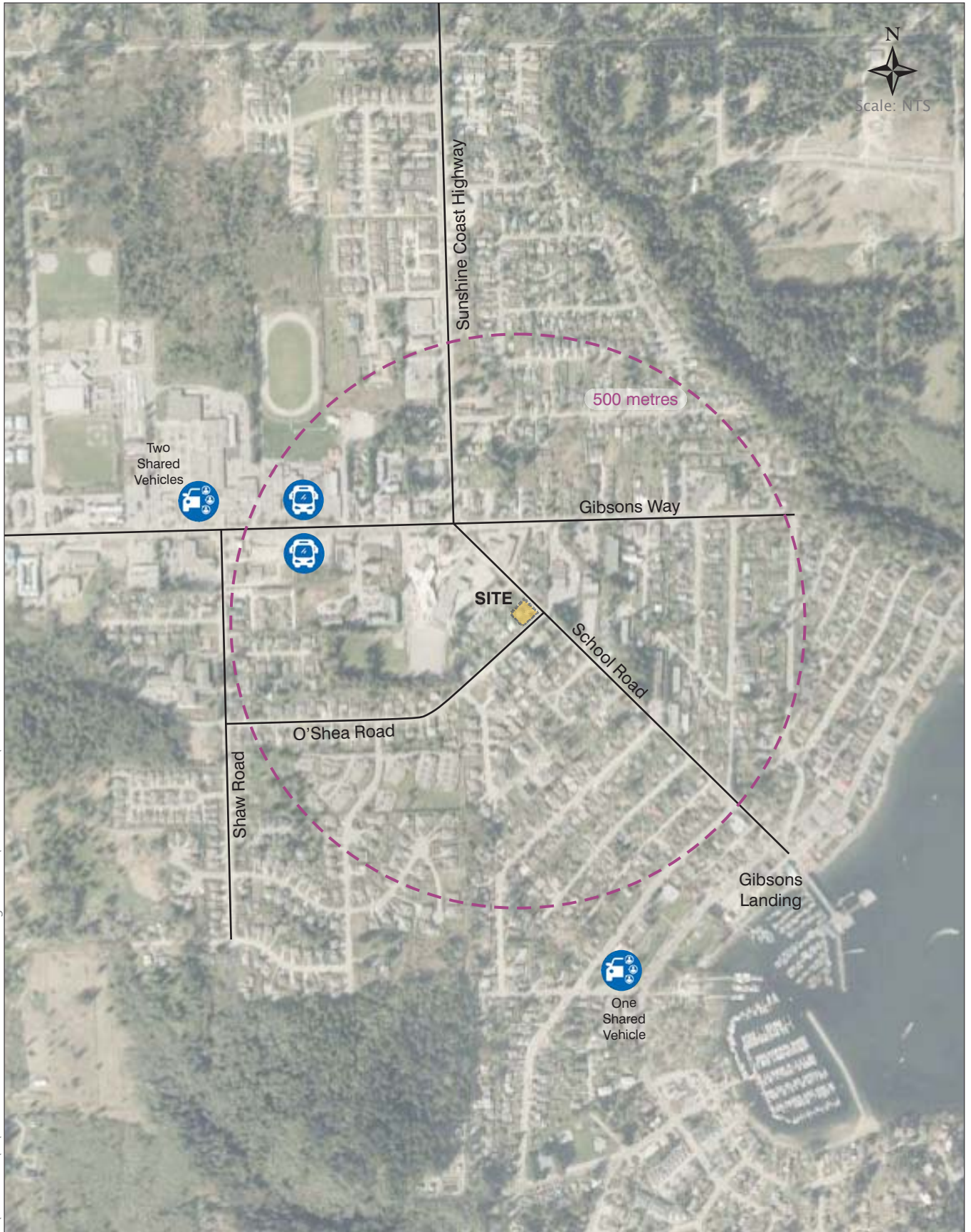


Exhibit 2.1 Site Context

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757 School Road
September 2020



2.5 Transit Service

The Sunshine Coast Transit System, operated by the Regional District, provides bus service to the site. Route #1 connects the Langdale Ferry Terminal to Gibsons, and then west to Sechelt. Route #90 is an express route that also connects the Langdale Ferry Terminal with Sechelt but has fewer stops in Gibsons. Bus stops serving both routes are provided on Gibsons Way within a 5-minute walk of the development site (highlighted on Exhibit 2.1).

2.6 Coast Car Co-op

The Coast Car Co-op currently has three co-op vehicles located in Gibsons (highlighted on Exhibit 2.1). Two vehicles are located at Sunnycrest Mall (an approximate 5-minute walk) and one vehicle is located at the Sunshine Coast Museum (an approximate 10-minute walk).

Being within a reasonable walking distance to three car-share vehicles would allow future residents of 757 School Road to make use of these vehicles if they were a co-op member and reduce their need to own a personal vehicle. This means that future households would be able to use the co-op as either their only or second vehicle.

3. PARKING REVIEW

Bunt collected and reviewed vehicle parking data in order to assess the suitability of the proposed parking supply of 16 vehicle parking spaces (1.0 space/unit).

3.1 Comparable Parking Requirements

Many municipalities are updating their parking requirements to reflect parking demand and/or to incentivize more sustainable forms of transportation. There is also a growing trend of municipalities either removing minimum parking requirements in certain areas (i.e. downtown) or across the entire municipality.

For example, the City of Victoria updated its parking requirements in 2017. Vehicle parking is not required downtown and the minimum requirements for the remainder of the municipality are stratified based on location. The minimum requirement for affordable homes is less than market-priced homes at 0.20 to 0.75 spaces per unit. The City of Victoria also requires a minimum of 0.1 vehicle spaces per dwelling unit for visitors.

Another example is the City of Vancouver which updated its parking requirements in 2019. The updates included:

- Removing minimum parking requirements downtown except for accessible parking;
- Reducing the minimum vehicle parking requirements near the Frequent Transit Network;
- Reducing the minimum vehicle parking requirements through TDM; and,
- Increasing the minimum bicycle parking requirements.

The City of Vancouver is now considering removing minimum parking requirements throughout the municipality as they do not align with the city’s transportation vision of moving towards more active transportation and transit use.

These examples illustrate that municipalities are re-evaluating how their minimum vehicle parking requirements can be adjusted to meet current parking patterns and are reconsidering the purpose of their vehicle parking requirements to align with their transportation objectives.

3.2 Gibsons Residential Parking Observations

Bunt observed the parking demand at multiple residential buildings in Gibsons in July of 2013. Bunt also obtained vehicle ownership rates from ICBC for these buildings in April of 2015. These datasets reflect the unique characteristics of the built environment and lifestyle in Gibsons.

Table 3.1 summarizes the buildings’ characteristics and resident parking demands. The estimated peak parking demand at the three buildings ranged from 0.4 to 0.7 vehicles/unit. The peak residential parking demand included the designated off-street parking spaces as well as on-street parking spaces where it appeared that resident parking was occurring on-street. These values are considerably less than the 1.28 spaces/unit required by the Town’s Zoning Bylaw (1.5 spaces/unit minus 15% for visitor parking).

The vehicle ownership rates obtained from ICBC are modestly higher than the observed parking demand but are still well below the Bylaw requirement. The vehicle ownership values presented are the values provided by ICBC, plus an additional 10% added to reflect the potential for residents to park a work-owned vehicle at home overnight but have it registered at their work address.

Table 3.1: Gibsons Residential Parking Observations

Location	Tenure	Units	Observed Parking Demand (Vehicles/Unit) <i>July 2013 - Bunt</i>	Vehicle Ownership (Vehicles/Unit) <i>April 2015 - ICBC</i>
622 Farham Road	Strata	47	0.53	0.83
689 Park Road	Strata and rental	48	0.67*	0.92
725 Gibsons Way	Rental	37	0.41	0.54

The two datasets indicate that resident vehicle demand is well below the Bylaw required amount and the total resident parking demand is less than the parking supply at each of the three buildings.

3.3 Visitor Parking Demand

The Metro Vancouver Apartment Parking Study studied several sites in relation to visitor parking demand and recommended 0.10 stalls per unit as a reasonable parking supply rate. This study

recommended this rate as the visitor parking demand across multiple sites with a range of walkability and transit access never exceeded 0.06 vehicles/unit during the study period.

Bunt has undertaken studies of visitor parking observations at residential buildings throughout British Columbia and has rarely ever observed a peak visitor parking demand of more than 0.10 vehicles/unit. Therefore, a supply of around 0.10 spaces/unit is adequate for the proposed development.

3.4 Recommendations

The proposed parking supply of 16 spaces (1.0 space/unit) appears to be adequate to accommodate the expected parking demand for the development based on observed resident and visitor parking behaviour at similar buildings. Bunt recommends that each of the 14 strata units be allocated one parking space and that two parking spaces be reserved for visitors (0.13 visitor spaces/unit). These parking supply rates are above the parking demands observed at similar buildings.

This parking allocation results in no parking spaces being allocated to the affordable homes (visitors of the affordable homes will still be able to use the building's visitor spaces). The very nature of affordable homes requires that the residents have a modest income which reduces the likelihood that they can afford their own vehicle. Therefore, the development's TDM strategy (outlined in the following section) will focus on providing transportation options to the affordable home residents which will not have a parking space.

4. TRANSPORTATION DEMAND MANAGEMENT

4.1 Definition

TDM is defined as the "application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time". The objective of TDM is to reduce vehicle usage (by enabling additional walking, cycling and transit use) and vehicle parking demand. Regional and municipal governments, transit agencies, private developers, residents/resident associations or employers can all employ TDM measures to meet these objectives.

4.2 TDM Strategy

Although TDM measures that apply to all of the development's residents should be considered, the particular focus on this TDM strategy is to provide additional transportation options to the affordable home residents, for which Bunt recommends to not provide a vehicle parking space. The following TDM measures should be considered by the development.

Car Share Memberships: The development could consider purchasing memberships to the Coast Car Co-op for the two affordable homes. With this measure, the memberships will stay tied to the

home in perpetuity. This will allow residents to use a vehicle while not needing to personally own one.

Car Share Credits: The development could consider purchasing driving credits to the Coast Car Co-op for the two affordable homes. This measure (in combination with purchasing a membership) would allow the affordable home residents to test out the car-sharing service cost-free.

Additional Long-term Bicycle Parking: The Town currently requires 1.25 long-term bicycle parking spaces. The development could consider providing additional long-term bicycle parking to better accommodate households that own multiple bicycles.

Excellent Long-term Bicycle Parking Access: Locating bicycle storage rooms in a desirable location and quality design features makes them more inviting to residents. The bicycle storage room is already planned to be located at ground level which provides easy access for residents without the need for ramps, stairs, or elevators.

E-Bike Charging Infrastructure: The use of electric-assisted bicycles has increased significantly in recent years as it makes cycling longer distances and steep hills easier. The development should ensure electrical outlets are provided throughout the bicycle storage room to facilitate this emerging method of transportation.

5. SUMMARY

The proposed development is located within walking/cycling distance of a large number of destinations and is in close proximity to the regional transit network and Coast Car Co-op's existing vehicles.

The development is right-sizing its vehicle parking supply by providing parking at similar rates as observed at similar buildings. This effort, in addition to the potential TDM measures, will have multiple impacts including reduced vehicle parking and travel demand which is aligned with the Town's OCP objectives. As such, Bunt believes the proposed vehicle parking supply will be sufficient to address the development's anticipated parking demand.

Of the 16 proposed vehicle parking spaces, Bunt recommends that 14 be allocated to the 14 market strata units and the remaining two spaces be reserved for visitors. The developer is encouraged to consider the discussed TDM measures to support transportation options for the two affordable units which would not have access to a parking space.