



October 10, 2014
4855.02

Ms. Lois Wynne
Sea to Sky Community Services Society
Box 949-38144 2nd Avenue
Squamish, BC V8B 0A7

Dear Lois:

**Re: CentrePoint Development, Squamish, BC
Addendum #1 to Parking Review Report**

We have prepared this letter as a follow-up to the initial parking review prepared in 2012 for the proposed CentrePoint development in downtown Squamish, BC.

Background

Bunt & Associates prepared a parking review for the proposed CentrePoint development in January 2012. Since the time of that study, the proposed CentrePoint development site plan layout has somewhat changed; noted changes include slight variations in the Gross Floor Areas (GFA) and an increased number of residential units, as well as the inclusion of affordable housing units in addition to the supportive housing units. The intended uses and tenants of the building have not changed, with the facility to house both the Squamish United Church and the Sea to Sky Community Services Society (SSCSS).

The purpose of this Addendum is to present the revised parking calculations, based on the updated site plan. The calculations and methodology in this letter remain consistent with that previously applied in the initial parking study, with several noted changes.

Proposed Development 2014

Table 1 summarizes the GFA's for the most current site plan and for comparison purposes also indicates the GFA's assumed in the previous study in 2012.

Table 1 – Proposed CentrePoint Development

Use	Size (SF)		Notes
	2014	2012	
Church	3,490	3,712	--
SSCSS Offices	12,928	11,155	--
Community Room	1,131	588	50/50 Shared *
Library	323	612	50/50 Shared *
Multi-Purpose/Day Care	4,029	3,159	50/50 Shared *
Total	21,901	21,226	--
Residential Units	32 units	21 units	50/50 split between Affordable and Supportive units

Notes: * Shared spaces used by both SSCSS and the Church

As shown, there is an increase in residential units, from 21 up to 32, as well as a small increase in the floor space for the SSCSS areas (approximately 675 SF).

As noted in Table 1, it is assumed that there would be approximately a 50/50 split between affordable and supportive housing unit types. The supportive housing units would be available for SSCSS clients only; many of whom may have developmental disabilities, little to no income and very few of which would own a vehicle. The affordable housing units are anticipated to accommodate a mix of residents; individuals on a restricted income who will benefit from being close to shops and services such as seniors, young people leaving home for the first time, single parents, and having a vehicle is not anticipated to be a priority or an option for most of these residents.

Table 2 summarizes the proposed parking supply.

Table 2 – Parking Supply

Parking	# Spaces		
	2014	2012	Existing
On-Site	32	34	24
On-Street	13	16	11-12
Loading	1 On-Street	1 On-Site	--

As shown, the parking supply is very similar to the previous, although with two fewer spaces on-site and loading on-street.

Parking Calculations

Table 3 summarizes the updated parking calculations. As per the 2012 study, the calculations are based on a shared parking strategy for the site, as per the DoS parking bylaw.

The proposed parking rates for the residential units are somewhat changed from the 2012 study, to reflect the proposed mix of affordable and supportive housing types, housing types which are not currently included in the Squamish bylaw rates. The downtown residential rate is 1.0 space/unit, and we feel an overstatement of the actual anticipated demand for this project, and the following describes the recommended parking rates.

Supportive Housing – the assumed parking rate is 0.20 stalls per unit. This is based on a previous study by Bunt that surveyed a number of supportive and transitional housing projects in the GVRD. At four different sites, the reported parking demands and supplies ranged from 0.1 to 0.25 spaces per unit, with an additional 1-2 spaces provided for supportive staff on most sites. In the 2012 study we assumed a rate of 0.3 for the supportive housing (a rate that included residents and staff), but have reduced this to 0.2 as any staff related to these units would be included in the Office component of the site.

Affordable Housing – the assumed parking rate is 0.8 stalls per unit, considering 0.7 for residents and 0.1 for visitors. This rate is based on a number of findings in “The Metro Vancouver Apartment Parking Study Technical Report (Sept 2012)”. Although the study was not specific to affordable housing, several of the findings were relevant to this project and include:

- “Residential parking supply in strata apartments generally exceed parking demand in the range of 18-35 percent across the region”;
- “Vehicle holdings and parking demand for apartment renters are much lower than for owners... In purpose-built market rental sites, the parking demand range is 0.58 - 0.72 vehicles per apartment unit”;
- “Visitor parking supply may be over supplied. Observed parking demand rates were below 0.1 stall per apartment unit”.

Table 3 – Shared Parking Analysis – 2014 CentrePoint Site Plan

Use	Size	Total # Stalls	Weekday			Weekend		
			8am-6pm	6pm-12	12-6am	8am-6pm	6pm-12	12-6am
Res. (Supportive)	16	3	2	3	3	3	3	3
Res. (Affordable)	16	13	8	13	13	10	13	13
Office	15,669 *	12	29	6	1	1	1	1
Religious	6,232 *	29	1	1	1	12	6	1
TOTAL	21,901	57	40	22	18	26	23	18

Notes: * Includes 50% of the shared space areas GFA

As shown, the peak projected parking demand is approximately 40 spaces and occurs during the weekday daytime period, between 8am-6pm. This is 8 spaces over the on-site parking supply and suggests that several vehicles would be expected to rely on on-street parking during this daytime period. At all other times of the day, it is anticipated that the on-site parking supply would more than meet the site's demands.

As noted in Table 2, there will be 13 on-street parking spaces directly adjacent to the project, which would more than accommodate the potential 8 parking space short fall during the weekday 8am-6pm period, and therefore no parking concerns are anticipated. Site visits conducted by Bunt staff have consistently reported available on-street parking in the neighbourhood in general during the weekday daytime period, not surprising given its predominantly residential land use. It should also be noted that most of the SSCSS staff currently work in offices in the downtown core area of Squamish, and for those that drive they do not have dedicated parking spaces, so are already parking in the downtown core area. This project will amalgamate these offices into one, and will provide parking adjacent to their offices theoretically freeing up parking in other spots downtown.

Other findings in the Metro Vancouver Apartment Parking Study indicated the importance of treating on-site and street parking as a system, where in the appropriate areas it is suitable to consider the relevant permanence of on-street parking availability and surrounded land uses in association with on-site reductions.

In another study, "What Works: Affordable Housing Initiatives in Metro Vancouver Municipalities (Nov 2012)", although the study did not necessarily recommend specific parking rates for affordable housing projects, it did consistently state the importance of parking reductions, and one of several reasons being it is a viable way to reduce the overall construction costs associated with an affordable housing project.

Alternate Modes of Transportation

The proposed development is situated in downtown Squamish, with numerous services and shops within walking distance for the residents, and transit and bicycle commuting options for SSCSS employees/residents and Church members. These alternate travel mode options will reduce reliance upon automobile travel and reduce parking demands.

The site is well served by transit; it is located one block from 3rd Avenue, and each of the three main Squamish bus routes (Brackendale, Highlands and Valleycliffe) all travel along 3rd Avenue and Victoria Street in their downtown loop routing.

The site will provide approximately 28 outdoor bicycle parking spaces along 4th Avenue suitable for visitors and clients of SSCSS, and a bike room will be provided on the ground floor that could accommodate up to 7 bicycles and anticipated to be used by staff and/or potentially some residents. In addition, each residential unit will have a dedicated storage unit that would be able to accommodate a bicycle if desired. The site will also have shower and change room facilities for SSCSS staff.

Conclusions

The proposed mixed-use CentrePoint development will be well suited for a shared parking arrangement, with the office uses and Church uses typically experiencing peak parking demands that are opposite to one another. The residential supportive housing units are anticipated to have a very minimal parking demand, and the affordable housing units are expected to have a much lower than common parking demand.

The site is well situated for travel by alternate modes such as walking, bicycle and transit, which will contribute to a lower parking demand for the project.

The proposed parking supply is anticipated to accommodate the demands, with some reliance on on-street parking during the weekday daytime period. This is a suitable parking approach for this particular development, and is a recommended practice in order to achieve a viable affordable housing project.

In addition to the shared parking strategy, it is recommended to consider reduced parking supply rates for the residential component of the project; a rate of 0.2 spaces per unit is recommended for the supportive housing, and a rate of 0.8 is recommended for the affordable housing units.

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I trust this report will be of assistance to you. Please do not hesitate to contact us should you have any questions about our study methodology or findings.

Yours truly,
Bunt & Associates



Sarah Allen, P.Eng.
Transportation Engineer