



THE CORPORATION OF THE CITY OF VERNON

A G E N D A

PUBLIC HEARING
COUNCIL CHAMBERS

TUESDAY, NOVEMBER 12, 2019

5:30 PM

1. CALL TO ORDER

MAYOR Cumming will call the meeting to order and advise that the purpose of the Public Hearing /Public Input is to consider:

A. "3610 – 25th Avenue Rezoning Amendment Bylaw Number 5786, 2019" TOGETHER WITH Public Input for DVP00445

2. CONFIRMATION OF PUBLICATION

The CORPORATE OFFICER will provide information as to how the meeting was publicized, as required by Legislation.

3. BYLAW

REZONING
APPLICATION FOR
3610 25TH AVENUE
(ZON00335/DVP00445)
(P. 3, 6)

A. "3610 – 25th Avenue Rezoning Amendment Bylaw Number 5786, 2019"

A Bylaw to:

To rezone the subject property from row housing residential to low-rise apartment residential and to vary sections of Subdivision and Development Servicing Bylaw #3843 to develop 30 stacked row house units at 3610 25th Avenue;

AND,

To vary Section 3.5.4 to increase the maximum combined access width of 8m for two access points on Lot AMD2, Plan 9095, DL71, ODYD Except Plan M8066 & 20058, See DD272719F (3610 25th Avenue).

4. PROCEDURE FOR EACH BYLAW:

a) Brief description of the application by City Staff.

- b) Mayor will request the Corporate Officer to indicate any correspondence/petitions received, for the record.
- c) Mayor will call for representation from the public in attendance.
 - i. Microphones are provided for any person(s) wishing to make representation to the meeting.
 - ii. The Chair will recognize ONLY speakers at the microphones. Speakers may be requested to limit the length of time they speak until all present, who wish to be heard, have been given an opportunity. Thereafter speakers may take another opportunity to speak.
 - iii. The public and members of Council may ask questions of the applicant and / or City staff in order to clarify details of the project, etc.
 - iv. Final calls for representation

5. ADJOURNMENT

THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5786

A bylaw to amend the City of Vernon
Zoning Bylaw Number 5000

WHEREAS the Council of The Corporation of the City of Vernon has determined to amend the City of Vernon Zoning Bylaw Number 5000;

AND WHEREAS all persons who might be affected by this amendment bylaw have, before the passage thereof, been afforded an opportunity to be heard on the matters herein before the said Council, in accordance with the provisions of Section 464 of the *Local Government Act*, and all amendments thereto;

NOW THEREFORE the Council of The Corporation of the City of Vernon, in open meeting assembled, enacts as follows:

1. This bylaw may be cited as the **"3610 25th Avenue Rezoning Amendment Bylaw Number 5786, 2019"**.
2. Pursuant to the Official Zoning Map, Schedule "A" attached to and forming part of Bylaw Number 5000, is hereby amended as follows:

That the following legally described lands be rezoned from **"RM1 – Row Housing Residential"** to **"RH1: Low-Rise Apartment Residential"**.

Legal Description:

**LOT AMD2, PLAN 9095, DL 71, ODYD EXC PL M8066 & 20058, SEE DD272719F
(3610 25th Avenue)**

and by changing the Zoning Map accordingly, all in accordance with the bolded area as shown on Schedule "A" attached to and forming part of this bylaw.

BYLAW NUMBER 5786

3. Zoning Bylaw Number 5000 is hereby ratified and confirmed in every other respect.

READ A FIRST TIME this 15th day of October, 2019
READ A SECOND TIME this 15th day of October, 2019
PUBLIC HEARING held this day of , 2019
READ A THIRD TIME this day of , 2019

Approved pursuant to section 52(3)(a) of the *Transportation Act* this _____ day of _____, 20____

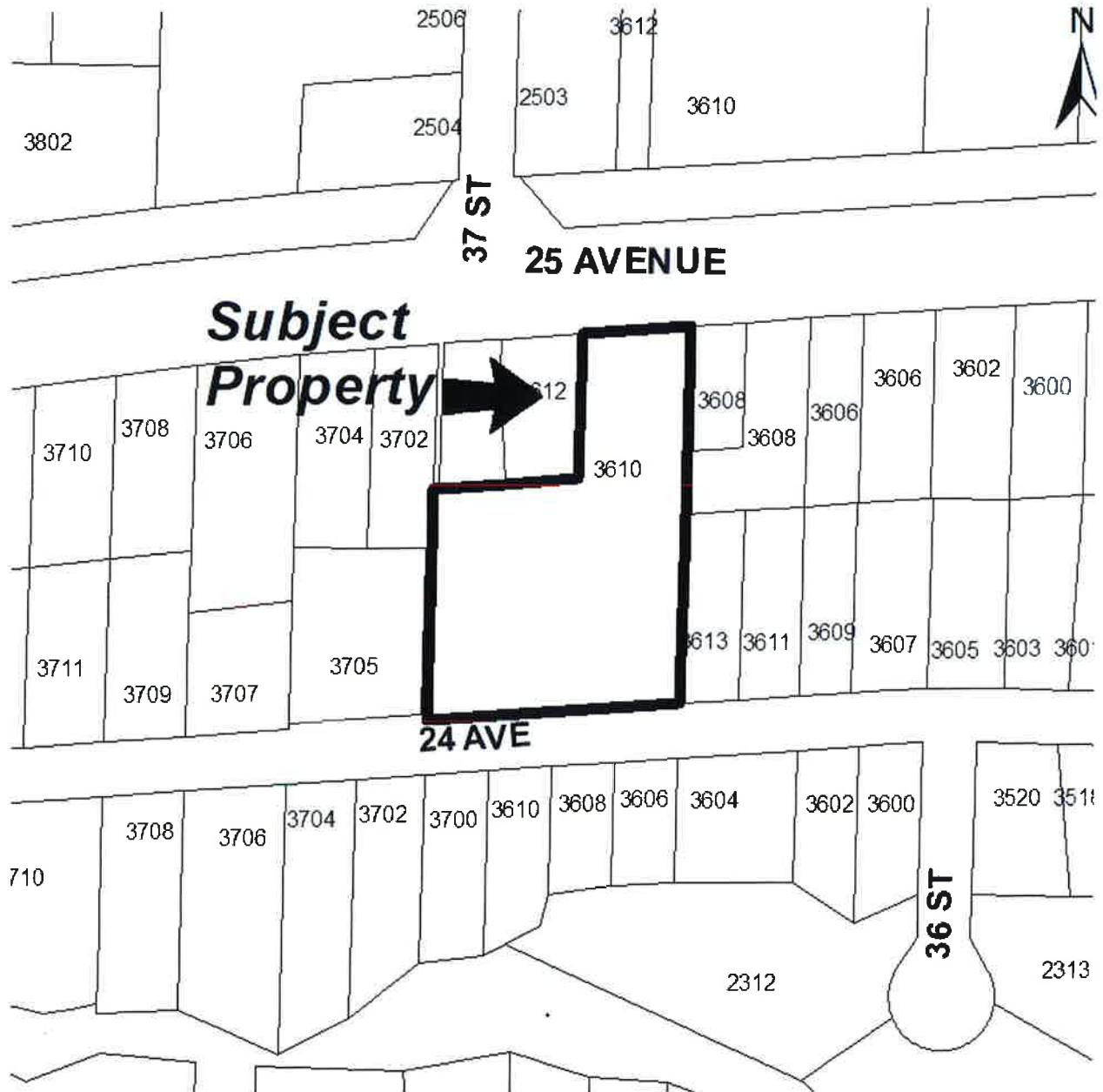
for Minister of Transportation & Infrastructure
ZON00335/Bylaw 5786/2019-05073

ADOPTED this day of , 2019.

Mayor:

Corporate Officer:

SCHEDULE 'A'
Attached to and Forming Part of Bylaw 5786
"3610 25th Avenue Rezoning Amendment Bylaw Number 5786, 2019"





THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Keltie Chamberlain,
Economic Development Planner

COUNCIL MEETING: REG ☒ COW ☐ I/C ☐
COUNCIL MEETING DATE: October 15, 2019
REPORT DATE: September 25, 2019
FILE: ZON00335 / DVP00445

**SUBJECT: REZONING AND DEVELOPMENT VARIANCE PERMIT APPLICATIONS FOR 3610
25TH AVENUE**

PURPOSE:

To review applications to rezone the subject property from Row Housing Residential to Low-Rise Apartment Residential, and to vary Subdivision and Development Servicing Bylaw #3843 to increase the maximum combined access width of 8m for two access points in order to construct 30 stacked row house units at the CMHA Vernon & District location, Albert Place, at 3610 25th Avenue.

RECOMMENDATION:

THAT Council support rezoning application #ZON00335 from RM1 – Row Housing Residential to RH1 – Low-Rise Apartment Residential on Lot AMD2, Plan 9095, District Lot 71, ODYD Except Plan M8066 & 20058, See DD272719F;

AND FURTHER, that Council support of ZON00335 is subject to the following:

- a) That the owner provide a 1.5m dedicated road right of way for a walkway on the west side of the property to link 25th Avenue and 24th Avenue in the future;
- b) That the owner dedicate road frontage for a dedicated parking lane for on-street parking on 24th Avenue;
- c) That the owner enter into a Housing Agreement with the City to permit reductions in parking requirements;
- d) That the owner is to provide additional bicycle parking and active transportation options beyond the minimum Zoning Bylaw #5000 requirement to the satisfaction of the City; and
- e) That prior to final reading of the bylaw, that the development permit be ready for issuance;

AND FURTHER, that Council support Development Variance Permit application #DVP00445 to vary the following section of Subdivision and Development Servicing Bylaw #3843 on Lot AMD2, Plan 9095, District Lot 71, ODYD Except Plan M8066 & 20058 (3610 25th Avenue):

- a) To vary Section 3.5.4 to increase the maximum combined access width of 8m for two access points.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council not support the Rezoning application #00335 from RM1 – Row Housing Residential to RH1 – Low-Rise Apartment Residential on Lot AMD2, Plan 9095, District Lot 71, ODYD Except Plan M8066 & 20058, See DD272719F;

AND FURTHER, that Council not support Development Variance Permit application #DVP00445 to vary the following section of Subdivision and Development Servicing Bylaw #3843 on Lot AMD2, Plan 9095, District Lot 71, ODYD Except Plan M8066 & 20058 (3610 25th Avenue):

- a) To vary Section 3.5.4 to increase the maximum combined access width of 8m for two access points.

Note: This alternative does not support the rezoning and development variance applications. The owner would have to develop the property in accordance with the current zoning and comply with Subdivision and Development Servicing Bylaw #3843.

ANALYSIS:

A. Committee Recommendations:

At its meeting of October 1, 2019, the Advisory Planning Committee adopted the following resolution:

THAT the Advisory Planning Committee recommends that Council support the Rezoning application #ZON00335 from RM1 – Row Housing Residential to RH1 – Low-Rise Apartment Residential on Lot AMD2, Plan 9095, District Lot 71, ODYD Except Plan M8066 & 20058, See DD272719F;

AND FURTHER, that the Advisory Planning Committee recommends that Council support of ZON00335 is subject to the following:

- a) That the owner is to provide a 1.5m dedicated road right of way for a walkway on the west side of the property to link 25th Avenue and 24th Avenue in the future;
- b) That the owner is to dedicate road frontage for a dedicated parking lane for on-street parking on 24th Avenue;
- c) That the owner enter into a Housing Agreement with the City to permit reductions in parking or loading requirements;
- d) That the owner is to provide additional bicycle parking and Transportation Demand Management beyond the minimum Zoning Bylaw #5000 requirement;

AND FURTHER, that the Advisory Planning Committee recommends that Council support Development Variance Permit application #DVP00445 to vary the following sections of Subdivision and Development Servicing Bylaw #3843 on Lot AMD2, Plan 9095, District Lot 71, ODYD Except Plan M8066 & 20058 (3610 25th Avenue):

- a) To vary Sections 3.5.3 and 3.5.4 to increase the maximum combined access width of 8m for two access points, and reduce the minimum stopping sight distance (MSSD).

B. Rationale:

1. The subject property is located at 3610 25th Avenue, as shown on Figures 1 and 2, and is 0.59 hectare (1.46 acres) in area. The property is designated Residential Medium Density in the Official Community Plan (OCP), and is zoned RM1 – Row House Residential as per Zoning Bylaw #5000.
2. The subject property has an existing building which houses the Canadian Mental Health Association (CMHA) facility, Albert Place. There is an existing 18-unit apartment building with approximately 840 square feet of indoor common area space on the property (Attachment 1). CMHA has been operating Albert Place since 1990.
3. Under the current RM1 – Row Housing Residential zoning a care centre, major is permitted as a primary use (Attachment 2). Uses within the proposed RH1 zoning district include medium density apartments on urban services: apartment housing; care centres, major; group home, major; seniors housing; senior's supportive housing; and stacked row housing (Attachment 3). The maximum density under the land designation would be 44.5 units per acre. Given the subject property parcel size, the theoretical maximum density of the property is 64 units.
4. The owner has submitted a rezoning application in order to construct 30 stacked row housing units. Under the proposed RH1 – Low-Rise Apartment Residential zone, care centres, major and stacked row housing are permitted primary uses.
5. The addition of three buildings in the form of 30 stacked row house units on the site would be comprised of bachelor suites, 1, 2, 3, and 4 bedroom units. The intent is to increase the number of units in a compact building form that would provide an opportunity to include amenity space on the property.
6. The proposed additional units would require additional parking spaces. Zoning Bylaw #5000 Section 4.9.2 has a provision for Council to enter into a housing agreement which contains contractual arrangements to permit reductions in parking or loading requirements. The required parking rate is as follows:

	Number of Units		Parking Rate Requirement	Parking Space Requirement
	Existing	Proposed		
Bachelor	0	8	1	8
1-Bed	17	7	1.25	30
2-Bed	1	0	1.5	2
3-Bed	0	8	2	16
4-Bed	0	7	2	14
Visitors	48 Units Total		1 per 7 units	7
			Total:	77

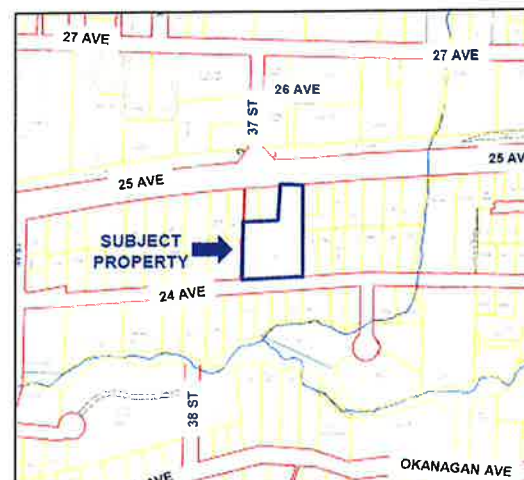


Figure 1: Property Location Map



Figure 2: Aerial Photo of Property Location

There would be 48 proposed units in total on the site which requires 70 residential spaces and seven visitor parking stalls, totalling 77 required spaces. The applicant is proposing to provide a total of 32 parking spaces due to the reduced demand typical of affordable housing. The reduction to the parking rate is addressed later in this report.

7. There is an existing unbuilt road right of way located between 3700 and 3702 25th Avenue and between the subject property and 3705 24th Avenue. An additional 1.5m road right of way on the west side of the property would be provided by this development in order to complete this important pedestrian connection between 25th Avenue and 24th Avenue.

8. The proposed dedicated parking lane on the south property frontage would provide on-street parking in front of the subject property on 24th Avenue. The on-street parking would not be for the exclusive use of residents of the proposed development.

9. The applicant has submitted a parking study which provides the data and research for the proposed number of parking spaces. The parking study (Attachment 4) has provided a proposed parking rate of 0.3 stalls per bedroom. There are a total of 86 bedrooms in the 48 units. The proposed total number of parking spaces is 32 spaces, which includes four electric vehicle charging stations and three accessible parking stalls to provide parking and access for persons with disabilities. The applicant is currently exploring additional active transportation solutions to lessen vehicle demand on the site.

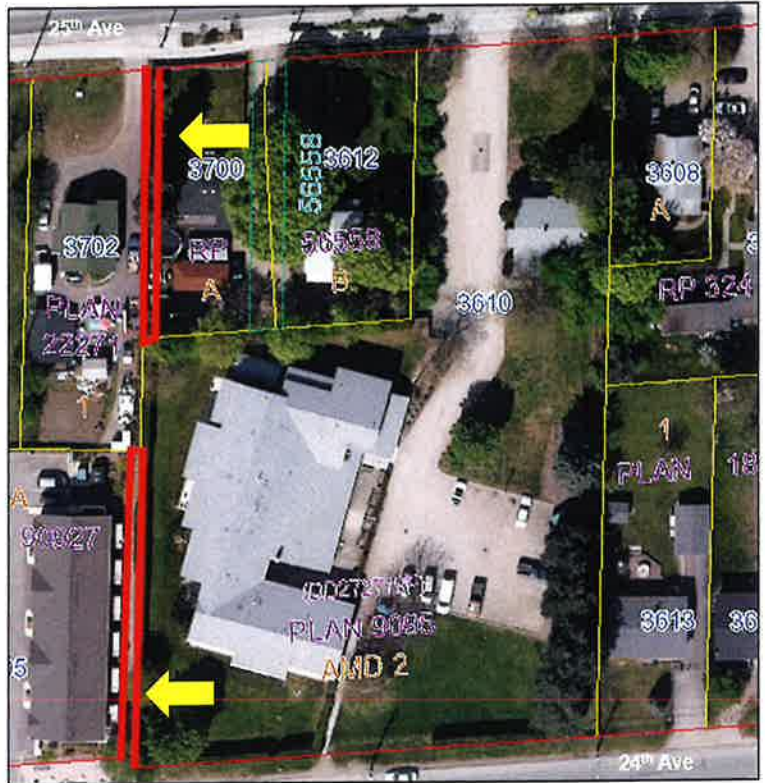


Figure 3: Existing Right of Ways

10. The proposed site design is intended to meet the needs of the residents and provide alternative access routes for vehicles and pedestrians. The reduced parking rate has been calculated based on similar developments and parking rates from other jurisdictions for similar types of development. The proposed parking would include 32 spaces and eight scooter spaces as well as the required Class I and Class II bicycle parking. CMHA provides a shuttle service for the residents that provides the opportunity for shopping and outings from the site. The proposed Class I bicycle storage units would include charging facilities for electric bikes. The parking study concludes that the proposed parking supply should provide adequate parking for the proposed development.
11. The site is located within the 400 metre pedestrian shed, a distance that can be covered in five minutes by walking, and catchment area for transit, and is approximately 350 metres from shopping in the City Centre Neighbourhood. The location is approximately 730 metres from Fruit Union Plaza and Polson Park. This is considered a reasonable distance for accessing public parks, and would be an approximate 8 to 10 minute walk.
12. The dedicated road right of way to the west of the property would provide an important pedestrian connection between 25th and 24th Avenue and also deter pedestrians from using the subject property as a way to access the streets leading to the City Centre and commercial uses beyond. The applicant would be responsible for providing a crosswalk across 24th Avenue at the south end of the proposed pedestrian walkway. This would provide a connection for pedestrians, cyclists, and mobility scooters between the

pedestrian connection and the 24th Avenue sidewalk. The subject property would have connecting pathways from within the site to the dedicated walkway with secure gates for access.

13. The owner has submitted a development variance permit application and rationale (Attachment 5) in order to vary the maximum combined width of 8m for two access points; one on 25th Avenue and one on 24th Avenue. The proposed combined width for the two access points would be 11.9m to allow entry and exit onto the property from 25th Avenue and 24th Avenue. Vehicle traffic from the existing access on 25th Avenue is anticipated to be reduced as a result of the proposed parking layout (Attachment 1), and fewer parking spaces would have access to 25th Avenue than the current parking layout. A new access from 24th Avenue would be provided.
14. The proposed development would provide additional housing units for those in need of CMHA services, and provide an important active transportation link provided between 25th Avenue and 24th Avenue. In addition to the parking study, the location of the subject property, the proximity to amenities, and the intended use of the site all provide a strong rationale for the reduction in parking spaces. In addition, the applicant would enter into a housing agreement with the City as per Zoning Bylaw #5000 to reduce the required parking on the site and provide additional bicycle parking and active transportation strategies. The proposed second access on 24th Avenue would result in less traffic accessing from 25th Avenue onto the site. Hence, Administration is in support of the rezoning and development variance application.
15. If supported by Council, the report will be forwarded to the Affordable Housing Advisory Committee for its review and comment. Any comments received would be included in the Public Hearing process for Council's consideration.
16. During the development permit application review process, the site plan and building elevations would be reviewed for conformity with OCP development permit guidelines and Zoning Bylaw regulations. The Subdivision and Development Servicing Bylaw requirements for any infrastructure upgrades would be addressed during the development permit application and building permit application stages. Administration recommends that final reading of the Bylaw be withheld until the development permit is ready for issuance.

C. Attachments:

Attachment 1 – Site Plan

Attachment 2 – RM1 – Row Housing Residential, Zoning Bylaw #5000

Attachment 3 – RH1 – Low Rise Apartment Residential, Zoning Bylaw #5000

Attachment 4 – Parking Study

Attachment 5 – Development Variance Rationale

D. Council's Strategic Plan 2019 – 2022 Goals/Action Items:

The subject involves the following goals/action items in Council's Strategic Plan 2019 – 2022:

- Develop affordable housing partnerships, including the use of City lands
- Streamline the residential development approval process
- Streamline red tape to facilitate more development
- Promote transit oriented housing and mixed use development
- Work towards a sustainable Vernon – environmentally, economically and socially

E. Relevant Policy/Bylaws/Resolutions:

1. The subject property is designated RMD – Residential Medium Density Official Community Plan (OCP). The current zoning of the lots is RM1 – Row Housing Residential.

2. The Local Government Act provides Council with the authority to vary local bylaws based on site specific considerations. The granting of such variances does not set a precedent within the community for future variances to be based upon, as each variance application must be evaluated on its own merit and potential implications to the whole community and the specific neighbourhood.

BUDGET/RESOURCE IMPLICATIONS:

N/A

Prepared by:

Oct 4 2019 12:02 PM

X



✓

Keltie Chamberlain

DocuSign

Keltie Chamberlain
Economic Development Planner

Oct 4 2019 12:05 PM

X



✓

Kim Flick

DocuSign

Kim Flick
Director, Community Infrastructure and Development

Approved for submission to Council:

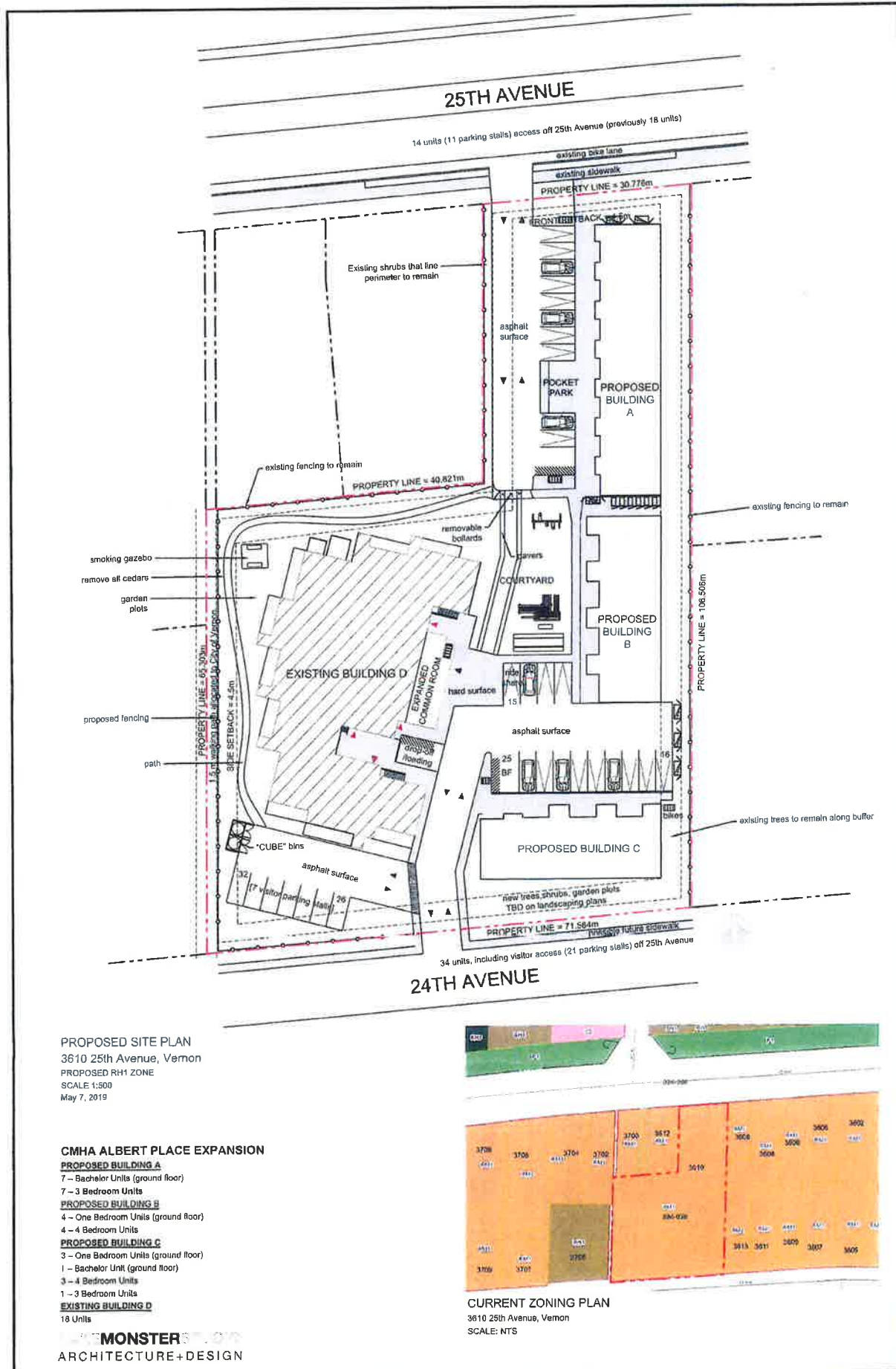
Will Pearce, CAO

Date: 07. OCTOBER 2019

REVIEWED WITH

- | | | |
|----------------------------------------------------------------|-----------------------------------------------|--------------------------------------------------------------------------|
| <input type="checkbox"/> Corporate Services | <input type="checkbox"/> Operations | <input checked="" type="checkbox"/> Current Planning |
| <input type="checkbox"/> Bylaw Compliance | <input type="checkbox"/> Public Works/Airport | <input checked="" type="checkbox"/> Long Range Planning & Sustainability |
| <input type="checkbox"/> Real Estate | <input type="checkbox"/> Facilities | <input checked="" type="checkbox"/> Building & Licensing |
| <input type="checkbox"/> RCMP | <input type="checkbox"/> Utilities | <input checked="" type="checkbox"/> Engineering & Development |
| <input checked="" type="checkbox"/> Fire & Rescue Services | <input type="checkbox"/> Recreation Services | <input type="checkbox"/> Infrastructure Management |
| <input type="checkbox"/> Human Resources | <input type="checkbox"/> Parks | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Financial Services | | <input checked="" type="checkbox"/> Economic Development & Tourism |
| <input checked="" type="checkbox"/> COMMITTEE: APC (Oct. 1/19) | | |
| <input type="checkbox"/> OTHER: | | |

\\gw1\groups\3000-3699 LAND ADMINISTRATION\3360 ZONING AND REZONING\20 Applications\ZON00335\2
PROC\Rpt\190925_kc_APC_RPT_ZON00335_DVP00445.docx



RM1**9.10 RM1 : Row Housing Residential****9.10.1 Purpose**

The purpose is to provide a **zone** for ground oriented medium **density row housing** on urban services.

9.10.2 Primary Uses

- care centre, major
- duplex housing
- four-plex housing
- group home, major
- row housing
- semi-detached housing
- seniors housing
- single detached housing

9.10.3 Secondary Uses

- boarding rooms (Bylaw 5440)
- care centres, minor
- home based businesses, minor
- secondary suites (in single detached housing only)
- seniors assisted housing
- seniors supportive housing

9.10.4 Subdivision Regulations

- Minimum **lot width** is 26.0m, except it is 7.5m for fee simple **row housing** and **semi-detached dwellings**.
- Minimum **lot area** is 800m², or 10,000m² if not serviced by a **community sewer system**.
- Maximum **density** is 48.0 units per gross hectare (19.5 units/gross acre).
- Maximum **site coverage** is 65% and together with driveways, parking areas and **impermeable surfaces** shall not exceed 85%.

9.10.5 Party Wall Subdivision Regulations

Lot Type	Minimum Lot Area		Minimum Lot Width	
	interior	corner	interior	corner
Semi-Detached Housing	225m ²	275m ²	7.5m	9.0m
Row Housing	150m ²	200m ²	6.5m	7.8m

9.10.6 Development Regulations

- With a housing agreement pursuant to Section 4.9, the maximum **density** shall be 60.0 units per gross hectare (24.5 units/gross acre).
- Where **parking spaces** are provided completely beneath habitable space of a primary **building** or beneath useable common amenity areas, providing that in all cases the **parking spaces** are screened from view, the maximum **density** shall be 60.0 units per gross hectare (24.5 units/gross acre). Where all the required parking is not accommodated completely beneath the habitable space of a primary **building** or useable common amenity areas, the additional density permitted shall be determined

through multiplying the additional 12.0 units per gross hectare (5 units/gross acre) by the percentage of parking proposed to be provided beneath habitable space of a primary **building** or useable common amenity areas.

- Maximum **site coverage** is 50% and together with driveways, parking areas and **impermeable surfaces** shall not exceed 55%.
- Maximum **height** is the lesser of 10.0m or 2.5 **storeys**, except it is 4.5m for **secondary buildings** and **secondary structures**.
- Minimum **front yard** is 4.0m, except it is 6.0m from a garage or **carport** to the back of curb or sidewalk for vehicular entry.
- Minimum **side yard** is 1.2m, or 0.0m for shared interior **party walls** except it is 4.5m from a **flanking street**. Where there is no direct vehicular access to the **rear yard** or to an attached garage or **carport**, one **side yard** shall be at least 3.0m. The **side yard** is 0.0m for fee simple **row housing** and **semi-detached dwellings**.
- Minimum **rear yard** is 6.0m, except it is 1.0m for **secondary buildings**.
- Maximum six **dwelling** units located in a **building**, with each row housing unit having a minimum width of 6.5m and 7.5m for semi-detached housing units.

9.10.7 Other Regulations

- For multi-unit residential housing, one **office** may be operated for the sole purpose of the management and operation of the multi-unit residential **development**. (Bylaw 5540)
- In order for bareland strata **development** to be consistent with the character of the surrounding neighborhood, the strata plan shall be considered as one **site** for defining the overall use, **density** and **site coverage**.
- The above noted **subdivision** and **development** regulations shall be applied to each strata **lot** within the strata plan.
- For strata developments, common recreation buildings, facilities and amenities may be included in the strata plan. Recreational buildings shall be treated as **secondary buildings** for the purpose of determining the size, **height** and **setbacks** of the **building** as specified in each **zone**.
- A minimum area of 25m² of private open space shall be provided per **dwelling**.
- Vehicular access to the **development** is only permitted through either a driveway shared by at least 3 units or a rear **lane**.
- For **seniors assisted housing, seniors housing and seniors supportive housing**, a safe drop-off area for patrons shall be provided on the **site**.
- No more than 6 **dwellings** may be located in a **row house building**.
- In addition to the regulations listed above, other regulations may apply. These include the general **development** regulations of Section 4 (secondary **development, yards**, projections into **yards**, lighting, agricultural setbacks, etc.); the specific use regulations of Section 5; the **landscaping** and fencing provisions of Section 6; and, the parking and loading regulations of Section 7.
- As per Section 4.10.2 - All **buildings and structures, excluding perimeter fencing (garden walls and fences) on lots abutting** City Roads as identified on Schedule "B" shall not be sited closer to the City Road than the setback as per the appropriate zone measured from the offset Rights of Way as illustrated on Schedule "B". (Bylaw 5440)

RH1**9.12 RH1 : Low-Rise Apartment Residential****9.12.1 Purpose**

The purpose is to provide a **zone** primarily for medium **density** apartments on urban services.

9.12.2 Primary Uses

- **apartment housing**
- **care centres, major**
- **group home, major**
- **seniors assisted housing**
- **seniors housing**
- **seniors supportive housing**
- **stacked row housing**

9.12.3 Secondary Uses

- **home based businesses, minor**
- **real estate sales centres** (in apartment housing only)

9.12.4 Subdivision Regulations

- Minimum **lot width** is 30.0m.
- Minimum **lot area** is 1400m², or 10,000m² if not serviced by a **community sewer system**.

9.12.5 Development Regulations**(a) Density:**

The maximum Floor Space Ratio (FSR) is 1.50, except that:

- With a housing agreement pursuant to Section 4.9, the maximum **density** shall be increased by FSR 0.25; and
- Where **parking spaces** are provided completely beneath habitable space of a primary **building** or beneath useable common amenity areas, providing that in all cases the parking spaces are screened from view, the maximum **density** shall be increased by FSR 0.25; or
- Where all the required parking is not accommodated completely beneath the habitable space of a primary **building** or useable common amenity areas, the additional density permitted shall be determined through multiplying the FSR 0.25 by the percentage of parking proposed to be provided beneath habitable space of a primary **building** or useable common amenity areas;

Provided that the maximum Floor Area Ratio with all bonuses shall not exceed FSR 2.00.

(b) Building Regulations:

- Maximum **site coverage** is 65% and together with driveways, parking areas and **impermeable surfaces** shall not exceed 85%.
- Maximum **height** is the lesser of 16.5m or 4.5 **storeys**, except it is 4.5m for **secondary buildings** and **secondary structures**.

- Minimum **front yard** is 4.5m.
- Minimum **side yard** is 4.5m, except it is 4.5m from a **flanking street**.
- Minimum **rear yard** is 9.0m, except it is 1.0m for **secondary buildings**. (Bylaw 5661)

9.12.6 Other Regulations

- A minimum area of 5.0m² of private open space shall be provided per **bachelor dwelling, congregate housing bedroom** or group home **bedroom**, 10.0m² of private open space shall be provided per 1 **bedroom dwelling**, and 15.0m² of private open space shall be provided per **dwelling** with more than 1 **bedroom**.
- No continuous **building frontage** shall exceed 40.0m for a 3 to 4.5 **storey building**, or 65.0m for a 2 **storey building**. If the frontage is interrupted by an open courtyard equivalent in depth and width to the **building height**, the maximum continuous 4.5 **storey building frontage** may be 80.0m provided that no **building** section exceeds 40.0m.
- For multi-unit residential housing, one **office** may be operated for the sole purpose of the management and operation of the multi-unit residential **development**. (Bylaw 5440)
- For **seniors assisted housing, seniors housing and seniors supportive housing**, a safe drop-off area for patrons shall be provided on the **site**.
- In addition to the regulations listed above, other regulations may apply. These include the general **development** regulations of Section 4 (secondary **development, yards**, projections into **yards**, lighting, agricultural setbacks, etc.); the specific use regulations of Section 5; the **landscaping** and fencing provisions of Section 6; and, the parking and loading regulations of Section 7. (Bylaw 5339)
- As per Section 4.10.2 - All **buildings and structures, excluding perimeter fencing (garden walls and fences)** on **lots abutting** City Roads as identified on Schedule "B" shall not be sited closer to the City Road than the setback as per the appropriate zone measured from the offset Rights of Way as illustrated on Schedule "B". (Bylaw 5440)



MEMO

TO: Lindsey Fraser, Terra Housing, Mrs. Ellen Croy, Transportation Planner, City of Vernon

COPY: Ms. Julia Payson, Executive Director Canadian Mental Health Association, Vernon and District Branch

FROM: Greg Cockburn, EIT, Christine Benedek, P.Eng.

SUBJECT: CMHA Albert Place Parking Study

DATE: April 11, 2019

INTRODUCTION

The Canadian Mental Health Association (CMHA) Vernon branch, in partnership with BC Housing and Interior Health, is responsible for over 140 mental health and low-income units in the Vernon area. Albert Place, located at 3610 – 25th Avenue, is one of CMHA's low-income facilities and includes 17 one-bedroom units and 1 two-bedroom unit. CMHA is currently seeking to expand the number of units at Albert Place to include an additional eight bachelor units, seven 1-bedroom units, eight 3-bedroom units, and seven 4-bedroom units. As part of the expansion, CMHA is seeking a variance from the City of Vernon on the parking supply. The City requested a parking study to support the variance request and provide information on typical parking usage at similar facilities and a review of bylaws at other municipalities.

To assess typical parking rates for social housing facilities, WSP conducted a review of similar facilities and municipal bylaws. WSP conducted a series of interviews with facility managers and municipal authorities as well as facilitated the distribution of questionnaires.

DEVELOPMENT DETAILS

EXISTING FACILITY

Albert Place is currently zoned RM1 Row Home Residential and includes one structure with 17 1-bedroom units and one 2-bedroom unit. Figure 1 shows the location of the facility relative to the City Centre Neighbourhood Plan Area.



Figure 1: Study Site and City Centre Neighbourhood Plan Area¹

Current tenants of Albert Place include Households in Need and Rent Geared to Income (RGI). Table 1 provides details of the current facility.

Table 1: Summary of Existing Albert Place Facility

NET FLOOR AREA (m ²)	UNIT MIX	CLIENTELE	PARKING
1,030	1-bedroom units: 17 2-bedroom units: 1	Households in need and Rent Geared to Income (RGI)	Resident Spaces: 29 Visitor Spaces: 7

The site currently has a total of 36 parking spaces for tenant and visitor use, of which 7 have been assigned to tenants. The resident parking spaces translates to around 1 stall for every 0.6 units or 1.6 stalls per unit.

The site is located adjacent to the Okanagan Landing Multi-Use Path which is a 6 km paved off-road multi-use path that runs East-West from 32nd Street (Highway 97) to Waterfront Trail Park at Okanagan Lake. The Okanagan Landing Multi-Use Path is located on the North side of 25th Avenue. Sidewalks are located on the South side of 25th Avenue and on the South side of 24th Avenue. There is also a transit stop on 24th Avenue near 39th Street, approximately 300m West of Albert Place that is serviced by Route 5: South Vernon.

The only access to the complex is off 25th Avenue, an Arterial road with two travel lanes each direction and a two-way left turn lane. The site backs onto 24th Avenue, a two-lane local road, but does not currently have an access onto 24th Avenue.

¹ Base image courtesy of Regional District of North Okanagan Map, AeroQuest Ortho Photo 2016

On-street parking is permitting on 24th Avenue, as shown in Figure 2, but not on 25th Avenue.



Figure 2: 24th Avenue Parking

Although on-street parking is permitted on 24th Avenue, Albert Place does not use it because there is no access to the site from 24th Avenue. All tenants and visitors of Albert Place currently park within the site.

PROXIMITY TO NEARBY AMENITIES

Albert Place is near several amenities, most of which are within walking and cycling distance along routes with sidewalks, bicycle lanes, and/or multi-use paths. This includes schools, hospital, doctor offices, and other amenities.

It falls within the Mission Hill Elementary and Clarence Fulton Secondary School catchment areas. Mission Hill Elementary is a 1.2km walk south of Albert Place with sidewalks and off-road pathways. Clarence Fulton Secondary School is 2.8km West via the Okanagan Landing Multi-Use Path. There is medical service offices 650m east and Vernon Jubilee Hospital is 1.4km east. All of these amenities are accessible by walking, cycling, mobility scooter, and transit.

Figure 3 shows the study site and the nearby amenities.

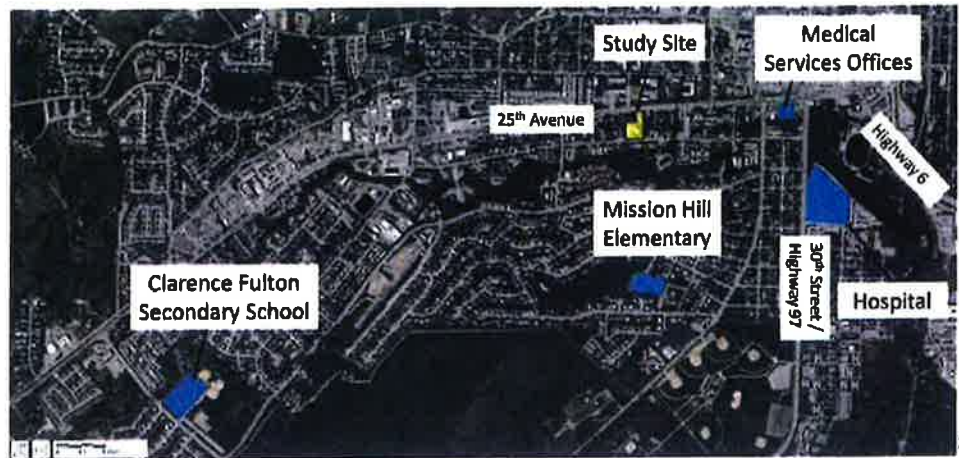


Figure 3: Study Site and Nearby Amenities

It should be noted that Mission Hill Elementary and Vernon Jubilee Hospital are uphill from Albert Place.

PROPOSED EXPANSION

CMHA is proposing to rezone the site to RH1 Low-Rise Residential with a primary use of Apartment, Seniors, Stacked Row Housing and add the following units:

- Eight bachelor units;
- Seven 1-bedroom units geared to seniors;
- Eight 3-bedroom units geared to families; and,
- Seven 4-bedroom units geared to families.

The proposed expansion is fully funded through BC Housing from their Community Housing Fund program. As part of the agreement to receive the funding, the following mix of rents and incomes within the facility must be met³:

- 30% Affordable Market Housing (moderate income)
- 50% Rent Geared to Income (housing income limit)
- 20% Deep Subsidy

The new site will include a total of 24 tenant parking spaces, 7 visitor parking spaces, and 1 car share parking space for a total of 32 spaces. The car share program has not yet been finalized and if no agreement can be reached with a service provider the space will be allocated to the tenant parking spaces. The facility will also have 8 secured mobility scooter parking spaces available for the 8 bachelor units. This translates to 1 stall per 2 units or 0.5 stalls per unit and 1 visitor stall per 7 units. Table 2 provides a breakdown of the proposed expansion.

² Base image courtesy of Regional District of North Okanagan Map, AeroQuest Ortho Photo 2016

³ <https://www.bchousing.org/partner-services/funding-opportunities-for-housing-providers/building-BC-community-housing-fund>

Table 2: Summary of Proposed Development (including existing)

NET TOTAL FLOOR AREA (m ²)	UNIT MIX	CLIENTELE	PARKING (PROVIDED)	BYLAW REQUIRED PARKING
3,517	Bachelor: 8 1-bedroom: 25 3-bedroom: 8 4-bedroom: 7	Households in need and Rent Geared to Income (RGI)	Resident Spaces: 24 Visitor Spaces: 7 Class I Bicycle ¹ : 24 Class II Bicycle ² : 12 Car Share Spaces ³ : 1 Secure Mobility Scooter Spaces: 8	Resident Spaces: 70 Visitor: 7 Class I Bicycle ¹ : 24 Class II Bicycle ² : 12

¹ Class I Bicycle parking is defined as parking that is provided for residents, student, or employees of a development.

² Class II Bicycle parking is defined as parking that is provided for patrons or visitors of a development.

³ Car share program not yet finalized, space may be reallocated to tenant spaces if no agreement can be reached.

The proposed land uses do not require any secure mobility scooter spaces but by providing the spaces, the demand for parking spaces is expected to be reduced.

The proposed site layout is included in Appendix C and shows a secondary access onto 24th Avenue will be added. The visitor parking area will be accessed from 24th Avenue and there will be an emergency vehicle only connection between 24th Avenue and 25th Avenue within the site. Some units will access parking from 25th Avenue.

FACILITY REVIEW

As part of this study, WSP conducted a review of several similar facilities and interviewed their respective operations and management staff. A series of questions were asked of the companies to generate a profile for each facility and get an understanding of the parking supply and enforcement requirements. A copy of the questionnaire is provided in Appendix A.

The facilities and their respective operating companies are summarized in Table 3.

Table 3: Summary of Facilities Contacted

FACILITY	LOCATION	OPERATING COMPANY
Yin-Ho Gardens	4206 Alexis Park Drive, Vernon, BC	CMHA
Belvedere Villa	1708 32 nd Street, Vernon, BC	CMHA
Melrose	3003 28 th Avenue, Vernon, BC	CMHA
Stokstad Place	1693 Tranquille Road, Kamloops, BC	Interior Community Services
Spencer Court	1580 Summit Drive, Kamloops, BC	Interior Community Services
Glenfair Housing	1100 Glenfair Drive, Kamloops, BC	Interior Community Services

YIN-HO GARDENS

Table 4 provides a summary of Yin-Ho Gardens including units, clientele and parking spaces.

Table 4: Yin-Ho Facility Summary

LOT AREA (m ²)	UNIT MIX	CLIENTELE	PARKING
7,998	1-bedroom units: 5 2-bedroom units: 10 2-bedroom townhome: 14 3-bedroom townhomes: 14	Households in need and Rent Geared to Income (RGI)	Resident Spaces: 54 Visitor Spaces: 6

Parking is assigned ad-hoc and done on an as-requested basis, meaning that a unit does not automatically get a stall, but the tenants must formally request one. Parking stalls are assigned based on vehicle license plate and description. To date, only 40 of the 54 available stalls have been assigned to tenants, the rest remain open for visitors and miscellaneous use. Parking is enforced by housing manager but is not actively enforced, meaning it's only enforced when a complaint is received. According to the housing manager, complaints are infrequent and are often just tenants parking in incorrect stalls and is resolved with a telephone call. To date, no complaints of a parking shortage have been received from tenants or visitors.

There is no on-street parking near the facility so all visitors to the site must park on-site. No complaints have been received from adjacent or nearby land owners about parking.

Based on the information provided by the housing manager, the **parking demand** rate for Yin-Ho Gardens is 0.4 stalls per bedroom.

BELVEDERE VILLA

Table 5 provides a summary of Belvedere Villa including units, clientele and parking spaces.

Table 5: Belvedere Villa Facility Summary

LOT AREA (m ²)	UNIT MIX	CLIENTELE	PARKING
974	Bachelor units: 3 1-bedroom units: 13 2-bedroom units: 1	Homeless or at-risk of homeless	Resident Spaces: 7 Gravel Stall: 1 Visitor Spaces: 1

The gravel stall is the only assigned parking at Belvedere Villa. One of the tenants is a tow truck driver and the gravel stall was added to the site to accommodate the tow truck. The tow truck is not used for parking enforcement at the facility. Typically, only two of the 7 available stalls are in use, the rest remain open for visitors and miscellaneous use. Parking is enforced by housing manager but is not actively enforced, meaning it's only enforced when a complaint is received. According to the housing manager, no formal complaints have been received.

There is some on-street parking near the facility, but the area, known as Hospital Hill, is a high demand parking area so on-street parking is often not available. No complaints have been received from adjacent or nearby land owners about parking.

Based on the information provided by the housing manager, the **parking demand** rate for Belvedere Villa is 0.2 stalls per bedroom.

MELROSE

Table 6 provides a summary of Melrose housing facility including units, clientele and parking spaces.

Table 6: Melrose Housing Facility Summary

LOT AREA (m ²)	UNIT MIX	CLIENTELE	PARKING
464	1-bedroom units: 6	Homeless or At-risk of Homelessness	Resident Spaces: 5 Visitor Spaces: 0

Parking is assigned ad-hoc and done on an as-requested basis, meaning that a unit does not automatically get a stall, but the tenants must formally request one. Parking stalls are assigned based on vehicle license plate and description. To date, only 1 stall has been assigned to a tenant, the rest remain open for visitors and miscellaneous use. Parking is enforced by housing manager but is not actively enforced, meaning it's only enforced when a complaint is received. According to the housing manager, no complaints have been received about parking.

There is metered on-street parking near the facility with a 2-hr maximum. No complaints have been received from adjacent or nearby land owners about parking.

Based on the information provided, the **parking demand** rate for the Melrose housing facility is 0.2 stalls per bedroom.

STOKSTAD PLACE

Table 7 provides a summary of Stokstad Place housing facility including units, clientele and parking spaces.

Table 7: Stokstad Place Housing Facility Summary

UNIT MIX	CLIENTELE	PARKING
2-bedroom townhouse: 2 3-bedroom townhouse: 3 4-bedroom townhouse: 1	Household in need, RGI	Combined resident and visitor: 5

Parking is assigned ad-hoc and done on an as-requested basis, meaning that a unit does not automatically get a stall, but the tenants must formally request one. Parking stalls are assigned based on vehicle license plate and description. Currently all stalls are assigned to tenants. Parking is enforced by housing manager but is not actively enforced, meaning it's only enforced when a complaint is received. According to the housing manager, complaints are very infrequent.

There is free on-street parking near the facility, but no complaints have been received from adjacent or nearby land owners about parking.

The **parking demand** rate for Stokstad Place is 0.3 stalls per bedroom.

SPENCER COURT

Table 8 provides a summary of Spencer Court housing facility including units, clientele and parking spaces.

Table 8: Spencer Court Summary

UNIT MIX	CLIENTELE	PARKING
2-bedroom unit: 30 3-bedroom unit: 12 4-bedroom unit: 4	Households in need and Rent Geared to Income (RGI)	Resident Spaces: 46 Visitor Spaces: 0

Parking is assigned ad-hoc and done on an as-requested basis, meaning that a unit does not automatically get a stall, but the tenants must formally request one. Parking stalls are assigned based on vehicle license plate and description. To date, approximately 80% (36 stalls) have been assigned to tenants, the rest remain open for visitors and miscellaneous use. Parking is enforced by housing manager but is not actively enforced, meaning it's only enforced when a complaint is received. According to the housing manager, complaints are infrequent and are often just tenants parking in



incorrect stalls and is resolved with a telephone call. To date, no complaints of a parking shortage have been received from tenants or visitors.

The facility has some internal roads which are occasionally used for loading, but the lanes are fire-lanes, so parking is not permitted. There is no on-street parking available so all visitors to the site must park on-site. No complaints have been received from adjacent or nearby land owners about parking.

The **parking demand** rate for Spencer Court is 0.3 stalls per bedroom.

GLENFAIR HOUSING

Table 9 provides a summary of Glenfair housing facility including units, clientele and parking spaces.

Table 9: Glenfair Housing Summary

UNIT MIX	CLIENTELE	PARKING
Bachelor & Studio units: 70 1-bedroom units: 10	Households in need and Rent Geared to Income (RGI)	Resident Spaces: 50 Visitor Spaces: 0

Parking is assigned ad-hoc and done on an as-requested basis, meaning that a unit does not automatically get a stall, but the tenants must formally request one. Parking stalls are assigned based on vehicle license plate and description. To date, approximately 80% (40 stalls) have been assigned to tenants, the rest remain open for visitors and miscellaneous use. Parking is enforced by housing manager but is not actively enforced, meaning it's only enforced when a complaint is received. According to the housing manager, complaints are infrequent and are often just tenants parking in incorrect stalls and is resolved with a telephone call. To date, no complaints of a parking shortage have been received from tenants or visitors.

There is some laneway parking within the facility and some on-street parking across Glenfair Drive, approximately 100m from the nearest facility. No complaints have been received from adjacent or nearby land owners about parking.

The **parking demand** rate for the Glenfair housing facility is 0.5 stalls per bedroom.

SUMMARY OF FACILITIES

Table 10 provides a summary of the facilities reviewed including number and type of units, parking provided, and parking demand rates per bedroom.

Table 10: Summary of Similar Facilities

FACILITY	UNITS	PARKING DEMAND RATE
Yin-Ho Gardens	1-bedroom units: 5 2-bedroom units: 10 2-bedroom townhome: 14 3-bedroom townhomes: 14	0.4 stalls per bedroom
Belvedere Villa	Bachelor units: 3 1-bedroom units: 13 2-bedroom units: 1	0.2 stalls per bedroom
Melrose	1-bedroom units: 6	0.2 stalls per bedroom
Stokstad Place	2-bedroom townhouse: 2 3-bedroom townhouse: 3 4-bedroom townhouse: 1	0.3 stalls per bedroom
Spencer Court	2-bedroom unit: 30 3-bedroom unit: 12 4-bedroom unit: 4	0.3 stalls per bedroom
Glenfair Housing	Bachelor & Studio units: 70 1-bedroom units: 10	0.5 stalls per bedroom

MUNICIPAL BYLAW REVIEW

In addition to a review of parking usage at similar facilities, WSP reviewed bylaws at several authorities within British Columbia to understand what parking bylaws may be used for social housing in other locations.

Bylaws for the following authorities were reviewed:

- City of Vernon
- City of Kelowna
- City of Kamloops
- City of Victoria

Table 10 provides a summary of the parking bylaws for each of the authorities. The last column in the table shows how many parking spaces would be required if the development was going to be built at these municipalities. The number of parking stalls was determined for the proposed site as described previously in Table 2.

Table 11: Municipal Parking Requirements Comparison

MUNICIPALITY	LAND USE	PARKING BYLAW REQUIREMENTS	TOTAL PARKING REQUIRED AS PER BYLAW APPLIED TO STUDY SITE
Vernon	Seniors Housing Stacked Row Housing	1 per bachelor 1.25 per 1 bedroom 2 per 3-4 bedrooms visitor: 1 per 7 units	77 stalls
Kelowna	Apartment Housing Row Housing Stacked Row Housing	1 per bachelor 1.25 per 1 bedroom 2 per 3-4 bedrooms visitor: 1 per 7 units	77 stalls
Kamloops	Multiple Family Social Housing	0.25 per unit visitor: 15%	14 stalls
Victoria	Affordable (affordable dwelling units secured in perpetuity through a legal agreement)	0.2 per unit < 45m ² 0.5 per unit > 45m ² & < 70m ² 0.75 per unit > 70m ² visitor: 0.1 per unit	30 stalls

Both the City of Kamloops and City of Victoria had parking rates specific to social/affordable housing and showed rates significantly lower than that of Apartment Housing within the same municipality.

Staff at the City of Vernon, Kelowna, and Kamloops were each asked a series of questions in addition to the bylaw review to discuss the effects of reduced parking supply at social housing facilities.

CITY OF VERNON

The City of Vernon does not have a Type of Development or Use for Social Housing in Section 7: Parking & Loading of Zoning Bylaw no. 5000. The required parking spaces for a development are determined using the most appropriate Type of Development and associated unit breakdown. However, the North Okanagan Affordable Housing Developers' Package, released in 2012 by the Community Foundation for the North Okanagan and the Vancouver Foundation among several other stakeholders including the City of Vernon, states the following:

Specific recommendations of the Attainable Housing Strategy include:

- *Lowering the development cost charges (DCCs) and other permit fees on secondary suites*
- *Strengthening the strata conversion policy to protect existing rental housing*
- *Restructuring DCCs*
- *Waiving DCCs for non-profit organizations developing affordable housing projects*
- *Assisting the Community Land Trust to acquire land for affordable housing project development*
- *Supporting other non-profits to develop non market units*
- *Appointing a committee to monitor the progress of affordable / attainable housing development in the community*
- *Reviewing parking requirements*
- *Increasing and expanding permitted types of housing*
- *Examining mixed use developments and revitalization tax*
- *Considering inclusionary zoning*

Further, the City of Vernon's OCP includes policies that support the development of affordable housing in the community. These policies include:

- *Exploring innovative ways of supporting attainable housing, including the investigation of recommendations brought forth by the Affordable Housing Committee Attainable Housing Strategy including:*
 - o *Restricting DCCs*
 - o *Reviewing parking requirements*
 - o *Increasing/expanding permitted types of housing*
 - o *Considering inclusionary zoning*
 - o *Examining mixed-use developments and revitalization tax program*

There are some social/affordable housing facilities throughout Vernon which have received parking variances. Of the previously discussed facilities (Yin-Ho Gardens, Belvedere Villa, Melrose, and

Albert Place), Vernon has no records of complaints relating to parking in those areas or of increased demand on bylaw officers in those areas.

The City of Vernon does typically require variance applicants to provide some traffic demand management (TDM) measures to offset parking demand and to provide justification that the TDM measures will offset the demand. Some examples of TDM measures include:

- Additional transit shelter(s)
- More bike parking provided than required
- Bicycle repair stations
- End of trip facilities (e.g. showers and change rooms)
- Car share (whether a company or an internal car share vehicle)
- Transit passes
- Shared parking agreements

The City will review proposals for both asset-based TDM measures (e.g. transit shelters, bike parking, end of trip facilities, etc) and programming based TDM (e.g. transit passes).

CITY OF KAMLOOPS

Parking requirements for developments in the City of Kamloops are governed by Bylaw no. 5-1-2001. A summary of the requirements is provided in Table 11.

Table 12: City of Kamloops Parking Bylaw: RESIDENTIAL & RESIDENTIAL RELATED USES

FACILITY TYPE	PARKING REQUIREMENT	BICYCLE PARKING
Single and two family residential	2 spaces per dwelling unit	n/a
Multiple family density	0.85 spaces per bachelor unit; 1.1 spaces per 1 bedroom unit; 1.6 spaces per 2 bedroom unit; 2.15 spaces per 3 or more bedroom units; plus an additional 15% for designated visitor parking	0.2 spots per unit
Multiple family social housing	0.25 spaces per dwelling unit; plus an additional 15% for designated visitor parking	0.2 spots per unit

The City of Kamloops has an Affordable Housing Developers Package, which states the following:

Definition: The federal government defines affordable housing as costing less than 30% of a household's income. CMHC does a further breakdown and classifies affordable housing by the percentile of rents, for their area, which is calculated annually based on surveys of the housing market. Housing with rents in the 85th, 65th, and 50th percentiles are eligible for

different funding. Similarly, BC Housing, the provincial housing authority, states that housing must cost less than 30% of a household's gross monthly income for it to be considered affordable. In Kamloops, affordable housing is defined as housing that costs no more than 30% of a person's income, when that person's income does not exceed the median income of the area (KAMPLAN 2004, Section III, Neighbourhood, page 35). In this definition, housing includes rent or mortgage payments and all necessary utilities.

Several facilities within the City of Kamloops fall under the Multiple Family Social Housing category and utilize the 0.25 rate. The 0.25 parking rate was adopted by Kamloops over 15 years ago and no formal complaints are on record related to parking shortages or from nearby residents about on-street parking and no additional demand on bylaw enforcement has been observed since the rate was adopted.

Kamloops also offers incentives to offset parking shortages of 5% – 10% with measures such as transit passes or heated indoor bike parking.

CITY OF KELOWNA

The City of Kelowna does not specifically have a parking rate for social housing and instead use the most appropriate breakdown of unit type. However, the Kelowna Healthy Housing Strategy, endorsed by Council on June 25, 2018, identifies off-street parking supply as one of the barriers for providing affordable housing and lists improving housing affordability as one of four key directions. Specific to parking costs, the Strategy states the following:

After decades of widespread, enthusiastic adoption and implementation across North America, off-street parking requirements are now being seen in a different light. In particular, their contribution to housing affordability is more clearly understood. Off-street parking comes at a cost, both in terms of the infrastructure and the opportunity lost for other uses of the space. By setting minimum requirements, City bylaws are requiring all residents to pay for off-street parking, whether they use it or not. Doing this drives up housing costs and acts as a disincentive for sustainable modes of transportation.

This indicates Kelowna recognizes the need to reduce parking supply requirements for affordable housing to make it truly affordable housing.

The City of Kelowna does have some facilities with reduced parking supply, primarily near the main transit exchange, and they have not received any complaints or requests for increased bylaw enforcement from nearby residents or property owners.

The City of Kelowna currently offers incentives to offset parking shortages based on location and primarily support bike share and car share programs.

CITY OF VICTORIA

The City of Victoria commissioned Boulevard Transportation / Watt Consulting Group to complete a Review of Zoning Regulation Bylaw Off-Street Parking Requirements which was completed September 2016. The aim of the study was to review the off-street parking regulations contained in Schedule C of the Zoning Regulation Bylaw with the goal of better aligning parking regulations with the policies and objectives of the Official Community Plan and revise the minimum parking supply rates required to be consistent with actual parking demand.

The study considered vehicle ownership data for three multi-residential lane use types as follows:

- Condominium: Subject to strata title ownership, may or may not allow for rental;
- Apartment: Owned by a single property owner or agency and rented to tenants at market rates; and
- Affordable Housing: Housing sold or rented below market rates, or where land developers contribute to an affordable housing fund.

The results showed a wide range of vehicle ownership rates for affordable housing units ranging from 0.10 to 0.91 per unit with an average of 0.50 vehicles per unit. Most of the affordable housing units surveyed contained two-bedroom, three-bedroom or townhouse units. The survey indicated vehicle ownership was approximately 30% less than non-affordable sites of similar types and that facilities targeting seniors were almost half of those targeting families.

The City of Victoria's current Off-Street Parking Regulations are provided in Table 13.

USE	MINIMUM NUMBER OF PARKING SPACES	MINIMUM OF VISITOR PARKING SPACES
Affordable (affordable dwelling units secured in perpetuity through a legal agreement)	0.20 per dwelling unit that is less than 45 m ²	0.1 spaces per dwelling unit
	0.50 spaces per dwelling unit that is 45 m ² or more, but equal to or less than 70 m ²	
	0.75 spaces per dwelling unit that is more than 70 m ²	

VICTORIA TRANSPORT POLICY INSTITUTE

When researching the City of Victoria bylaw, we also found a research paper by the Victoria Transport Policy Institute titled *Parking Requirement Impacts on Housing Affordability*. This research article examines the impacts of residential parking requirements on housing affordability. In it, the author reviews parking bylaws, vehicle ownership rates, development costs, and parking utilization studies to describe and develop more efficient and equitable strategies that support affordable housing.

The conclusions of the study are that affordable housing facilities typically have a parking demand rate less than 50% of conventional parking standards and applying more accurate and flexible parking requirements can reduce housing costs by 10% or more if additional parking management strategies are implemented. It also found that parking requirements can be reduced for development with unbundled parking (i.e. opt-in parking that tenants must apply for rather than included in rental agreement) as many residents will reduce their parking demand if they are required to directly pay for it.

SUMMARY

Based on research and discussions with facility operators and municipalities, the planned parking supply of 24 tenant stalls, 7 visitor stalls, 1 car share stall, 8 secured/covered scooter stalls as well as the availability of on-street parking along 24th Avenue should provide adequate parking for the proposed 48-unit social housing units. Reliance on a vehicle for travel and parking demand has the potential to be alleviated because:

- The area is well served by Transit
- The site is also adjacent to the Okanagan Landing Multi-Use Path which is a 6 km paved off-road multi-use path that runs East-West from 32nd Street (Highway 97) to Waterfront Trail Park at Okanagan Lake.
- A sidewalk is available on the South side of 24th Avenue and on both sides of 25th Avenue.

Table 13 provides a summary of the parking demand rate for similar facilities in Vernon and Kamloops. The parking demand ranges from 0.2 stalls per bedroom to 0.5 stalls per bedroom with an average of 0.3 stalls per bedroom.

Table 13: Summary of Facility Parking Demand

FACILITY	UNITS	PARKING DEMAND RATE
Yin-Ho Gardens	1-bedroom units: 5 2-bedroom units: 10 2-bedroom townhome: 14 3-bedroom townhomes: 14	0.4 stalls per bedroom
Belvedere Villa	Bachelor units: 3 1-bedroom units: 13 2-bedroom units: 1	0.2 stalls per bedroom
Melrose	1-bedroom units: 6	0.2 stalls per bedroom
Stokstad Place	2-bedroom townhouse: 2 3-bedroom townhouse: 3 4-bedroom townhouse: 1	0.3 stalls per bedroom
Spencer Court	2-bedroom unit: 30 3-bedroom unit: 12 4-bedroom unit: 4	0.3 stalls per bedroom
Glenfair Housing	Bachelor & Studio units: 70 1-bedroom units: 10	0.5 stalls per bedroom



The review of bylaws from municipalities with Affordable Housing specific rates showed parking rates ranged from 0.25 to 0.75 with an average of 0.50 parking stalls per unit.

With the proposed expansion of Albert Place, the facility will have a total of 48 units and 24 tenant stalls. This will result in 0.5 parking stalls/unit or 0.3 stalls per bedroom which is in line with what other municipalities offer at similar locations. Additionally, the proximity to amenities, including transit and multi-use paths, as well as secured mobility scooter parking and on-site bicycle lock-ups is expected to help reduce parking demand.

Based on the amenities provided on-site and findings from reviewing similar facilities and municipal bylaws, the proposed parking supply is considered acceptable.

In the future, the City of Vernon could consider incorporating a similar format to the City of Victoria affordable parking rates into their bylaws where a parking rate for affordable housing is defined and is dependent on the size of the unit. Suggested parking rates for consideration:

- 0.25 to 0.3 parking stalls per one bedroom or less
- 0.5 parking stalls per 2-bedroom units
- 0.75 parking stalls per 3-4 bedroom units or higher

If you have any questions or need more information, please do not hesitate to contact me.

Thank you,

A handwritten signature in blue ink, appearing to read 'Greg Cockburn'.

Greg Cockburn, E.I.T.
Transportation Engineer
WSP Canada Group Limited.

Approved by

Christine Benedek, P.Eng.
Senior Transportation Engineer
WSP Canada Group Limited



APPENDIX A: FACILITIES / AFFORDABLE HOUSING AGENCIES QUESTIONNAIRE

Please respond to as many questions as are applicable.

Date:	
Organization Name and Contact Information:	

1. How many units in the complex (no. of bedrooms per unit) and what is the target clientele?
2. How many parking stalls available for the complex (no. of parking stalls per unit?) and what is the breakdown of the parking supply (i.e. tenant, visitor, staff, etc.)?
3. How are parking stalls assigned and is parking enforced?
4. Are they all occupied/assigned? If no, what is the percentage available?
5. Do you/have you received complaints from residents, visitors, and/or neighbours about parking around the facility?

- | | |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5. | Do you currently have any variances to your parking bylaw for social or high-density housing, and if so what are the details? |
| 6. | Have you received any complaints from residents about parking availability within the social housing complexes? |
| 7. | Have you received any complaints from adjacent properties about parking near social housing complexes? |
| 8. | Has there been an increased demand on bylaw officers for enforcement of parking in the area around social or high-density housing developments with reduced parking? |

Parking Alternative

- | | |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 9. | Do you currently offer any incentives to offset parking shortages or to allow for less than the required parking (e.g. transit passes, car sharing programs, etc.)? |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|



APPENDIX C: PROPOSED SITE PLAN

LAKEMONSTERSTUDIO
ARCHITECTURE + DESIGN

Reason For Variance:

This variance request pertains to section 3.5.3 – 3.5.4 of the *Subdivision and Development Servicing Bylaw #3843*. Two conflict points have been proposed that exceed the maximum 8 metre combined allowed for two access point.

Excerpt from Subdivision and Development Servicing Bylaw #3843:

3.5.3. The maximum width of accesses, measured at the back of walk or back of curb where no sidewalk exists, or at edge of pavement for rural section roads, must be minimized and not exceed 6m for residential low and medium density lots. Commercial and industrial accesses are to be designed based on vehicle turning template design submitted to the City Engineer for acceptance. Where the proposed access width exceeds 9.0m additional works are required within the boulevard area to provide better guidance to the general public (refer to 3.3.2). New development with curb and gutters are to provide a letdown or drop curb only at the defined access location. The use of roll over curbing along more than the defined access for new development is not permitted.

3.5.4. At a minimum, there must be sufficient minimum stopping sight distance (MSSD) for a motorist on the road at an intersection with an access to perceive potential conflicts at the access, and to carry out the actions needed to negotiate the potential conflict safely. Verification of adequate sight distance is required for all new accesses proposed or reuse of existing accesses for new development. The City Engineer may accept provision of a second access to low and medium density residential lots subject to demonstrated need or to address safety concerns. Acceptance of a secondary access is subject to reduction of the primary access width such that the combined access widths do not exceed 8m. The City Engineer may accept provision of a second access to commercial and industrial lots based on accepted design of internal roads, onsite parking, loading and traffic circulation.

Justification For Variance:

This development located at 3610 25th Avenue straddles both 25th and 24th Avenue. The proposed project aims to add 30 additional stacked-row housing units to compliment the existing 18 unit apartment building already on the site. The design intention of this project is to foster community engagement through a central courtyard and allow more access off of 24th Avenue. The City of Vernon requested the building form to address both 24th and 25th Avenue and the design intends to do so. This site will connect future residents to a bike lane off of 25th and is situated in a location where

LAKEMONSTERSTUDIO
ARCHITECTURE + DESIGN

schools, shops, churches close to downtown are within walking distance. Our aim is to foster pedestrian and cycle-friendly lifestyles within this development.

A fire lane is proposed to connect through the site but will be off-limits to automobiles. An eased-edge will connect the drive aisles onto wheel pavers for emergency vehicles complete with removable bollards.

Currently, the only automobile access to the existing 18 unit residential building is off of 25th Avenue. This new design reduces the parking stalls accessing 25th Avenue from +/- 16 down to 11 parking stalls. As such, we believe this design will not be increasing traffic issues off of 25th and will be creating a more active, engaged street off of 24th Avenue where more street life would benefit this neighbourhood.