



CORPORATION OF THE CITY OF VERNON

ADVISORY PLANNING COMMITTEE

TUESDAY, SEPTEMBER 15, 2020 @ 4 P.M.

OKANAGAN LAKE ROOM

A G E N D A

1) ADOPTION OF AGENDA

2) ADOPTION OF MINUTES

September 1, 2020 (attached)

3) NEW BUSINESS:

a) **DVP00483** - Development Variance Permit for 3400 Coldstream Avenue

4) INFORMATION ITEMS:

5) DATE OF NEXT MEETING:

The next meeting is to tentatively scheduled for Tuesday, September 29, 2020.

6) ADJOURNMENT



THE CORPORATION OF THE CITY OF VERNON

MINUTES OF ADVISORY PLANNING COMMITTEE MEETING

HELD

TUESDAY, SEPTEMBER 1, 2020

PRESENT: VOTING

Mark Longworth, Chair
Phyllis Kereliuk
Jamie Paterson
Don Schuster
Doug Neden
Mayor Cumming (Alternate Appointed Member)
Monique Hubbs-Michiel
Joshua Lunn
Doug Neden
Larry Lundgren

ABSENT: Bill Tarr
Lisa Briggs
Harpreet Nahal
Councillor Mund (Appointed Member)

STAFF: Craig Broderick, Manager, Current Planning / Staff Liaison
Keltie Chamberlain, Planning Assistant
Daniel Sturgeon, Long Range Planner
Janice Nicol, Legislative Committee Clerk

ORDER The Chair called the meeting to order at 4:01 p.m.

ADOPTION OF AGENDA Moved by Jamie Paterson, seconded by Monique Hubbs-Michiel;

THAT the Advisory Planning Committee agenda for September 1, 2020 be adopted.

CARRIED.

ADOPTION OF MINUTES Moved by Don Schuster, seconded by Larry Lundgren ;

THAT the minutes for the Advisory Planning Committee meeting of August 18, 2020 be adopted.

CARRIED.

NEW BUSINESS:

REZONING AND DEVELOPMENT VARIANCE PERMIT APPLICATIONS FOR 1800 32ND STREET (ZON00357/DVP00493)

The Planning Assistant reviewed rezoning and development variance permit applications ZON00357 and DVP00493 for 1800 32nd Street. It was noted that the Committee had already considered ZON00357 at their August 4th, 2020 meeting but there has since been a new DVP application. The Committee noted the following:

- It was confirmed that there is a need for smaller units allowed by the proposed permitted narrower unit widths
- It was questioned whether there be restrictions on who can rent these units?
- Concern regarding the large amount of permeable surface.

Moved by Doug Neden, seconded by Monique Hubbs-Michiel;

THAT the Advisory Planning Committee recommends that Council support the application to rezone Blk 10, PI 225, DL 73, ODYD (1800 32nd Street) from R2: Large Lot Residential to RM2: Multiple Housing Residential to develop four residential rental units at 1800 32nd Street;

AND FURTHER, that should Council approve the rezoning of the subject property from R2: Large Lot Residential to RM2: Multiple Housing Residential, that Council support the development variance permit (DVP00493) to reduce the minimum unit width from 6.5m to 4.72m

CARRIED.

REZONING APPLICATION FOR MULTIPLE PROPERTIES IN THE OKANAGAN HILLS NEIGHBOURHOOD PLAN AREA

The Long Range Planner reviewed the rezoning application ZON00346 for multiple properties in the Okanagan Hills Neighbourhood Plan Area. The Committee noted the following:

- The concept, ownership and maintenance of a ‘private park’ was questioned
- Many hillside variances are anticipated, is there consideration for a blanket variance?
- Will there be design guidelines as part of this and who will monitor?

- Concern about the 'private park', private trails are incongruent with current use of trails in the City and the Official Community Plan. A number of problems are anticipated with creating a private park. This needs to be addressed at the front-end.
- It was noted that the vineyards will eventually be turned into residential as they are not in the Agricultural Land Reserve.

Moved by Larry Lundgren, seconded by Jamie Paterson;

THAT the Advisory Planning Committee recommends that Council support the application to rezone the following properties, as outlined in the report titled "Rezoning Application for Multiple Properties in the Okanagan Hills Neighbourhood Plan Area" dated August 28, 2020 by the Long Range Planner, as follows:

- a) Lot 1 Plan KAP89223 Section 31 Township 9 ODYD from 'RTC' and 'P1' to 'RTCA' and 'P1';
- b) Lot 2 Plan KAP89223 Section 31 Township 9 ODYD from 'RTC', 'RTR' and 'P1' to 'RTCA', 'RTR' and P1;
- c) Lot 2 Plan KAP87536 Section 31 Township 9 ODYD Except Plan KAP88166 EPP48289 EPP55183 from 'RTC', 'RTR', 'P1' and 'P5' to 'RTCA', 'RTR', 'P1' and 'P5';
- d) Lot 3 Plan KAP89223 Section 31 Township 9 ODYD from 'RTC' and 'RTR' to 'RTCA';
- e) Lot 4 Plan KAP89223 Section 31 Township 9 ODYD from 'RTC' and 'RTR' to 'RTR';
- f) Lot A Plan KAP88166 Section 31 Township 9 ODYD from 'RTC', 'RTR' and 'P5' to 'RTCA', 'RTR' and 'P5';
and
- g) Lot D Plan EPP19505 Section 6 Township 8 ODYD & SEC 31 TWP 9 from 'RTC' and 'P5' to 'RTCA and 'P5'.

AND FURTHER, that final adoption of a rezoning bylaw be subject to:

- a) Finalization of a revised traffic impact assessment which details any necessary off-site improvements as a result of the proposed rezoning and registration of any necessary covenants restricting development phases until such improvements are complete.

CARRIED.

INFORMATION ITEMS None

NEXT MEETING The next meeting of the Advisory Planning Committee is tentatively scheduled for Tuesday, September 15, 2020.

ADJOURNMENT The meeting of the Advisory Planning Committee adjourned at: 4:40 p.m.

CERTIFIED CORRECT:

Chair



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Keltie Chamberlain,
Current Planning and Economic
Development

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: September 28, 2020
REPORT DATE: September 11, 2020
FILE: DVP00483

SUBJECT: DEVELOPMENT VARIANCE PERMIT APPLICATION FOR 3400 COLDSTREAM AVENUE

PURPOSE:

To review the development variance application to vary Zoning Bylaw #5000 and Subdivision and Development Servicing Bylaw #3842 to construct an additional 48 one-bedroom units for seniors at an existing seniors housing facility, McCulloch Court, located at 3400 Coldstream Avenue.

RECOMMENDATION:

THAT Council support the development variance application #DVP00483 to vary the following section of Zoning Bylaw #5000 to construct an additional 48 one-bedroom units at an existing seniors housing facility, McCulloch Court, on Lot 1, Plan 27701, District Lot 72, ODYD (3400 Coldstream Avenue);

- a) Section 7 Parking and Loading of Zoning Bylaw #5000 to reduce the number of vehicle, loading, and bicycle parking spaces, and reduce the minimum aisle width of 7.0m for two-way aisles; and
- b) Schedule B, Section 3.5.5. of Subdivision and Development Servicing Bylaw #3843 to increase the number of accesses from two to three.

AND THAT the approval of the development variance application is subject to the following:

- a) The applicant provides road dedication on Coldstream Avenue to the back edge of the existing public sidewalk; and
- b) That the site plan and details generally shown as Attachment 1 to 5, inclusive in the report titled "Development Variance Permit Application for 3400 Coldstream Avenue" and dated September 1, 2020 by the Planning Assistant, be attached to and form part of DVP00493 as Schedule 'A'.

ALTERNATIVES & IMPLICATIONS:

THAT Council not support the development variance application #DVP00483 to vary the following section of Zoning Bylaw #5000 and Subdivision and Development Servicing Bylaw #3843 to construct an additional 48 one-bedroom units at an existing seniors housing facility, McCulloch Court, on Lot 1, Plan 27701, District Lot 72, ODYD (3400 Coldstream Avenue);

- a) Section 7 Parking and Loading of Zoning Bylaw #5000 to reduce the number of vehicle, loading, and bicycle parking spaces, and reduce the minimum aisle width of 7.0m for two-way aisles; and
- b) Schedule B, Section 3.5.5. of Subdivision and Development Servicing Bylaw #3843 to increase the number of accesses from two to three.

Note: This alternative does not support the development variance application. The owner would have to develop the property in accordance with Zoning Bylaw #5000 and Subdivision and Development Servicing Bylaw #3843.

ANALYSIS:

A. Committee Recommendations:

At its meeting of September 15, 2020, the Advisory Planning Committee adopted the following resolution:

“ “

B. Rationale:

1. The subject property at 3400 Coldstream Avenue, as shown on Figures 1 and 2 (Attachment 1), and is approximately 0.54 hectare (1.34 acres) in area. The property is designated Residential High Density in the Official Community Plan (OCP), and is zoned C8: Central Business District in Zoning Bylaw #5000 (Attachment 2). The property is located within the City Centre #1 Development District and in the Centreville character area of the City Centre Neighbourhood Plan.
2. The subject property, McCulloch Court, has an existing mixed-use, six-storey building which houses commercial businesses on the ground floor with 113 senior housing rental apartment units on the upper floors. The Vernon Pensioners Accommodation Society (VPAS) operates the housing in partnership with BC Housing.
3. Under the current C8: Central Business District a maximum commercial floor space ratio is 5.0 and a residential floor space ratio of 4.0 is permitted for a total floor space ratio of 9.0. The total proposed floor space ratio, including the existing building, is 2.19.
4. There are currently two existing street accesses to the site, one on Coldstream Avenue (one-way street) and one on 34th Street. There is also access from the lane on the south side of the property.
5. The applicant is proposing an addition of a four-storey apartment with administration/office and parking on the ground floor and 48 one-bedroom units on the upper floors (Attachment 3 and 4). The new portion of the building would include 6 accessible units, and outdoor amenity space on a roof deck. The new housing would meet the criteria for BC housing funding and consist of:
 - a) 30% affordable market housing (moderate income)
 - b) 50% rent geared to income (housing income limit)
 - c) 20% deep subsidy

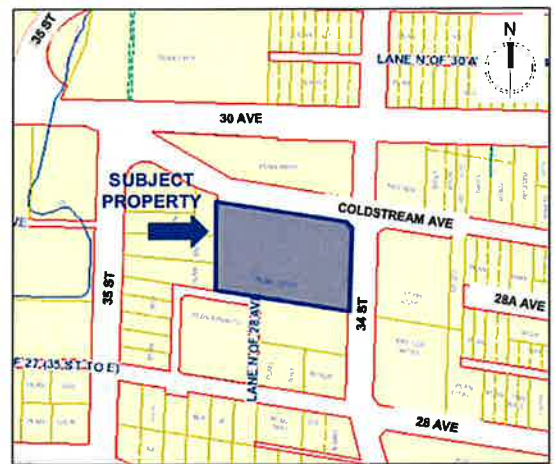


Figure 1: Property Location Map



Figure 2: Aerial Photo of Property Location

The total number of residential units on the site would be 161. The number of commercial units would remain unchanged (4), however there would be an administration/office area included in the proposed addition.

6. The proposed additional residential units would require additional vehicle, bicycle, and loading parking spaces as per Zoning Bylaw #5000. Currently there are 76 parking spaces, of which 41 are used by tenants of the 113 unit building. Neighbouring businesses have rented 19 of the existing parking spaces until last year, and the remaining spaces have been used for staff, businesses, healthcare workers and visitors to the existing building. Based on the current parking stall use, the demand rate is 0.35 stalls per unit.
7. The applicant has submitted a development variance permit application and rationale (Attachment 5) to reduce the number of residential parking stalls for the existing 113 units and proposed 48 new units from the required 207 spaces (resident and visitor) to 69 spaces plus 54 mobility scooter spaces.
8. The building also has 70.1 m² (754.4 ft²) of proposed additional office space. The commercial parking requirements in the C8 zoning are one parking space for this additional use. All existing commercial uses would not require new parking spaces. The overall site requirement for parking, including residential and commercial uses, is 208 parking spaces. The applicant is proposing to provide four to the commercial use instead of the one required space
9. Zoning Bylaw #5000 does not have a requirement for mobility scooter parking for seniors housing. The reduced parking rate has been calculated based on existing parking demand, similar development within the City, and from other municipal parking rates for similar types of development.
10. The applicant has provided a Parking Study (Attachment 6), which provides the data and research for the proposed number of parking spaces. Administration has worked with the applicant to identify the proposed variances to residential vehicle and bike parking requirements, and loading as outlined in Table 1.

Table 1: Parking Variance Requests/Additions/Justification

Parking Type	Required/ Proposed	Variance Request	Exceeding Requirements	Justification
Resident Parking	181 / 62	119 resident parking space reduction		<ul style="list-style-type: none"> • Affordable housing and seniors housing have lower vehicle ownership than typical apartment housing developments. • The development is located in the downtown core, close to amenities and other transportation options. • Electric vehicle plugs will be provided. • Exceeding the minimum requirement for accessible parking spaces (providing 7 when 4 would be required under the full parking space requirement). • Cleaning / repair station provided for scooters and bikes. • Pick-up/drop-off area at the front of the building for cycling programs (e.g. Cycling Without Age). • Additional road dedication on Coldstream Avenue.

				<ul style="list-style-type: none"> • Providing more square footage towards Class I bike and mobility scooter parking than the square footage that would have been needed to provide the full Class I bike parking requirement.
Visitor Stalls	23 / 13	10 visitor parking space reduction		Aligns with recommendations in the 2012 City Centre Parking Implementation Plan to require no visitor parking. Nine of these spaces would be allocated for visitors and four would be allocated for housing staff.
Mobility Scooter parking	54	N/A	54	<ul style="list-style-type: none"> • Zoning Bylaw does not have a requirement for mobility scooter parking in seniors housing, but it is an important means of mobility for seniors
Class I Bike Parking (for residential)	81 / 21	60 Class I bike parking reduction		<ul style="list-style-type: none"> • Housing demographic (seniors). • Existing use rates are low. • Providing 54 Mobility Scooter parking spaces (12 existing and 42 new). • Providing more square footage towards Class I bike and mobility scooter parking than the square footage that would have been needed to provide the full Class I bike parking requirement.
Class II	Not required	N/A	5	<ul style="list-style-type: none"> • Class II bike parking is not required for senior housing. Providing 5 Class II spaces at building entrance for visitors and staff.
Loading Spaces	4 / 1	3 loading space reduction		<ul style="list-style-type: none"> • There is a demonstrated lack of demand by the commercial and residential uses on the site (which is not proposed to change).

11. For 161 residential units within the C8 zoning district, 207 parking spaces (181 spaces for residents and 26 spaces for visitors) are required according to Zoning Bylaw #5000. This amount of parking would exceed the estimated parking demand for seniors affordable rental housing based on a parking study submitted by the applicant's transportation consultant. Therefore, the applicant is requesting a variance to provide 52 spaces for residents, totalling a reduction in 129 parking spaces. To further offset parking demand, the applicant is proposing amenities outlined in Table 1 to support the variance for resident parking.
12. If, in the future, the building is converted from strictly seniors housing to apartment housing the site would be deficient in parking, which would impact the efficient functioning of the building and use. However, VPAS has been operating the seniors housing since 1978, and have indicated that, in partnership with BC Housing, there are no future plans to cease operation of the seniors housing at the subject location.
13. Administration is in the process of reviewing reduced parking rates for the downtown core, as per recommendations in the 2012 City Centre Neighbourhood Plan Parking Implementation Strategy. One of the recommendations from this study is to remove visitor parking requirements for multifamily residential developments within the City Centre (there is currently a requirement of one visitor space per seven units). Removing a requirement for visitor off-street parking is recommended in the City Centre as there is public on-street and off-street parking availability when visitor parking demand is typically higher (e.g. evenings). The applicant is requesting a variance for visitor parking spaces, which would be

a reduction in 10 required spaces. The applicant proposes that nine of these spaces be allocated for visitors and four be allocated for housing staff.

14. Under Zoning Bylaw #5000, the applicant requires 81 Class I bike parking spaces for the residential use of the development. However, due to the demographic of this development and the demonstrated lack of demand, the applicant is requesting a variance to provide a combination of mobility scooter parking (42 total spaces) and Class I bike parking (21 spaces) instead of the full Class I bike parking requirement. The current building of 113 units currently has 12 scooter parking spaces available to tenants; all are in use and there is a waiting list for the spaces. In contrast, one bicycle is known to be owned in the building. While the combined total of proposed mobility scooter parking and Class I and II bike parking spaces is 76 spaces (still less than the 81 Class I bike parking spaces required), a mobility scooter parking space is larger than a standard Class I bike parking space. The storage area for the additional 42 mobility scooter bike parking spaces is equivalent to the space needed for approximately 68 Class I bike parking spaces. If the development needed to convert the mobility scooter parking area to Class I bike parking in the future, there would be sufficient space to meet or exceed the current Zoning Bylaw #5000 requirement. The applicant is also providing five Class II bicycle parking spaces, which are not a requirement of Zoning Bylaw #5000.
15. Under Zoning Bylaw #5000, the site requires four loading spaces for apartment housing. The applicant is proposing to provide one loading space for the mixed use building. There is a demonstrated lack of demand for the existing loading space on the site. The applicant indicates that this is sufficient for the seniors housing and commercial needs, and efficient management of the building by the operator assists in a reduced need for multiple loading spaces.
16. The applicant is proposing to vary the number of permitted accesses from two to three. As per Subdivision and Development Servicing Bylaw #3843 (Attachment 7). Administration may accept provision of a second access to medium and high density residential lots based on accepted design of internal roads, onsite parking, loading and traffic circulation. The existing access points would remain in place, however, the access on 34th Street would be permanently gated to limit access to emergency services only.
17. The main access would be from the one-way street, Coldstream Avenue, into the proposed gated under-building parking on the north side of the property. The 34th Street access would be permanently closed with a gate in place, and the access from the lane on the south side of the property is proposed as a 4.21m gated two-way access. Directional signage (yield to oncoming traffic) would be included within the site and emergency services would be provided with key/fob access.
18. The applicant is requesting a variance to the minimum width of two-way aisles. The lane access is the location of the existing 4.21m aisle. The access has been functioning without conflict on the site. In order to facilitate the additional development, the applicant would improve the reduced width access with traffic signage (i.e. yield to oncoming traffic).
19. The north property line on Coldstream Avenue is not aligned with the City's sidewalk (Figure 3). Public infrastructure should not be located on private property. Administration considered the access points and traffic/pedestrian connections in relation to the request for the variance to increase the number of accesses from two to three and determined that a boundary adjustment / road dedication would be beneficial to the property owner and to the public.

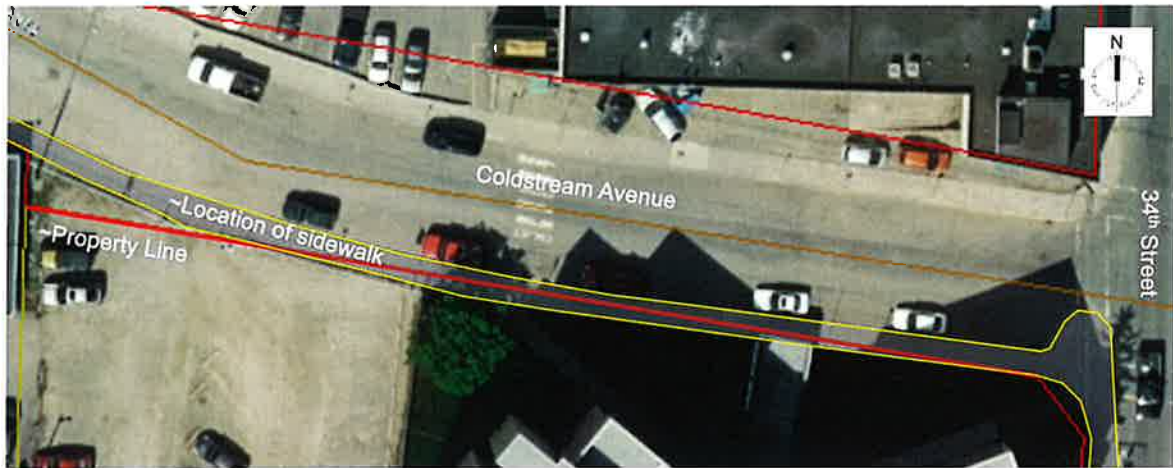


Figure 3: Approximate Location of Property Line and Public Sidewalk

20. Administration supports the requested variance to reduce the number of required parking and bicycle parking spaces for the following reasons:

- a) McCulloch Court, operated by Vernon Pensioners Accommodation Society, provides housing for seniors (55 years or older), and is demonstrated to have lower parking demands than apartment housing;
- b) The reduced parking demand rate is demonstrated in the existing use;
- c) The development is within a highly walkable area with amenities located nearby;
- d) Transit routes are available nearby; and
- e) 54 secure mobility scooter spaces would be provided in addition to 21 Class I and 5 Class II bicycle parking spaces.

21. The request for reduction to loading is supported by Administration in the location due to the context of this development as seniors housing and the management history on the site. The Vernon Pensioners Accommodation Society has provided efficient management of the building and mitigated the need for multiple loading spaces.

22. Administration supports the request for an additional access to the property and reduced aisle width for two-way traffic in an access from 7.0m to 4.21m for the following reasons:

- a) The 34th Street access would remain but be closed to traffic, which would reduce the potential conflicts; and
- b) Emergency services will be provided with access to the existing portion of the building from 34th Street.

23. The existing two-way lane access would be improved with on-site signage.

24. Should Council support DVP00483, Administration recommends that the following conditions be required as part of rezoning approval:

- a) The applicant provides road dedication on Coldstream Avenue to the back edge of the existing public sidewalk.

25. In order to protect the public, Council members, and staff, the City has implemented strict physical distancing measures in all City facilities, which follow the guidelines and Orders of the Provincial Health Officer (PHO).

Until further notice, to support these measures, Council has directed Administration to receive public input for development variance permit applications in written form only, until physical distancing requirements have been lifted by the PHO.

Only those written submissions (or emails to phearings@vernon.ca) received prior to the Public Input Session shall be distributed to Council.

As part of the notification process, ___ letters were sent to neighbouring residents, tenants and property owners. At the time of report writing, ___ written submissions had been received. As input is received, it is placed on the City of Vernon website Development Variance Permits – Public Input as well as in a binder at the front counter of the Community Services Building.

C. Attachments:

- Attachment 1 – Aerial Map
- Attachment 2 – C8: Central Business District Zoning district
- Attachment 3 – Renderings and Building Elevations
- Attachment 4 – Site Plan
- Attachment 5 – Letter of Rationale
- Attachment 6 – Parking Study
- Attachment 7 – Bylaw Excerpt

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:

- Continue to partner with BC Housing, not-for-profits and the development community on affordable housing
- Support economic development initiatives that attract skilled labour to the area implementation of the Parks Master Plan
- Promote transit oriented mixed use development
- Encourage initiatives to support green buildings, including the BC Energy Step Code

E. Relevant Policy/Bylaws/Resolutions:

1. The subject property is designated RHD – Residential High Density Official Community Plan (OCP). The current zoning of the lots is C8: Central Business District.
2. The Subdivision and Development Servicing Bylaw provides a provision of a second access for high density residential based on accepted design of internal roads, onsite parking, loading and traffic circulation.
3. 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:

Approved for submission to Council:

X

Signer 1

Keltie Chamberlain
Planning Assistant

Will Pearce, CAO

Date: _____

X

Signer 2

Kim Flick
Director, Community Infrastructure and Development

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 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 (Sept 15, 2020) | | |
| <input type="checkbox"/> OTHER: | | |



Location Map - Aerial



10.8 C8 : Central Business District

10.8.1 Purpose

The purpose is to designate and preserve land for the **development** of a vibrant civic core with an urban population, providing a wide range of commercial, governmental and cultural services.

10.8.2 Primary Uses

- **amusement arcades, major**
- **animal grooming** (*Bylaw 5339*)
- **apartment housing**
- **auctioneering establishments**
- **broadcasting studios**
- **business support services**
- **call centres**
- **care centres, major**
- **clubs, private**
- **commercial schools**
- **community recreation centres**
- **cultural exhibits, private**
- **cultural exhibits, public**
- **custom indoor manufacturing**
- **drive-through services**
- **educational services, private**
- **educational services, public**
- **emergency protective services**
- **exhibition and convention facilities**
- **financial services**
- **food primary establishments**
- **funeral services**
- **government agencies**
- **government services**
- **health services**
- **hotels**
- **hotels, apartment**
- **hostels** (*Bylaw 5788*)
- **household repair services**
- **libraries and museums, public**
- **liquor primary establishment, minor**
- **liquor primary establishment, major**
- **non-accessory parking**
- **offices**
- **participant recreation services, indoor**
- **personal services**
- **parks, public**
- **retail cannabis sales** (*Bylaw 5731*)
- **retail stores, convenience**
- **retail stores, general**
- **retail stores, licensee**
- **retail street sales**
- **second-hand dealerships**
- **seniors assisted housing**
- **seniors residential care**

- **seniors supportive housing**
- **service stations, minor**

- **spectator entertainment establishments**
- **temporary shelter services**
- **used goods stores**
- **utility services, minor impact**

10.8.3 Secondary Uses

- **amusement arcades, minor**
- **apartment housing**
- **brewing or distilling, Class A**
- **care centre, minor**
- **carnival**
- **gaming facilities****
- **group home, minor**
- **home based businesses, minor**
- **recycled materials drop-off centres**

**** refer to definition for “gaming facilities” in Section 2.3.3. for limitation on number of slot machines permitted within the City of Vernon boundaries**

10.8.4 Subdivision Regulations

- Minimum **lot width** is 7.0m.
- Minimum **lot area** is 200m².

10.8.5 Development Regulations

- Maximum commercial **floor space ratio** is 5.0. In addition, a residential **floor space ratio** of 4.0 is permitted for a total **floor space ratio** of 9.0.
- Maximum **height** is the lesser of 38.0m or 12.0 **storeys**.
- Minimum **front yard** is 0.0m.
- Minimum **side yard** is 0.0m.
- Minimum **rear yard** is 0.0m, except it is 6.0m where the **abutting** land is zoned or designated Residential.
- Any portion of a **building** above 15 meters in **height** must be a minimum of 3.0m from any **property line abutting a street**.

10.8.6 Other Regulations

- **Apartment housing, seniors assisted housing, seniors residential care and seniors supportive housing** are only allowed above the **first storey** and requires a separate at-grade access from the **commercial uses**. In the case of elevator equipped **buildings, uses** may share elevators provided security measures are in place to restrict access to residential areas.
- A minimum area of 2.0m² of private open space shall be provided per **bachelor dwelling, seniors assisted housing or seniors supportive housing** unit or group home **bedroom**, 4.0m² of private open space shall be provided per 1 **bedroom dwelling**, and 5.0m² of private open space shall be provided per **dwelling** with more than 1 **bedroom**.
- Parking shall not be constructed in the **front yard** of the property. Where residential **development** has access to a rear **lane**, vehicular access to the **development** is only permitted from the rear **lane**.

- For **seniors assisted housing, seniors residential care 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, temporary shelters, 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 5788*)
- 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*)



REVISIONS

L 20 09 26 DP ADDITIONAL INFO

NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE BC BUILDING ACT AND THE BC BUILDING CODE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

BONI • MADDISON Architects

3733 West Broadway
 Vancouver, B.C., V6R 3C1
 T: 604 683 8800
 F: 604 683 8801
 E: info@bonimaddison.com

PROJECT
 MCCULLOCH COURT 2
 3400 COLDSTREAM
 VERNON BC

DATE
 2018 09 01

DESIGN	NB	DATE	2018 09 01
SCALE	As Noted	SCALE	1/4" = 1'-0"
DATE	18 1/6	SCALE	1/4" = 1'-0"

1 COLDSTREAM PERSPECTIVE
 Scale: 1/4" = 1'-0"



1 PERSEPTIVE COLDSTREAM 2
Scale: 1:20

REVISIONS

K 20 08-26 DP ADDITIONAL INFO ISSUES

NOTES:
 THE CLIENT HAS APPROVED THE ARCHITECTURAL RENDERING AND THE ARCHITECT HAS PROVIDED THE NECESSARY INFORMATION TO THE CLIENT FOR THE PREPARATION OF PERMITS.
 THE ARCHITECT HAS PROVIDED THE NECESSARY INFORMATION TO THE CLIENT FOR THE PREPARATION OF PERMITS.
 THE ARCHITECT HAS PROVIDED THE NECESSARY INFORMATION TO THE CLIENT FOR THE PREPARATION OF PERMITS.
 THE ARCHITECT HAS PROVIDED THE NECESSARY INFORMATION TO THE CLIENT FOR THE PREPARATION OF PERMITS.

BONI • MADDISON Architects
 3733 West Brackley
 Vernon BC V8B 3C1
 T: 604.688.3894
 F: 604.688.3899
 E: info@bonimaddison.com

PROJECT:
 MCCULLOCH COURT 2
 3400 COLDSTREAM
 VERNON BC

TITLE:
 PERSPECTIVE

OWNER	NB	DRAWING #
SCALE	As Noted	P2
DATE	18-16	
DATE	2018-09-01	REV. #



1 SOUTH COURTYARD
 Scale: 1/4" = 1'-0"

REVISIONS

M 20-08-26 DP ADDITIONAL INFO

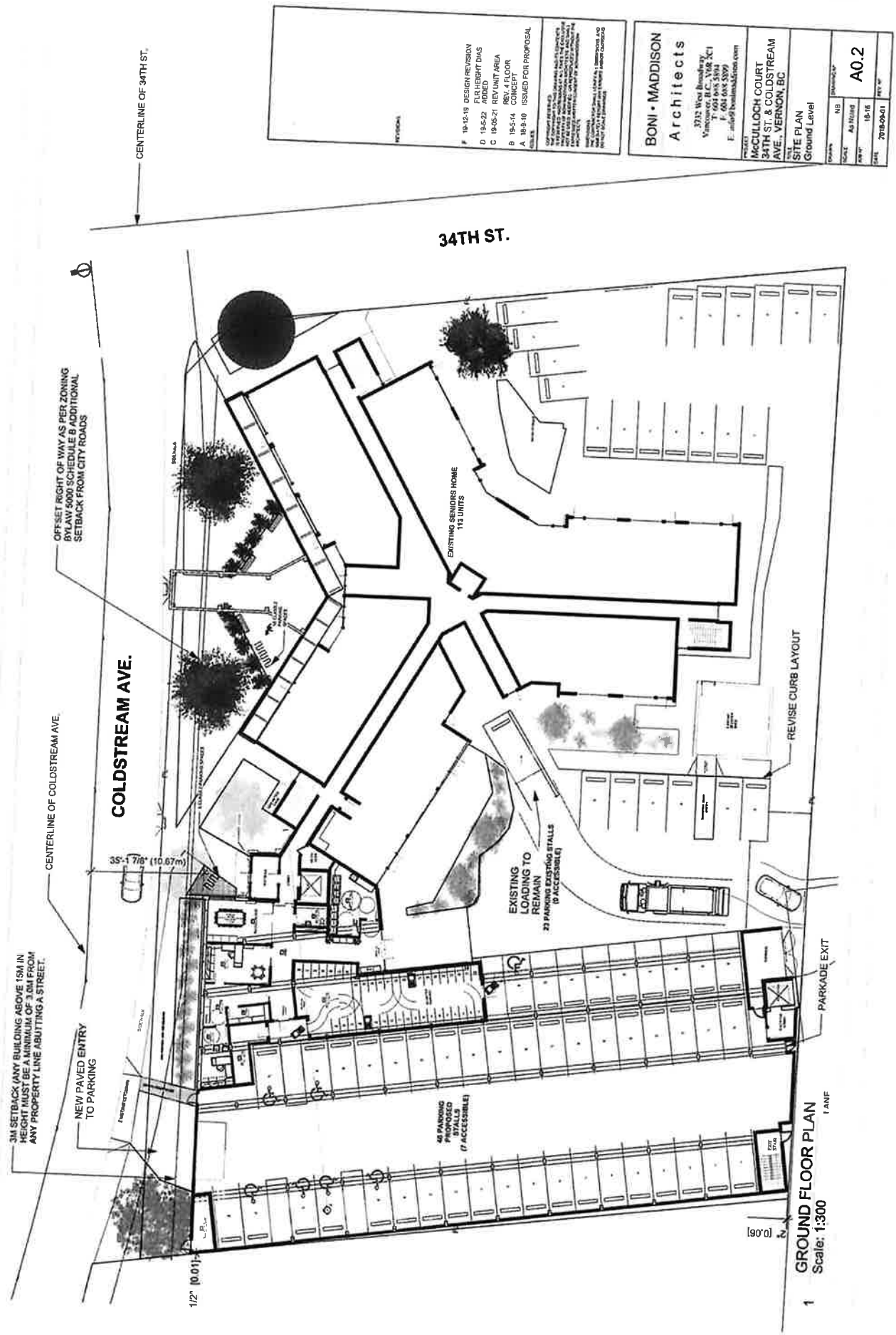
CONTRACTOR TO VERIFY ALL DIMENSIONS AND MATERIALS WITH THE CONTRACTOR TO BE INSTALLED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY. THE ARCHITECT IS NOT RESPONSIBLE FOR OBTAINING PERMITS OR APPROVALS. THE ARCHITECT IS NOT RESPONSIBLE FOR OBTAINING PERMITS OR APPROVALS. THE ARCHITECT IS NOT RESPONSIBLE FOR OBTAINING PERMITS OR APPROVALS. THE ARCHITECT IS NOT RESPONSIBLE FOR OBTAINING PERMITS OR APPROVALS.

BONI • MADDISON
Architects
 3733 West Broadway
 Vancouver, B.C. V6R 2C1
 T: 604 688 5894
 F: 604 688 5899
 E: info@bonimaddison.com

PROJECT
MCCULLOCH COURT 2
3400 COLDSTREAM
VERNON BC

<small>TITLE</small>	
PERSPECTIVE	
<small>DRAWN</small>	<small>CHECKED</small>
NB	VP
<small>SCALE</small>	<small>AS NOTED</small>
18-16	
<small>DATE</small>	<small>1/24" = 1'-0"</small>
2018 09-01	

P3



REVISIONS

F	18-12-19	DESIGN REVISION
D	18-05-22	FIR HEIGHT DIAS ADDED
C	18-02-21	REV UNIT AREA
B	18-05-14	REV UNIT FLOOR CONCEPT
A	18-09-10	ISSUED FOR PROPOSAL

OWNER: SENIORS HOME BC
 1000 WESTERN AVENUE, VANCOUVER, BC V6H 3G6
 TEL: 604-688-3300
 FAX: 604-688-3309
 E: info@seniorshomebc.com

BONI-MADDISON Architects

1212 West Broadway
 Vancouver, B.C. V6K 2C1
 T: 604 688 5834
 F: 604 688 3309
 E: info@bonimaddison.com

McGULLOCH COURT
 34TH ST. & COLDSTREAM AVE., VERNON, BC

SITE PLAN
 Ground Level

DATE	2018-06-01	REV. NO.	
SCALE	As Shown	1B-1E	A0.2
DRAWN BY		CHECKED BY	



3732 West Broadway
Vancouver, B.C., V6R 2C1
Tel. (604) 688-5894 Fax. (604) 688-5899
Email: nadine@bonimaddison.com

March 11th, 2020

City of Vernon
Planning Department

PROPOSED ADDITION TO 3400 COLDSTREAM AVE VERNON BC

To Keltie Chamberlain,

Please find below the design rationale and the rationale for variances for the proposed addition to 3400 Coldstream Ave.

3400 Coldstream Ave, the proposed property, currently has an existing mixed-use multi-family residential building with commercial at grade composed of 113 seniors housing rental apartment units. The existing 5,468.04m² site is located at the corner of Coldstream Ave and 34th St. and is located in C-8 zoning in downtown Vernon. The location has a high walkability score with many amenities located nearby with mainly a flat grade making the site an excellent location for independent seniors living.

The existing C-8 zoning allows for an FSR 9.0 on the site. The proposed development, including the existing building, will have an FSR 2.19. The allowed height is 38m or 12-storeys, the existing building is 6-storeys and the new building will be 4-storeys at 13.17m. The new addition conforms to all the required setbacks for the existing zoning. It is also compliant with the existing Official Community Plan.

The proposed addition to the complex will add 48 one-bedroom units, new parking located under the building, scooter parking, laundry, society office space, and additional amenity space. The new units are all seniors housing 1-bedroom units, consisting of rent geared to income, deep-subsidy rental, and low end of market rental.

The proposed 4-storey building will be a concrete structure for the ground floor administrative space and parkade. The parkade is a secured space but open air to allow for ease of ventilation. The upper three floors are wood frame construction sitting on the concrete deck. The addition will be tied to the existing building through the new elevator and there is an additional elevator on the south end of the addition to aid in service, accessibility, and moving furniture with access to the lane in the parkade.

The upper floors have been set back from the ground level as per the zoning requirements for Coldstream Ave as well as from the west property line to allow for large windows into the living area and bedrooms. The addition will form a courtyard on the south side of the property including a new entrance with a small parking area for staff

and commercial tenants. Access to the site will be restricted to the existing south entry off the lane and the existing entrance off of Coldstream. The entrance from 34th St. will be closed after construction is completed.

The building will be clad in two different cementitious products, a wood-look siding and an architectural panel system. The panels will be a cream colour that is sympathetic to the existing building in tone with the wood look in a medium finish colour. The balconies will have dark bronze metal railings with glass panels which relate back to the existing balcony wall topper. Even though the colour tones and materials are relatable to the existing building, the intention is to create a modern addition. The west façade will have shading to help reduce heat gain from afternoon and evening sun on the living rooms windows.

The building addition will have parking for cars, scooters, and bicycles but based on the building being a senior's facility and the historical evidence from staff regarding the existing building, there will be a reduced need for vehicle parking and bicycle storage.

This application includes 3 variances:

1. Reduction of vehicular parking ratios.
2. Reduction of bicycle parking ratios.
3. The combined width of the entrances to the site that will remain after construction exceeds the 9.0m combined width allowed.
4. Second water service from 34th St. to be run along Coldstream to new addition.

1. Vehicle Parking

The existing building of 113 units currently only uses a portion of the existing parking spaces for residents, staff, and commercial units. The remaining parking spaces are rented out. There are 12 secured scooter parking spaces available to the tenants; all in use and there is a waiting list. The additional building will provide a secured scooter parking area for 42 scooters with a wash/work area.

Given the lower demand for vehicle parking in the current complex and nature of the below-market rental, we are proposing that the reduced number of vehicle parking reflects the nature of the tenants, the current usage, and is in line with allocation at similar properties with similar uses. It is additionally offset by the addition of a large scooter room as an alternate form of transportation. For full rationale please refer to parking report by WSP Engineering.

2. Bicycle parking

There is currently no allocated bicycle parking in the existing building and there is only one tenant that has a bicycle. Due to the low usage of the existing tenants of bicycles and at the request of the operators, there is a limited amount of bicycle storage being provided in the new building.

The total required bicycle parking spaces would be 80. There will be a room dedicated to bicycle storage on the 2nd floor for 12 bicycles. In addition, the tenants will be able to utilize the scooter parking area for washing and maintenance of bicycles.

There is no bicycle requirement for Senior's Housing. Seniors typically use far less bicycles than other apartment-housing complexes. Based on the existing ratio of one bicycle to 113 units, the operators feel that 12 spaces will be over any likely requirement.

3. Width of Entrances

The property has three existing entrances to parking areas. There is one entrance off Coldstream Ave, the second off 34th St. and the third off the lane on the south of the property. After construction is completed the entrance off of 34th St. will be closed. The two remaining entrances will remain open for access to the new parking under the new building and the existing parking.

Even with the closure and reduction of the overall width of the entrances, the remaining width will still be over 9.0m at 11.06m. In order to maximize the amount of parking for the site, two entrances need to be maintained. As these are existing entrances and the width is being reduced from what it is currently, we are asking that the overage of 2.06m be allowed.

4. Second services for new addition.

Three new second services will be required for the site due to site conditions and existing building conditions. The existing building at 3400 Coldstream Ave. has a 4" diameter water service entering from 34th St. The existing building is a concrete construction, slab on grade building that is not sprinklered. The new addition to the building will be sprinklered plus an additional 48 one-bedroom units. The existing service will not support the addition to the building and routing a new service through the existing building would be costly and disruptive. Unfortunately, the water service along Coldstream is also in adequate for servicing the new building. We would therefore ask for a variance to allow for a second service on the site for the addition from 34th St. along Coldstream. There will also be a new hydrant feed from the new service for the addition of the building.

There is a need for a new sanitary and a new storm connection due to the existing services being located too shallow to connect to while still maintaining minimum cover. In order to utilize the existing sanitary and storm services off of 34th Avenue the service would have to be extended around the existing building, spanning approximately 100m from the property line. There are also a number of utility conflicts in the narrow lane on the south edge of the site, where the extension of the Sanitary and Storm would need to be accommodated.

Regards,



Nadine Beaulieu – Architect AIBC

Boni•Maddison Architects
3732 West Broadway, Vancouver
BC, Canada, V6R 2C1

T. 604 688-5894 ext. 116
F. 604 688-5899
E. nadine@bonimaddison.com
W. www.bonimaddison.com



3732 West Broadway
Vancouver, B.C., V6R 2C1
Tel. (604) 688-5894 Fax. (604) 688-5899
Email: nadine@bonimaddison.com

August 31st, 2020

Attn: Keltie Chamberlain – Current Planning and Economic Development

Re: 200827_EML_DVP493_APC

Bicycle parking ratio – McCulloch Court Addition – 3400 Coldstream Ave Vernon BC

Dear Keltie Chamberlain,

As discussed in a project review on August 25th, 2020, please find enclosed a comment on the flexible nature of the scooter parking for the development.

Bicycle use in the complex is both currently and historically low. As an example, currently there is only one resident in the complex of 113 units that has a bicycle. The current requirement for an apartment complex is 82 spaces. However, there is no parking reduction provided by City of Vernon Planning for seniors housing.

To reflect the typical use of the building residents we are proposing scooter parking instead of bicycle parking.

Currently there are 42 proposed scooter parking spaces. 12 existing scooter parking, and 21 bicycle parking spaces for a total of 75. The parking spaces for the scooters could be repurposed, as needed, if there was an additional need by the complex for bicycle storage.

The scooter parking spaces are 0.76m wide and the bicycle parking spaces are 0.6m wide. Reassigning the scooter parking to bicycle parking would yield a total of 68 bicycle parking spaces. When added to the other 21 bicycle spaces there is a total 98 proposed bicycle spaces, an excess of 16 bicycle parking spaces. We propose that by allowing the scooter parking to be

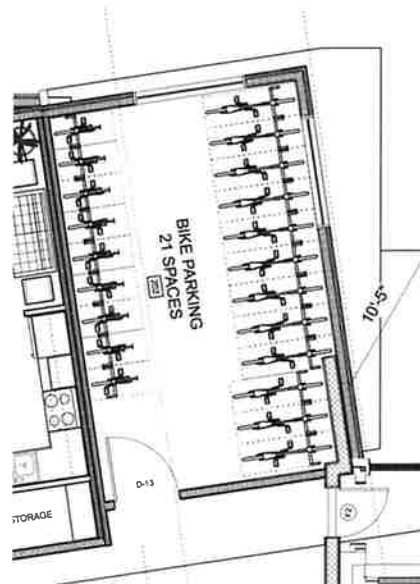
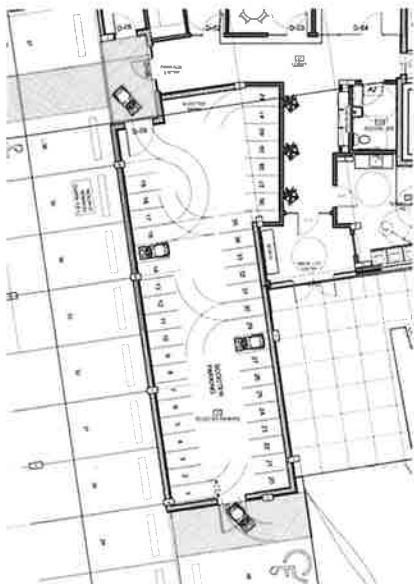
considered bike parking, if required, then the parking spaces required for bikes is exceeded therefore making the substitution of the more pertinent scooter parking.

Regards,

Nadine Beaulieu Architect AIBC

Boni•Maddison Architects
3732 West Broadway, Vancouver
BC, Canada, V6R 2C1

T. 604 688-5894 ext. 4
F. 604 688-5899
E. @bonimaddison.com
W. www.bonimaddison.com



VERNON PENSIONERS ACCOMMODATION SOCIETY

MCCULLOCH COURT PARKING STUDY

JANUARY 10, 2020





MCCULLOCH COURT PARKING STUDY

PROJECT NO.: 191-12485-00
DATE: JANUARY 10, 2020

WSP
LANDMARK 6, SUITE 700
1631 DICKSON AVENUE
KELOWNA, BC
CANADA V1Y 0B5

T: +1 250 980-5500
F: +1 250-980-5511
WSP.COM

REVISION HISTORY

FIRST ISSUE

October 29, 2019	Draft			
Prepared by	Reviewed by			
Greg Cockburn	Christine Benedek			
REVISION 1				
November 27, 2019	Revised Draft			
Prepared by	Reviewed By			
Christine Benedek	Terry Bidniak			
REVISION 2				
January 10, 2020	Final			
Prepared by	Reviewed By			
Christine Benedek	Terry Bidniak			

SIGNATURES

PREPARED BY



Christine Benedek

January 10, 2020

APPROVED¹ BY

A handwritten signature in black ink that reads "Terry Bidniak".

Terry Bidniak

January 10, 2020

WSP Canada Inc. prepared this report solely for the use of the intended recipient, Vernon Pensioners Accommodation Society, in accordance with the professional services agreement. The intended recipient is solely responsible for the disclosure of any information contained in this report. The content and opinions contained in the present report are based on the observations and/or information available to WSP Canada Inc. at the time of preparation. If a third party makes use of, relies on, or makes decisions in accordance with this report, said third party is solely responsible for such use, reliance or decisions. WSP Canada Inc. does not accept responsibility for damages, if any, suffered by any third party as a result of decisions made or actions taken by said third party based on this report. This limitations statement is considered an integral part of this report.

The original of this digital file will be conserved by WSP Canada Inc. for a period of not less than 10 years. As the digital file transmitted to the intended recipient is no longer under the control of WSP Canada Inc., its integrity cannot be assured. As such, WSP Canada Inc. does not guarantee any modifications made to this digital file subsequent to its transmission to the intended recipient.

¹ Approval of this document is an administrative function indicating readiness for release and does not impart legal liability on to the Approver for any technical content contained herein. Technical accuracy and fit-for-purpose of this content is obtained through the review process. The Approver shall ensure the applicable review process has occurred prior to signing the document.



TABLE OF CONTENTS

1	INTRODUCTION.....	1
1.1	Existing Facility	1
1.2	Location.....	2
1.3	Proximity to Nearby Amenities	4
2	PROPOSED EXPANSION	5
3	FACILITY REVIEW	6
4	MUNICIPAL BYLAW REVIEW	7
4.1	City of Vernon	7
4.2	City of Kamloops	8
4.3	City of Kelowna.....	8
4.4	City of Victoria	9
4.5	Victoria Transport Policy Institute.....	9
5	SUMMARY	10
	FACILITIES / AFFORDABLE HOUSING AGENCIES QUESTIONNAIRE.....	12



TABLES

TABLE 1: SUMMARY OF EXISTING MCCULLOCH COURT FACILITY	2
TABLE 2: SUMMARY OF PARKING AT PROPOSED DEVELOPMENT (INCLUDING EXISTING AND EXPANSION)	5
TABLE 3: SUMMARY OF FACILITIES CONTACTED....	6
TABLE 4: MUNICIPAL PARKING REQUIREMENTS COMPARISON	7

FIGURES

FIGURE 1: STUDY SITE AND CITY CENTRE NEIGHBOURHOOD PLAN AREA	1
FIGURE 2: COLDSTREAM AVENUE PARKING – WEST OF 34 TH STREET	3
FIGURE 3: COLDSTREAM AVENUE PARKING – EAST OF 34 TH STREET	3
FIGURE 4: 34 TH STREET LOOKING SOUTH	4

APPENDICES

- A** FACILITIES / AFFORDABLE HOUSING AGENCIES QUESTIONNAIRE
- B** PROPOSED SITE PLAN

1 INTRODUCTION

McCulloch Court, located at 3400 Coldstream Avenue in Vernon, is owned and operated by the Vernon Pensioners Accommodation Society (VPAS), in partnership with BC Housing. McCulloch Court is a low to moderate income facility for seniors with 113 units. VPAS is currently seeking to expand the number of units at McCulloch Court to include an additional 48 one-bedroom units for seniors. As part of the expansion, VPAS is seeking a variance from the City of Vernon on the parking supply. The City requested a parking study to support the variance request by providing 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 and facilitated the distribution of questionnaires.

1.1 EXISTING FACILITY

McCulloch Court is currently zoned C8 Central Business District and is located within the City Centre Neighbourhood Plan Area. It includes one structure with 80 studio and 33 1-bedroom residential units and approximately 219 m² of commercial space. 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 Area²

The existing building caters to residents who are approved for affordable market housing or rent geared to income (RGI) housing. The current mix is approximately 75% residents in the rent geared to income category and 25% residents in the affordable market category. Table 1 provides the current parking details.

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

Table 1: Summary of Existing McCulloch Court Facility

UNIT MIX	CLIENTELE	PARKING
Studio units: 80 1-bedroom units: 33	Seniors 75% Affordable Market 25% Rent Geared to Income (RGI)	Resident Spaces: 41 Staff: 4 Business:4 Rental stalls:19 Visitor Spaces: 7 Care Aid: 1 Secured Mobility Scooter Spaces: 12 Bike parking: 1
Commercial	219m ²	

There are currently 76 parking stalls available at 3400 Coldstream Avenue. Of the 76 stalls, 41 are occupied by tenants. The remaining stalls are a combination of staff, business and visitor parking and extra spaces rented to off-site businesses. At the time of construction, the City of Vernon Parking and Loading bylaw did not require any parking spaces for commercial developments in the Central Business District. Bicycle and scooter stall parking is also not a requirement under the by-law for senior housing. All 113 housing units are currently occupied, and 41 stalls have been assigned to tenants, which translates to a parking demand rate for the current residential site of 0.36 stalls per bedroom.

1.2 LOCATION

The site is located within the Central Business District. Sidewalks are located on both sides of all surrounding roads and there are two transit stops located nearby:

- Stop ID 144111: Located on 30th Avenue, serviced by routes # 3, 7, and 8
- Stop ID 144283: Located on 34th Street, serviced by routes # 5 and 6.

The central transit exchange is also located approximately 550m (or a 7-minute walk) from the site and there are sidewalks for the full route.

The site is accessed by 34th Street and Coldstream Avenue with the main entrance onto Coldstream Avenue. East of 34th Street, Coldstream Avenue is a two-way street with one lane each direction and meter parking on both sides. West of 34th Street, Coldstream Avenue is a one-way street in the West direction with metered parking on both sides. 34th Street is a two-way street running north-south with meter parking on the East side only.



Figure 2: Coldstream Avenue Parking – West of 34th Street



Figure 3: Coldstream Avenue Parking – East of 34th Street



Figure 4: 34th Street Looking South

1.3 PROXIMITY TO NEARBY AMENITIES

McCulloch Court is in the Central Business District and is near several amenities, most of which are within walking and cycling distance along routes with sidewalks. This includes medical offices, grocery stores, pharmacies, banks, and other amenities. The closest parkade is approximately 300m (or a 4-minute walk) away which offers hourly, daily, weekly, and monthly parking to the public. Some of the amenities and their distance from McCulloch Court are presented below:

- Grocery Store-Safeway: 200m (3-minute walk)
- Drugstore Pharmacy: 240m (3-minute walk)
- Bank of Montreal (BMO): 350m (5-minute walk)
- Damini Physiotherapy & Sports Injury: 500m (7-minute walk)
- Shoppers Drug Mart: 290m (4-minute walk)

2 PROPOSED EXPANSION

VPAS is proposing to expand the existing site with 48 additional 1-bedroom senior housing units (for a total of 161 new and existing units) and office space for the operation of the new building. The proposed site layout is included in Appendix B.

The proposed expansion is 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 new facility must be met³:

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

The site (which includes the expansion and existing building) will include a total of 69 parking spaces. The complex will also have a 54 secured mobility scooter parking spaces and 12 Class I bicycle parking spaces for residents. Table 2 provides a breakdown of the proposed expansion and compares the parking spaces provided versus what would be required under the current by-law. Although there will be 69 spaces available on the site, some visitor, staff and commercial parking will be made available from those 69 stalls. There will be 52 spaces reserved for tenants which results in a parking rate is 0.32 stalls per bedroom. The rationale for the reduction in parking rate from the current bylaw or current demand is as follows:

- 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 site is in the central business district with good pedestrian connectivity to nearby amenities.
- The site is near transit routes.
- The existing parking spaces currently available for tenants are not all occupied as some are rented to businesses who are not on the site.
- The building will serve seniors who meet the BC housing criteria for social housing and are less likely to own a vehicle with at least 20% of the new tenants in the deep subsidy category.
- There is metered parking along Coldstream Avenue which visitors could use.

Table 2: Summary of Parking at Proposed Development (including existing and expansion)

UNIT MIX	CLIENTELE	PARKING (PROVIDED)	BYLAW REQUIRED PARKING
Studio: 80 1-bedroom: 81 Commercial: 4	Senior	Resident Spaces: 52 Commercial, visitor and staff: 17 Class I Bicycle ¹ : 12 Class II Bicycle ² : 0 Secure Mobility Scooter Spaces: 54	Resident Spaces: 181 Commercial: 2 Class I Bicycle*: 24 Class II Bicycle*: 0

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.

*The bylaw calculation shown for bicycle parking is for the new building and not the combined new and existing building on site.

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

3 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 to generate a profile for each facility and get an understanding of the parking supply. A copy of the questionnaire is provided in Appendix A.

Table 3: Summary of Facilities Contacted

	Location	No. of bed-rooms	Parking Stalls Used	Ratio	Comments
Embers Apartments/ Century Manor	3614 30 Avenue and 3618 30 Avenue, Vernon, BC	95	42	0.44	Facility generally geared to seniors. Parking is rented. Facility allows for scooter parking.
Columbus Court	3003 Gateby Place, Vernon, BC	74	20	0.27	35 suites for seniors, 36 suites for low income housing. Parking lot shared with other buildings. They have 20 stalls designated and rented. Complex consists of 3-2-bedroom units, rest are 1-bedroom units.
The Village	1507 35 Avenue, Vernon, BC	55	10	0.18	55-1 bedrooms units. Target: low income. Facility has 10 visitor parking stalls and no scooter parking; residents take the bus.
Canterbury Court	3011 Gateby Place, Vernon, BC	179	43	0.24	134 units available; 179 bedrooms in total. Facility provides 43 parking stalls and 14 scooter parking. Age range of 80-103. Majority of residents do not drive and take the shuttle bus.
Monashee Place	1748 Glencaid Street, Lumby District	56	34	0.6	Low income housing for seniors. They must qualify as low income to be in building. Target is for seniors in rent geared to income and affordable market.
Yin-Ho Gardens	4206 Alexis Park Drive, Vernon, BC	95	40	0.42	Households in need and Rent Geared to Income (RGI)
Stokstad Place	1693 Tranquille Road, Kamloops, BC	17	6	0.33	Household in need, RGI. Parking is combined for residents and visitors
Spencer Court	1580 Summit Drive, Kamloops, BC	112	36	0.32	Households in need and Rent Geared to Income (RGI)
Glenfair Housing	1100 Glenfair Drive, Kamloops, BC	80	40	0.5	Households in need and Rent Geared to Income (RGI)

As shown in Table 3, parking demand for senior or facilities catering to households in need or rent geared to income can range from 0.18 to 0.6 with almost half of the facilities having demand rates in the 0.24 to 0.33 range.

4 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 4: 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	178 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	178 stalls
Kamloops	Multiple Family Social Housing	0.25 per unit visitor: 15%	40 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	57 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.

4.1 CITY OF VERNON

The City of Vernon does have parking requirements for senior housing/stacked row housing as shown in Table 4 but those requirements do not take into consideration rent geared to income or affordable housing. 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.

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. The TDM measures applied for the proposed McCulloch Court expansion includes:

- Bicycle parking; and
- Scooter Parking

4.2 CITY OF KAMLOOPS

Parking requirements for developments in the City of Kamloops are governed by Bylaw no. 5-1-2001 and summarized in Table 4 for affordable social housing. Several facilities within the City of Kamloops fall under the affordable housing category. The 0.25 parking rate adopted by Kamloops over 15 years ago has not caused the city to experience formal complaints related to parking shortages onsite or from nearby residents about on-street parking. 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.

4.3 CITY OF KELOWNA

The City of Kelowna does not specifically have a parking rate for senior or 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. An offset of 5 spaces or 20% (whichever is lower) is offered if a car-share vehicle parking space is provided on-site or within 100-metres of the site and is guaranteed to operate for a minimum of two years. If the site is located in certain designated areas, the City also offers an offset of 5 spaces or 20% (whichever is lower) if additional long-term bicycle parking is supplied as follows:

- 1.0 per bachelor or 1-bedroom unit
- 1.5 per 2-bedroom unit
- 2.0 per 3-bedroom or more dwelling units

4.4 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.

4.5 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.

5 SUMMARY

Based on research and discussions with facility operators, the planned parking supply of 69 stalls, 54 scooter stalls and 12 Class I bicycle parking stalls should provide adequate parking for the 161-unit senior social housing complex. The proposed parking supply equates to a rate of 0.32 stalls per bedroom (assuming 52 dedicated stalls for residents and the remaining available for visitor, commercial and staff parking). A rate of 0.32 is within the range of current parking demand of the facilities surveyed. Reliance on a vehicle for travel and parking demand has the potential to be alleviated because:

- The new housing provided is for seniors who meet the criteria for BC housing funding program:
 - o 30% Affordable Market Housing (moderate income)
 - o 50% Rent Geared to Income (housing income limit)
 - o 20% Deep Subsidy
- At least 20% of the new tenants will meet the deep subsidy category which are less likely to own a vehicle.
- The area is well served by transit.
- The site is in the Central Business District with good pedestrian connectivity to nearby amenities that are within walking distance.
- The site will have a large number of secure mobility scooter parking and Class I bicycle parking.
- The existing parking spaces currently available for tenants are not all occupied as some are rented to businesses who are not on the site.
- There is metered parking along Coldstream Avenue which visitors could use.

APPENDIX

A

FACILITIES /
AFFORDABLE HOUSING
AGENCIES
QUESTIONNAIRE

APPENDIX

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?	

APPENDIX

B PROPOSED SITE PLAN

Bylaw Excerpts

Subdivision & Development Servicing Bylaw #3843, Schedule B, Section 3.5.5.

“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 is subject to reduction of the existing access width such that the combined access widths do not exceed 8m. Lane accesses are exempt from this, subject to those lane accesses conforming to requirements in 3.5.6. The City Engineer may accept provision of a second access to medium and high density residential, commercial and industrial lots based on accepted design of internal roads, onsite parking, loading and traffic circulation.”