

White Rock PARC Parking Rationale per Development Permit #391

It is well documented that residents of seniors' independent living accommodation have lower rates of car ownership. The City of White Rock (CWR) Zoning Bylaw doesn't distinguish between general (apartment) residential parking ratio of 1.5 spaces per unit and independent living seniors residential. In other BC jurisdictions, including Surrey, Langley and Kelowna for example, ratios generally range from 0.31 to 0.40. (see Table 1 below). White Rock PARC, a senior's independent project, is proposing a 0.55 parking space ratio (111 stalls: 202 suites).

While PARC originally recommended a variance with a ratio of 0.45 independent senior living units, it has been increased by 20% from 100 to 120 stalls following a reconfiguration of the underground parkade.

The following is a summary including PARC offerings and tables with parking content prepared by MMM Group. The entire report can be found at:

<http://parcliving.ca/wp-content/uploads/2016/05/5015227-001-REP-01-Rev11-TIS.pdf>

Table 1 – Seniors' Residence Parking Requirement Comparison in BC Communities

Municipality	Land Use	Bylaw Requirement	Parking Requirement (Spaces)	Parking Ratio (spaces per DU)	Source
Vancouver	Senior citizen housing	1 space for every 3 DU	67	0.33	Parking Bylaw 6059
West Vancouver	Seniors housing	1 space for every 3 DU	67	0.33	Zoning Bylaw No. 4662, 2010
Kelowna	Congregate housing	1 space per 3 beds plus 3 spaces	70	0.35	Consolidated Zoning Bylaw no.8000
Victoria	Senior citizen housing	0.35 spaces per DU	71	0.35	Zoning Regulation Bylaw
Surrey	Care facility	0.4 spaces per sleeping unit	81	0.40	Zoning By-Law No. 12000
Surrey	Independent living	0.46 spaces per DU	42	0.47	CD (By-Law No.16410)
Langley	Seniors housing	1 space per 4 dwelling units plus 1 space per 3 employees	62	0.31	Zoning By-Law No.2500
Saanich	Senior citizen housing	1 space per 2 DU's or sleeping units	101	0.50	Zoning By-Law No. 8200
PARC White Rock	Independent living	n/a	111	0.55	-

Notes: DU – Dwelling Unit
Source: MMM Parking Ratio Comparison, Oct. 2016

Justification for Reduced Parking Ratios

Table 2 – Parking Ratios at Seniors’ Residences Similar to PARC White Rock

Property	Address	Year Completion	Dwelling Units	Parking Supply (Spaces)	Parking Ratio (Spaces per DU)	Management
Summerhill	135 15th Street West, North Vancouver	2001	107	49	0.46	PARC Retirement Living
Mulberry	7230 Acorn Avenue, Burnaby	2006	146	52	0.36	PARC Retirement Living
Cedar Springs	3633 Mt. Seymour Parkway, North Vancouver	2012	146	57	0.39	PARC Retirement Living
Westerleigh	725 22nd Street, West Vancouver	2013	129	69	0.53	PARC Retirement Living
Abby Lane	15333-16th Avenue, Surrey (Under Construction)	2019	90	42	0.47	Amica Mature Lifestyles
Evergreen Baptist Manor	1531 Everall Street, White Rock	1962	84	45	0.54	Evergreen Baptist Home Society
Peninsula	2088 152 Street, Surrey	2012	127	62	0.49	Sienna Senior Living
Pacifica	2525 King George Boulevard, Surrey	2009	175	102	0.58	Sienna Senior Living
Sunnyside Manor	15340-17th Avenue, Surrey	1988	85	47	0.55	Unicare Homes
Whitecliff Retirement Residence	15501-16th Ave, Surrey	1991	126	62	0.49	Revera Retirement Residences
Average					0.49	
PARC White Rock	1554-1564 Johnston Road, White Rock	TBD	202	111	0.55	PARC Retirement Living

Source: MMM Parking Ratio Comparison, Oct. 2016

Table 2 shows PARC’s four independent seniors’ residences in Vancouver’s lower mainland (owned and operated for as long as 15 years). Three similar South Surrey residences are also shown.

Table 3 – Parking Stall Utilization (PARC four year average)

PARC Residence	Completion Date	Dwelling Units (DU)	Parking Supply (Spaces)	Ratio	Resident Parking Occupancy			
					2016 YTD	2015 Avg.	2014 Avg.	2013 Avg.
Summerhill	2001	107	49	0.46	16%	18%	20%	19%
Mulberry	2006	146	52	0.36	60%	48%	33%	33%
Cedar Springs	2012	146	57	0.39	74%	63%	33%	26%
Westerleigh	2013	129	69	0.53	97%	86%	53%	-

Source: PARC Retirement Living Statistics, October 2016

Table 3 indicates parking is underutilized in all residences. This is attributable to the many services that PARC provides that reduce the need for personal vehicles. PARC residents receive the following benefits that contribute to reduced need for car ownership.

PARC Transportation Service: includes daily chauffeured town car service and seniors' specific shuttle bus. Most trips are utilized for medical appointments, banking and shopping.



Many residents appreciate the savings (car costs, insurance, repairs, fuel, and liability) that come with giving up a vehicle.

Meals: with healthy daily cuisine provided, residents no longer need to travel to purchase groceries. Many stores also provide delivery service.



Housekeeping: weekly housekeeping means residents require fewer cleaning supplies

Laundry service: available laundry service reduces the need for laundry supplies

Maintenance: with maintenance provided by PARC, residents no longer travel to the hardware store



Deliveries: pharmacy orders are regularly delivered to site

Tuck shop: convenience purchases such as milk, butter, stamps are available on-site

On-site professional health services: a wellness nurse and monthly podiatry visits

On-site fitness facilities and trainers: reduces need for travel to gyms

On-site recreational and community activities: Many on-site activities reduces need for vehicle travel. PARC also offer community space to outside not-for-profit groups that are important to seniors. This translates into rich "outside" experiences within their easy reach, reducing isolation as seniors age.

Urban sites: all of PARC's residences are located in the heart of local communities, adjacent either a mall, cultural/community centres and/or similar amenities

Table 4 – Length of Stay vs. Vehicle Ownership

PARC Residence	Avg. length of stay	Avg. Parking Stall Rental	% of residents that may let go of a vehicle after a move
Summerhill	3.0 years	2 years	25%
Mulberry	3.6 years	2 years	5%
Cedar Springs (built 2012)	1.9 years	3-3.5 years	28%
Westerleigh (built 2013)	1.9 years	3-3.5 years	15%

Source: PARC Retirement Living Statistics, October 2016



Table 4 compares the length of residential stay versus vehicle ownership (parking stall rental) indicating that residents give up their vehicle after two or more years of stay.

Table 5 – Active BC driver licenses by age

Age	2010	2011	2012	2013	2014
16-19	147,000	146,000	146,000	145,000	143,000
20-24	230,000	229,000	230,000	231,000	230,000
25-29	263,000	264,000	263,000	264,000	263,000
30-34	258,000	264,000	270,000	277,000	280,000
35-39	267,000	264,000	263,000	264,000	265,000
40-44	294,000	294,000	292,000	288,000	281,000
45-49	328,000	320,000	311,000	303,000	297,000
50-54	325,000	326,000	329,000	333,000	331,000
55-59	292,000	299,000	306,000	312,000	315,000
60-64	255,000	261,000	265,000	272,000	278,000
65-69	178,000	192,000	208,000	221,000	233,000
70-74	128,000	133,000	142,000	151,000	159,000
75-79	94,000	96,000	99,000	103,000	106,000
80-84	55,000	56,000	58,000	60,000	61,000
85+	29,000	30,000	31,000	33,000	35,000

Active B.C driver licences: A holder of an active B.C driver's licence may not be currently driving as many British Columbians keep a driver's licence as a form of primary identification.
 Counts are as of December 31st of each year and have been rounded.
 Source: Business information Warehouse (as of June 30, 2015)

Source: ICBC Quick Statistics report, February 2016: Population: vehicles, active B.C. driver licences

Table 5 illustrates a reduction in active driver licenses amongst seniors: Traditionally, there is an observed reduction in active driver licenses among the 85+ age group. The majority of PARC residents fit into this category. (Refer to Table 6).

Table 6 – Average Age of PARC Residents

PARC Residence	2016	2015	2014 – 2001
Summerhill	89	89	90
Mulberry	88	88	90
Cedar Springs	88	87	88
Westerleigh	88	87	88

Source: PARC Retirement Living Statistics, October 2016



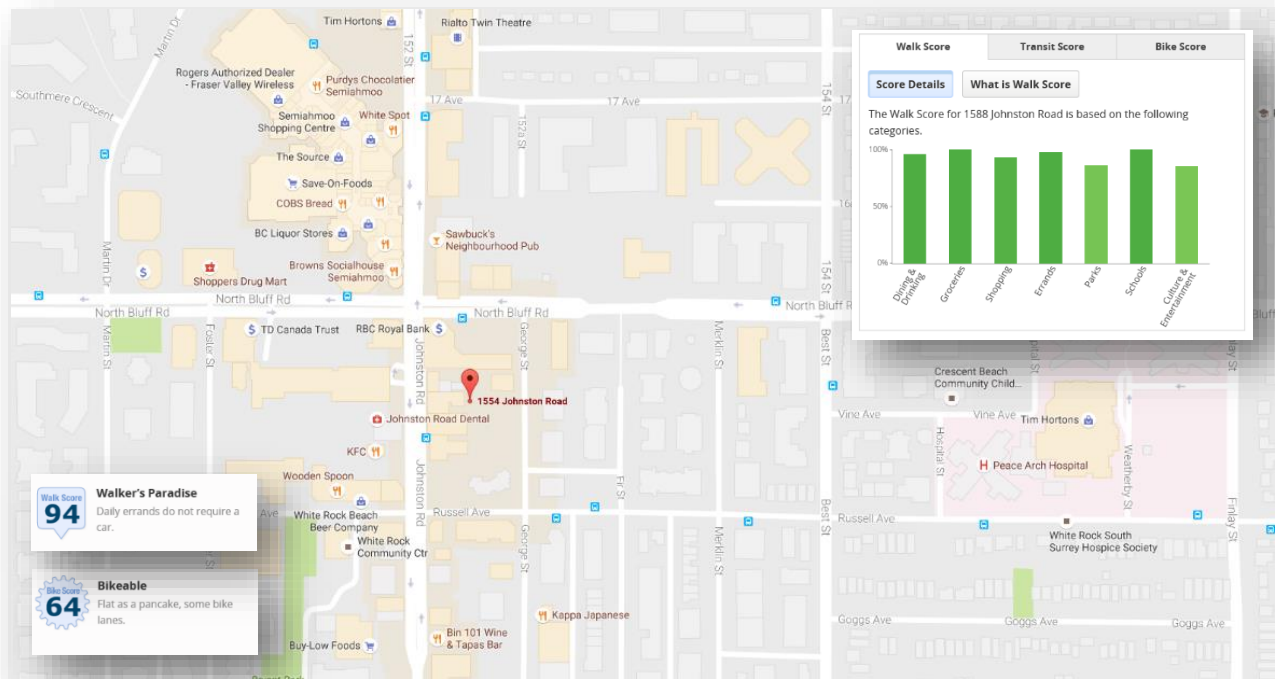
White Rock PARC – “The Area”

Nearby Amenities

Located just south of the intersection on North Bluff Road and Johnson Road, White Rock PARC’s urban location is highly central and close to Royal Place Mall and Semiahmoo Mall. Semiahmoo Mall has over 64 businesses ranging from drugstores, groceries, department stores, a liquor store, dental and medical centres, and fashion. Uptown Medical Clinic and Peace Arch Hospital are located within 500m from White Rock PARC.

White Rock Community Centre, Royal Bank and TD Canada Trust are located across the street.

The Walk Score for the North Bluff and Johnson intersection rates as a Walk score “94”, which is considered a “Walker’s Paradise” where daily errands do not require a car.



Source: Google Maps and www.walkscore.com

The area’s central location provides for regular (every 15 minutes) transit service proximal to the site. PARC’s other four residences have experienced a 15-60% staff utilization of local transit and similar levels are anticipated for White Rock PARC.

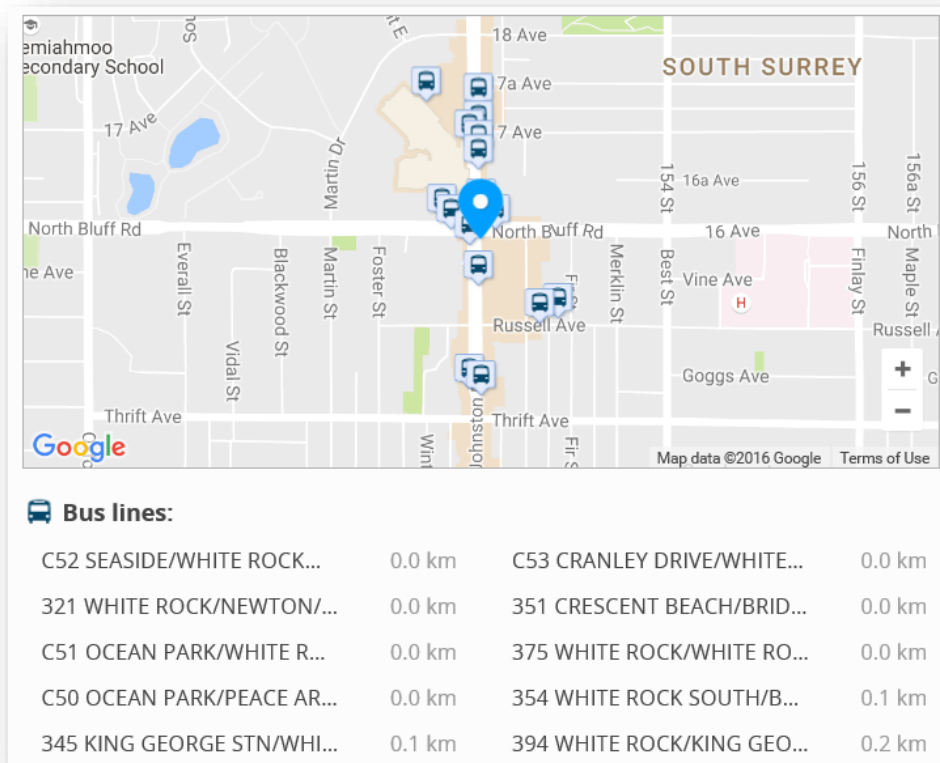
Transit Facilities

Located just south of White Rock Centre Exchange, the site is well served by transit that connects to both local and regional destinations. Johnston Road (152 Street) north of North Bluff Road is part of TransLink's Frequent Transit Network (FTN) where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. Along North Bluff Road and Johnston Road south of North Bluff Road, local transit service is provided. Coast Mountain Bus Company operates the following bus routes within or near the site vicinity:

- 321 - Newton Exchange / White Rock Centre (Peak frequency: 15 minutes)
- 351 - Crescent Beach / Bridgeport Stations (Peak frequency: 10 minutes)
- 375 - White Rock/ Guildford (Peak frequency: 30 minutes)
- C50 - Ocean Park / Peace Arch Hospital (Peak frequency: 30 minutes)
- C51 - Ocean Park / White Rock Centre (Peak frequency: 30 minutes)
- C52 - Seaside / White Rock Centre (Peak frequency: 30 minutes)
- C53 - Cranley Drive / White Rock Centre (Peak frequency: 30 minutes)

Source: MMM Transit Facilities, Oct. 2016

Near By Public Transit



Source: www.walkscore.com

Appendix items:

MMM Group Traffic Impact Study

MMM Group Technical Memo: Parking Ratio Comparison

PARC property summary and PARC Cedar Springs Transportation sheet

Walk Score info for other PARC sites. WS methodology
(<https://www.walkscore.com/methodology.shtml>)

ICBC BC Driver Population: <http://www.icbc.com/about-icbc/newsroom/Pages/Statistics.aspx>