

APPENDIX III: Rationale for Parking Variance (submitted by proponent)

Outline the provisions of the respective bylaw(s) that you wish to vary and give your reasons for making this request (development variance permit application, page 2)

Variance requested:

City of Grand Forks Bylaw 2039, 2018: 26.10, Table 2, 1 space per every dwelling unit (equal to or under 90 square meters) + 1 space per 60 square meters of professional services space

Requirement: 38 parking stalls

Proposed: 11 parking stalls

Variance Requested: 23 parking stalls

The variance is requested to reduce the required number of parking stalls from 38 parking stalls to 11 parking stalls for a proposed supportive housing building (34 studio units) located at 7382 2nd Street, Grand Forks BC. The proposed building meets other standards of the zoning bylaw including parking stall dimensions for both regular and the barrier-free parking. One barrier-free parking stall is provided as per the requirement.

The parking requirement for the Dwelling Unit use is calculated at a rate of one parking stall per dwelling unit (equal to or under 90 square meters). Based on this parking requirement, the proposed housing project requires 38 on-site parking stalls.

Site Characteristics

The subject property is located east of 2nd Street South of Highway 3. It is also surrounded by a laneway that connects 2nd Street and Highway no.3

It is zoned 'Core Commercial Zone' (CC) in Zoning Bylaw number 2039. Consider parking spaces for the commercial section of the building (50% of the first storey).

The Zone allows up to 50% of the built area in the ground floor to be residential. The remaining area (containing supportive uses as offices, commercial kitchen, dining area and storage) is to be treated as commercial (professional services). 50% of the main floor would be about 232.7 square metres which requires 4 parking spaces (1 space per 60 square metres of commercial). Although, it would appropriate to consider that these commercial parking spots are already included in the suggested alternate parking calculation (see next page), knowing that the commercial space users are the same individuals as the staff.

The building is located within the designated floodplain area.

According to City of Grand Forks Floodplain Management Bylaw 1402, and the Floodplain Map, the building should be raised to the 514.5 m level. The site's ground elevation is between 513.24m. and 513.62m. The building would need to be raised at least 1.26m. (4' 2"), should be higher to reduce potential risks. Access ramps and stairs and parking will address these variables.

Building Highlights and considerations

No of storeys: 4

Projected number of residents: up to 34

Preliminary number of staff: up to 2

Parking Reduction Justification

11 parking stalls is the maximum number the site can provide considering other major elements like outdoor amenity spaces that will be prioritized and other outdoor spaces for garbage storage and pick-up, bike parking, transformer, electricity poles and a loading area.

The parking requirement for the dwelling Unit Use is calculated on a general requirement for any type of housing of the same size. This parking ratio contemplates a variety of tenants and assumes that all tenants own a car. However, tenants for this type of housing are typically bike owners, not car owners.

The demographic consists of homeless and homeless-at-risk individuals, typically street entrenched, persons with disabilities, etc. with approximatively 98% having no income or are on some income assistance. They typically lack the skills to get drivers license, resources to purchase, insure and maintain a vehicle. The program is designed so that BCH charges the maximum allowance of shelter rate at \$375. BCH Regional Operations has indicated that it is very rare that anyone within these categories have vehicles, about 1 in 50 (or even higher in some cases). Those that do are spending their resources to live in their cars.

11 parking stalls would be provided, including at least 1 accessible stall and 2 stalls for staff and support service staff that may visit at various times of the day. The remaining 8 stalls could accommodate some residents and visitors or could be rented (adding some revenue towards programming or other resources).

The request for variance to 11 parking stalls assumes ratio that is similar to the congregate care zoning designation in this community (1 to 3). A class that represents better the use of the proposed building. (1 space for every 3 bedrooms and 1 for every employee).

BC Housing has several projects where Rapid Response Housing has required a parking reduction justification. These include:

- In Vancouver, the newly opened Sarah Ross House, which has 52 units of supportive housing and 3 parking stalls for staff;
- In Richmond, a recent supportive housing project with 40 units has proposed 7-8 parking stalls to accommodate the needs of staff and visiting professionals;
- The recently completed temporary modular projects in Surrey have 7 (King George), 10 (107A Ave), and 10 (105 Ave) stalls respectively;
- In Sechelt, a recent project with 40 units has 5 stalls.

Most DP's BCH has completed thus far for the RRH program has required a parking reduction justification. A recent Letter for Richmond is attached.

Considering:

- the location of the property: down town area provided with approximately 260 on-street parking stalls within a 2-minute walk radius (200 m).
- the availability of parking off-site close to the site (the City owns a parking lot south of this site on the same block, provided with around 21 parking stalls).
- Data confirming that the residents of the project will tend not to own cars.
- The opportunity to address two of the five key themes part of the OCP update (2018):
 1. Environmental Sustainability: there is an opportunity to favour transit and reducing car dependency in the core area stated as the 5th guiding principle the City's Sustainable Community Plan (Promote and provide alternative modes of transportation to single-occupant vehicles such as walking, cycling and transit).
 2. Affordable Housing: there is an opportunity to support and increase the supply of affordable housing and to address housing needs of homeless and at-risk individuals. (Part of the Bylaw to amend the City of Grand Forks Official Community Plan Bylaw No 1919, 2011).
- Examples of similar projects with reduced parking attesting that there have been no parking problems.

We are of the opinion that the requested variance would satisfy the intent and purpose of the Zoning Bylaw and Official Community Plan.

August 22, 2018

To: City of Richmond

Re: Parking plan for 7300 Elmbridge Way

The proposed supportive housing project will be operated by the Raincity Housing and Support Society, funded by BC Housing.

Parking statistics below are based on Raincity's current use and operations at other similar facilities:

Full Time Staff:	2 Full Time Support staff 1 Cook 1 Maintenance Staff 1 Manager
Visiting Raincity staff:	1-2 variable
Visiting professionals:	1-2 variable
Visitors with Vehicles:	rarely
Residents:	0 (supportive housing residents will not typically have the resources to own, insure and operate vehicles.)
Total:	7-8

Please note that the onsite parking will be for staff and visiting professionals only and will be communicated to tenants during the application for tenancy process.

We believe that this is sufficient to meet the current staff needs of this site and reflects operational statistics on other RainCity locations with similar use. To mitigate any issues caused by parking needs we have included the lease of two private parking stalls within a parkade walking proximity to the site within our operational budget. Should there be further demand for permanent parking Raincity will increase the number of leased parking spots as required.

Sincerely,

George Simpson
Director, Facilities
Raincity Housing and Support Society



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