



January 31, 2012
4855.01

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

Dear Lois:

**Re: Squamish United Church Redevelopment, Squamish, BC
Parking Review Report**

We have prepared this letter report to summarize the findings of our parking review for the proposed redevelopment of the Squamish United Church property in downtown Squamish, BC.

BACKGROUND

The Squamish United Church, located at the southeast corner of Victoria Street and 4th Avenue in downtown Squamish, is proposing to redevelop its site, providing a mixed-use development that would include new Church facilities, as well as offices for the Sea To Sky Community Services Society (SSCSS) and residential units for a limited number of SSCSS clients. As part of the CD-rezoning for the site, District of Squamish staff have requested that a parking review be prepared for the project to assess the parking requirements.

Squamish United Church

The Squamish United Church is a Christian church that has been located in this area of downtown Squamish for over 100 years. The main church (newer building) has been at this location since 1963, and the older church/classroom (also on the site) has been a fixture in the community for approximately 75 years.

Sea to Sky Community Services Society (SSCSS)

The SSCSS is a registered charity founded in 1978 that provides a wide range of social services throughout the Sea to Sky corridor. Services provided are within the following sectors: childcare, employment assistance, community living, adult mental health, early alcohol & drug intervention and prevention, and urgent response. The residential units on the site will be supportive housing units and will be available for

SSCSS clients only. The majority of these residents will be individuals with developmental disabilities, most with little or no income, and as such very few if any of the residents will have a vehicle.

Proposed Redevelopment

The proposed redevelopment will provide a new church facility, and will provide new offices and meeting spaces for the SSCSS, as well as supportive housing residential units for a limited number of SSCSS clients. The proposed site plan layout is illustrated in **Figure 1**.

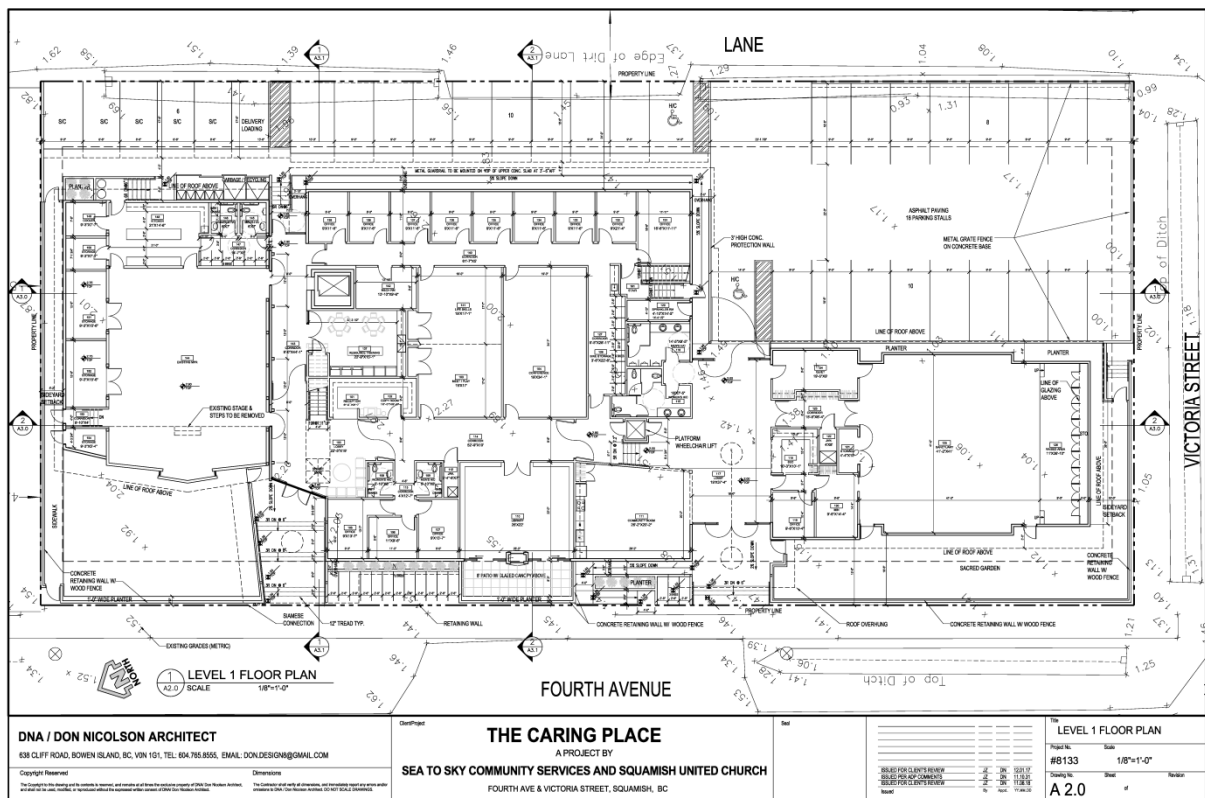


Figure 1 – Proposed Site Plan Layout

Access to parking for the site will be provided via the rear lane (current access is also from 4th Avenue), and a total of 34 spaces will be provided on the site (incl. 2 handicapped spaces). Although not clearly illustrated, the Victoria and 4th Avenue street frontages will be reconstructed with sidewalks and on-street parking bulges, providing about 16 on-street spaces. In addition 30 bicycle stalls will be provided on-site.

The proposed redevelopment floor space uses and sizes are summarized in **Table 1**. As noted, a number of the areas within the new development will be shared by both the Church and SSCSS.

Table 1 – Proposed Development Uses & Floor Space Sizes

Use	Size (SF)	
	3 Storey	Future 5 Storey
Residential	7 units	21 units
Church	3,712	3,712
SSCSS Offices	11,155	13,155
Community Room	588 *	588 *
Library	612 *	612 *
Multi-Purpose Room	3,159 *	3,159 *
TOTAL	19,226	21,226
<i>Church Total (incl. shared)</i>	<i>5,892</i>	<i>5,892</i>
<i>SSCSS Total (incl. shared)</i>	<i>13,334</i>	<i>15,334</i>

Notes: * Denotes spaces that will be shared by the Church and SSCSS.

As noted in Table 1, the proposed development is anticipated to be constructed in two phases. The first phase of development would provide a 3-storey building. The second phase, which may or may not proceed, and which would be driven by growth of the SSCSS and an increased demand in their residential units, would add up to an additional 14 residential units and two storeys, plus up to 2,000 SF of additional office space for SSCSS.

PARKING ANALYSIS

The parking analysis has considered both phases of the development separately. The analysis is based on the assumption of a shared parking rationale, where it is expected that the individual uses will have peak parking demands at opposite times of the day; Church parking demand peaks during the weekends and during weekday evenings, while the SSCSS parking will peak during the day on weekdays, with very little or no parking demand on the weekends and weekday evenings. The calculations are as per Table 2 in Section 40 of the District of Squamish Zoning Bylaw. The analysis has considered the downtown bylaw parking rates, which are listed in Table 2, and also discusses recommended rates for the residential, based on the anticipated tenants and downtown location of the site.

Table 2 – Downtown Bylaw Parking Rates

Use	Bylaw Parking Rate
Residential	1 space per dwelling unit
All Other Uses	2 spaces per 1,076 SF of gross floor area

Parking Analysis - Phase 1 (3 Storey Development)

The shared parking analysis for the 3 storey development is summarized in **Table 3**.

Table 3 – Shared Parking Analysis – 3 Storey Development

Use	Size	Bylaw # Stalls	Weekday			Weekend		
			8am - 6pm	6pm - 12am	12am - 6am	8am - 6pm	6pm - 12am	12am - 6am
Residential	7	7	4	7	7	6	7	7
Offices	13,334	11	25	5	1	1	1	1
Church	5,892	25	1	1	1	11	5	1
TOTAL	19,226	43	30	13	9	18	13	9

As shown, based on a shared parking rationale, the anticipated maximum parking demand for the site is about 30 spaces, occurring on a weekday between 8am-6pm. This is less than the proposed on-site parking supply, and the development would therefore meet the bylaw parking requirements, based on a shared parking rationale and bylaw parking rates.

The residential parking rate of 1 space per unit is expected to be on the high side for the proposed development. The majority of the residents will be individuals with no driver's license and/or insufficient income to be able to afford a vehicle, and vehicle ownership is expected to be several if any vehicles at all.

Bunt & Associates conducted a parking study for the Alouette Home Start Society in Maple Ridge. During this study a number of similar facilities in the GVRD were surveyed to determine a suitable parking rate for transitional and supportive housing; the recommended parking rate ranged from 0.10 to 0.25 stalls per unit. For the subject site in Squamish, we are proposing a rate of 0.30, which we anticipate would be able to accommodate residents and visitors, as well as 1-2 staff vehicles.

Table 4 illustrates the revised calculation assuming a more appropriate residential parking rate of 0.30 stalls/unit.

Table 4 – Shared Parking Analysis – 3 Storey Development – Revised Residential Rate

Use	Size	# Stalls	Weekday			Weekend		
			8am - 6pm	6pm - 12am	12am - 6am	8am - 6pm	6pm - 12am	12am - 6am
Residential	7	2 *	1	2	2	2	2	2
Offices	13,334	25	25	5	1	1	1	1
Church	5,892	11	1	1	1	11	5	1
TOTAL	19,226	38	27	8	4	14	8	4

Notes: * Assumed recommended residential parking rate of 0.30 per unit, as per Bunt work with transitional housing projects.

As shown, the maximum shared parking demand, assuming a more suitable residential parking rate, would be approximately 27 spaces, and well below the proposed on-site supply of 34 spaces.

Parking Analysis - Future (5 Storey Development)

The shared parking analysis for the 5 storey development is summarized in **Table 5**, assuming the bylaw parking rates.

Table 5 – Shared Parking Analysis – 5 Storey Development

Use	Size	Bylaw # Stalls	Weekday			Weekend		
			8am - 6pm	6pm - 12am	12am - 6am	8am - 6pm	6pm - 12am	12am - 6am
Residential	21	21	13	21	21	17	21	21
Offices	15,334	29	29	6	1	1	1	1
Church	5,892	11	1	1	1	11	5	1
TOTAL	21,226	61	43	28	23	29	27	23

As shown, based on a shared parking rationale and District bylaw parking rates, the maximum parking demand for the site would be about 43 spaces, occurring on a weekday between 8am-6pm. As previously discussed, the bylaw residential parking rate is much higher than expected for the proposed residential units on this property, and a more suitable rate of 0.30 per unit is recommended.

Table 6 summarizes the revised calculation assuming a more realistic residential parking rate of 0.30 stalls/unit.

Table 6 – Shared Parking Analysis – 5 Storey Development – Revised Residential Rate

Use	Size	# Stalls	Weekday			Weekend		
			8am - 6pm	6pm - 12am	12am - 6am	8am - 6pm	6pm - 12am	12am - 6am
Residential	21	7 *	4	7	7	6	7	2
Offices	15,334	29	29	6	1	1	1	1
Church	5,892	11	1	1	1	11	5	1
TOTAL	21,226	47	34	14	9	18	13	4

Notes: * Assumed recommended residential parking rate of 0.30 per unit, as per Bunt work with transitional housing projects.

As shown, the maximum shared parking demand would be approximately 34 spaces, and within the proposed on-site supply of 34 spaces.

CHURCH EVENTS PARKING

The current Church facility has been in the neighbourhood in its current form (buildings/parking) since 1963, and for years has been able to accommodate larger events such as funerals and weddings, by relying on people arriving on foot (downtown location) but also by relying on the availability of on-street parking within a short walking distance. It should be noted that events at the Church are not common, and typically only occur several times per year.

Following the redevelopment, the site will have an increased on-site parking supply of 34 spaces (24 today), and 16 on-street parking spaces (11-12 today); an increase of about 15 spaces. Once the site is redeveloped, it is anticipated that larger events will continue to rely on on-street parking in the area, as is the situation today, but in some cases to a lesser extent given the increased supply on-site.

Church Events Parking – Weekday

Parking for weekday daytime events at the Church are currently accommodated without difficulty through a combination of on-site and on-street parking, and occur at a time when most residents are at work and there are few vehicles parked in front of their homes.

Table 7 summarizes the estimated parking availability during the weekday period, following the redevelopment. In this analysis we have assumed the actual anticipated parking demands, which are somewhat lower than those in the previous shared parking analysis and described in the table notes.

Table 7 – Estimated Parking Availability – Weekday Period (8am–6pm)

Use	3 Storey Dev't	5 Storey Dev't	Available Today
Parking Demand - SSCSS *	20	22	--
Parking Demand - Residential **	1	4	--
Total Demand	21	26	--
Available On-Site	13	8	24
Available On-Street	16	16	11
Total Available	29	24	35

Notes: * Based on information supplied by SSCSS and current staffing parking demands.

** Based on shared parking analysis and 0.30 stalls/unit for the residential.

As shown, following the redevelopment, during the weekday period, the available parking supply in the immediate area of the Church will be about 24 to 29 spaces, which is 6 to 9 spaces less than today.

The implications of these findings, is that in future, following the redevelopment, the parking demand for weekday daytime Church events will be about 6 to 9 vehicles more than today. This is not expected to cause any significant problems, as there is a large amount of on-street parking within a short walking distance to the site that is available during this time period, as the majority of residents in the area are at work. Site visits have confirmed that on-street parking is relatively minimal during the weekday daytime period.

Church Events Parking – Weekend

Parking for Sunday services is currently accommodated without difficulty through a combination of on-site and on-street parking, and occurs at a time when most residents have their own vehicles parked in front of their homes.

Table 8 summarizes the estimated parking availability during the weekday period, assuming the actual parking demands, which are somewhat lower than those in the previous shared parking analysis.

As shown, the available parking supply during the weekend period is anticipated to increase by 8 to 13 spaces following the redevelopment, and suggests that the Church will have less of an impact to the area during weekly Sunday services in future than it does today.

Table 8 – Estimated Parking Availability – Weekend Period (8am–6pm)

Use	3 Storey Dev't	5 Storey Dev't	Available Today
Parking Demand - SSCSS *	0	0	--
Parking Demand - Residential **	2	7	--
Total Demand	2	7	--
Available On-Site	32	27	24
Available On-Street	16	16	11
Total Available	48	43	35

Notes: * Based on information supplied by SSCSS and current staffing parking demands.
 ** Based on shared parking analysis and 0.30 stalls/unit for the residential.

ALTERNATE MODES OF TRANSPORTATION

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

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

The site will provide up to 30 bicycle parking spaces, in a mix of Class A (15) and Class B (15) facilities, and will have on-site shower and change room facilities.

CONCLUSIONS & RECOMMENDATIONS

Conclusions

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

Following the redevelopment the site will have an increased parking supply; 10 additional spaces on-site and about 4-5 additional spaces along the 4th Avenue and Victoria Street frontages (total of 34 spaces on-site and 16 on-street).

Following the redevelopment, event parking for the Church will continue to rely to a certain extent on on-street parking in the area, as is the case today. Even though the future site will be shared with other uses,

the anticipated impact of event parking is expected to be very similar to what is experienced today. Weekday daytime Church events are expected to result in an increased parking demand of 6 to 9 vehicles, which will easily be accommodated by the high level of available on-street parking in the area during that time period. Weekend Church events are expected to have less impact in future than today, as the facility will provide more parking following the redevelopment.

The site is well located for travel by transit, with all three local Squamish bus routes travelling along 3rd Avenue and Victoria Street, one block from the site. The site will also support travel by bicycle, with up to 30 bicycle parking spaces, as well as end-of-trip facilities (showers, change rooms).

Recommendations

It is recommended to consider a residential parking rate of 0.30 spaces per unit for this development. Considering this level of residential parking supply and the shared parking rationale, the site will meet the bylaw parking requirements for both the proposed 3 storey and future 5 storey buildings.

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

Yours truly,
Bunt & Associates



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