

*Metro Vancouver Housing
Capital Projects Division
Tel. 604-432-6300*

September 23, 2022

Allison Dominelli
Senior Development Services Technician
City of Pitt Meadows
12007 Harris Road
Pitt Meadows, BC V3Y 2B5
VIA EMAIL: adominelli@pittmeadows.ca

Dear Ms. Dominelli:

Re: 19085 119B Avenue – Parking Strategy for Rezoning

Background

In partnership with the City of Pitt Meadows, Metro Vancouver Housing Corporation (MVHC) has submitted a rezoning application for 19085 119B Avenue for the purpose of constructing a 6-storey, multi-family non-market housing building with an integrated childcare facility. As currently designed, the project contains a mix of one, two and three-bedroom units for a total of 115 units, with 14% of all units accessible as defined by the British Columbia building code. The childcare space will provide 150 spaces for children from infants to school-aged. This project is the successful result of a submission by the City of Pitt Meadows to MVHC's Expression of Interest where municipalities offered land for lease to MVHC for the purpose of designing, constructing and operating non-market housing as a community benefit.

Current Parking Challenges

Throughout the design process, based on field investigations and discussion with City staff, it was noted that the neighbourhood surrounding the subject site experiences competing parking demands, especially at certain peak times of day. Located adjacent to the subject site to the west is The Wesbrooke Seniors Living Community and Pitt Meadows Seniors Activity Centre. To the east of the site is the Pitt Meadows Family Recreation Centre, Discovery Playhouse Childcare and Pitt Meadows City Hall. To the southeast of the site is Pitt Meadows Elementary School. Currently, there is a high level of short term parking activity during the months when the elementary school is in session at both morning and afternoon pick-up and drop-off times. Additionally, there is a steady regular parking demand throughout the day during business hours for both the Pitt Meadows Family Recreation Centre and Pitt Meadows Seniors Activity Centre. Currently, members of the public park in any available on-street or off-street area at the recreation centre, elementary school or existing gravel parking lot at the subject site.

Project Design

During the early stages of the project design phase, off-street parking was identified as a key project constraint. MVHC engaged Watt Consulting to provide a parking study for the subject site. The study identified the anticipated parking demand for each building use (resident, visitor, childcare), available and proposed parking supply, and transportation demand management (TDM) strategies to reduce parking demand where possible. Direction was given by MVHC to the project architect, Ryder Architecture, to

maximize available parking on site. Specifically, the underground parkade footprint was increased in area to create an additional row of parking stalls while considering the constraint of maintaining vehicle access through the easement on the west side of the property for access to the underground of the neighbouring Wesbrooke building during the construction process. A second storey of underground parking was investigated, but noted to be unfeasible for this project due to cost as well as existing soil and groundwater conditions.

Proposed Parking Strategy

Residential – To maximize the efficiency of the available off-street parking, the subject site is proposing to reserve all underground parking for building tenant use only. This will serve to reduce parking stall loss associated with the creation of a semi-secure visitor parking area as well as a secure tenant parking area underground (which would require two security gates instead of one and turnaround space). All visitor parking is proposed to be allotted to the off-street surface lot at the west side of the property, and will be shared with The Wesbrooke building to the west for their visitor parking needs, due to a shortage of off-street parking provided on that site.

Parking is a significant cost to developing multi-family housing. The construction costs of parking in apartments can range from \$20,000 - \$45,000 per stall and can represent 10-20% of total project construction costs. While important, the required supply of parking can often exceed demand. By reducing parking to what is actually needed, and including transportation demand measures (such as transit passes and bike parking), housing providers can save costs to support project viability, and support more sustainable communities, especially in highly walkable and transit-accessible areas.

As the Parking Study for the subject site shows, parking utilization for other Metro Vancouver Housing properties and other comparable family-oriented rental buildings in Pitt Meadows, show an average of utilization of less than 1 stall per unit. This includes properties from Pitt Meadows, Maple Ridge, and Coquitlam. It is also important to note that the percentage of family-sized units is much higher in these buildings than what is proposed for the subject site. Additionally, no transportation demand measures or alternatives are provided at these sites.

Housing Site	Location	# of Units	% of Family-Sized Units (2+ bed)	Parking Ratio (stalls per unit)
Ozada Village	Coquitlam	67 apartment units	57%	0.98
Fraserwood	Maple Ridge	48	77%	0.67
Ford Road Housing Co-Op	Pitt Meadows	72 apartment units	Information not available in this study	1.30
Meridian Village	Coquitlam	202	85%	1.02
Average				0.99

As the 2018 [Metro Vancouver Regional Parking Study](#) shows, residential parking supply (based on municipal requirements) tends to exceeds demand by 35 – 40%. Residential parking demand is lower near TransLink’s Frequent Transit Network (ranging from 0.89 – 1.06 vehicles per apartment unit) and lower still for purpose-built rental housing (where demand ranged from 0.58 – 0.72 vehicles per apartment unit). The study also notes that visitor parking may be oversupplied with observed rates below 0.1 visitor stall per unit, compared to typical municipal requirements of 0.2 visitor stalls per unit. The study included housing sites from across the region, including Pitt Meadows and other comparable communities.

Visitor and Childcare – The project team met with leadership from The Wesbrooke and Ridge-Meadows Seniors Centre to discuss the project in detail. It was noted that the proposed building was highly suited for seniors (with approximately 45% of proposed residential units as one-bedroom units and accessible and adaptable design to support aging in place) which would provide a complementary use to The Wesbrooke and Seniors Centre uses. The team identified potential opportunities for future partnerships in terms of programming, as well as more affordable housing options for seniors. The Wesbrooke noted that while they have a minor waitlist, their underground parkade was generally sufficient for their resident parking needs. The Seniors Centre noted current parking challenges with the low availability of off-street parking at peak times.

To facilitate the multiple uses occurring in this area, the subject site proposes to share 44 surface parking stalls for visitors of the subject site (12 stalls) as well as Seniors Centre visitors and childcare pick-up and drop-off (32 stalls). As childcare pick-up and drop-off is considered a short term use (generally less than 10 minutes of parking) and only at peak times, this will allow for efficient use of 32 stalls for Wesbrooke, and Seniors Centre users and visitors to the subject site.

Childcare Staff – As a result of the existing parking constraints, the project is seeking permission from the City to allow limited childcare staff limited parking in the Pitt Meadows Family Recreation Centre underground parkade to the northeast of the subject site. This is where current staff working at Discovery Playhouse are parking already. The parking study provided by Watt Consulting notes an anticipated staff parking demand of 16 spaces.

Traffic Demand Management (TDM) Strategies

MVHC proposes to pursue the following TDM strategies to reduce parking demand as explained in the Parking Study report:

TDM Strategy	Description	Parking Demand Reduction
Transit Passes	MVHC will commit to providing each unit with a 50% 1-zone transit pass discount for a 1-year period.	15% reduction (16 stalls)
Shared E-bike Program	MVHC to establish and supply an e-bike share program with a minimum of 12 electric bicycles for tenant use. MVHC is currently exploring opportunities to expand this offering to the general public as a further community benefit.	10% reduction (11 stalls)
Electric Bicycle Parking / Cargo Bicycle Parking	MVHC will construct a secure parking area specifically for electric bicycles with access to 110V charging outlets as recommended by Watt.	5% reduction (5 stalls) – E-bike 5% reduction (5 stalls) – Cargo E-bike

The table below summarizes the anticipated parking demand as determined by Watt Consulting for the subject site:

Parking Type	Parking Demand (stalls)	Adjusted Demand w/TDM (stalls)	Proposed
Residential Parking	107	70	94
Visitor Parking	12	12	12*
Childcare Pick-up / Drop-off	36	36	32*
Total	171	118	138

*parking to be shared between visitors of The Wesbrooke and childcare pick-up / drop-off

In conclusion, the existing parking and traffic conditions and challenges have been recognized by the planning and design team. The proposed project is taking into consideration all neighbourhood uses and endeavoring to provide an equitable solution with respect to parking, while maximizing parking efficiency under multiple constraints. With a high percentage of seniors oriented and accessible units, close proximity to public transit, traffic demand management strategies and complimentary programming in the immediate vicinity, we believe the proposed project has addressed the existing and anticipated challenges to provide a successful project and considerate community benefit for the residents of Pitt Meadows.

Should you require further information or discussion, please contact the undersigned.

Yours truly,



Leigh Rollins, Sr. Project Engineer, Capital Projects