

File N°: 5012230-001**From:** Floris van Weelderen, P.Eng., PTOE**Date:** August 30, 2013**Subject:** Off-street Parking Supply
707 Keith Road - West Vancouver, BC

This technical memorandum presents the rationale for providing 40 off-street parking spaces at the 103-resident (bed) Supportive Living and Memory Care community proposed for the northwest corner of the intersection of Taylor Way and Keith Road in the District of West Vancouver (District).

Proposed Off-Street Parking Supply

Visitors 30 parking spaces
Staff 10 parking spaces*
Total 40 parking spaces

Note: * - For key periods, such as Mother's Day, staff parking would be reduced to 2 stalls for that day only, allowing for 38 visitor stalls.

Parking Demand derived from First Principles

- Residents
 - Maximum number of residents – 103
 - Total residents when accounting for turnover – 100
 - Residents are no longer able to drive and do not have cars
- Visitors
 - Typical visiting hours are 8:00 a.m. - 8:00 p.m., seven days per week
 - Each resident typically receives 1 visitor every 2 days staying for up to 2 hours
 - Equates to an average of 50 visitors per day or 350 visitors per week
 - Disproportionate number of visitors on weekend days; consequently
 - Assume 40 visitors per day on typical weekday, i.e. Monday – Friday
 - Assume 75 visitors per day on Saturday and Sunday
 - Totals to 350 visitors per week
 - Visitor parking demand typically peaks at 7 vehicles on a typical weekday
= 40 visitors per day / 12 visiting hours per day * 2 hours per visitor * 1 visitor per vehicle
 - Visitor parking demand typically peaks at 13 vehicles on a typical Saturday and Sunday
= 75 visitors per day / 12 visiting hours per day * 2 hours per visitor * 1 visitor per vehicle
- Staff
 - 10 stalls reserved for staff parking, leaving 30 stalls for visitors
 - Balance of staff will use other modes of transport, e.g. transit, bicycle, carpool, etc.

Residents 0 parking spaces
Visitors 7-13 parking spaces
Staff 10 parking spaces
Total 17-23 parking spaces

Conclusion

The proposed parking supply (40 spaces) exceeds the peak parking demand (23 spaces) when estimated using first principles.