

Parking and Vehicular Circulation

A Traffic Demand Management study performed by Bunt & Associates determined a demand of 56 parking stalls for residents and staff. All required parking is located below grade on one level along with both bicycle and scooter parking. The result indicates a very low impact to traffic of the surrounding neighbourhood as is common with seniors' housing projects.

The parkade ramp is access at the east of the site from Yukon Street. This location minimizes the traffic traveling in the laneway, promoting more pedestrian-focused use. Furthermore, the location onto Yukon results in a more convenient and safe location for seniors that do drive.

PARKING & BICYCLES

PARKING REQUIREMENT CALCULATIONS

			UNITS
0.3 space per independent unit	103 units	=	31
0.1 per units Independent Units Staff & Visitors	103 units	=	11
1 space per 100m2 of assisted living units Staff & Visitors	1,332 m2	=	14
TOTAL			56

PARKING PROVIDED

PARKING SPACE - ACCESSIBLE	2
PARKING SPACE - REGULAR	11
PARKING SPACE - SMALL CAR	44

BICYCLE REQUIRED

0.1 space per units < 50 m2	32 units	=	4
0.25 space per units > 50 m2	103 units	=	25

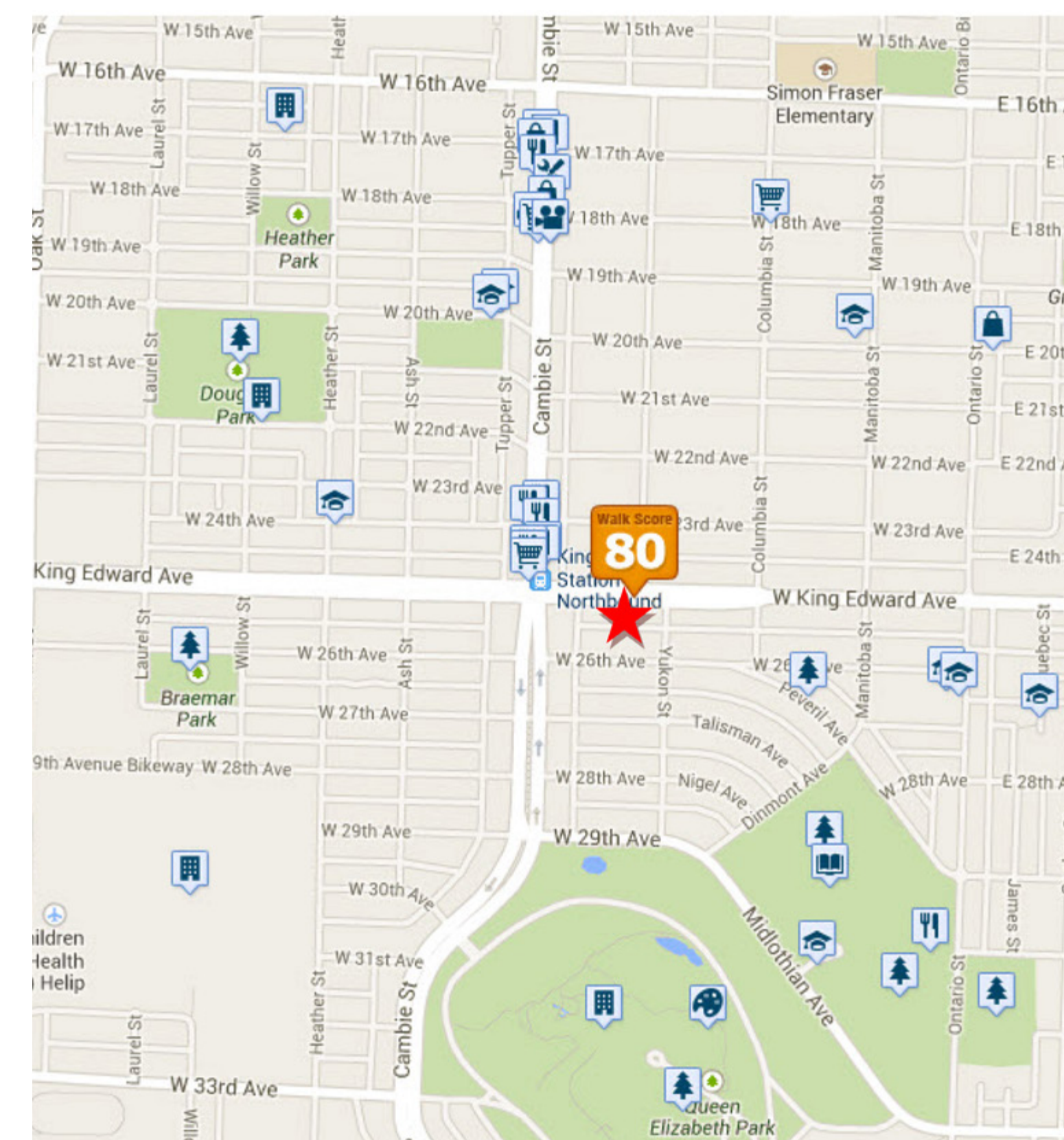
BICYCLE PROVIDED

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SCOOTER PARKING

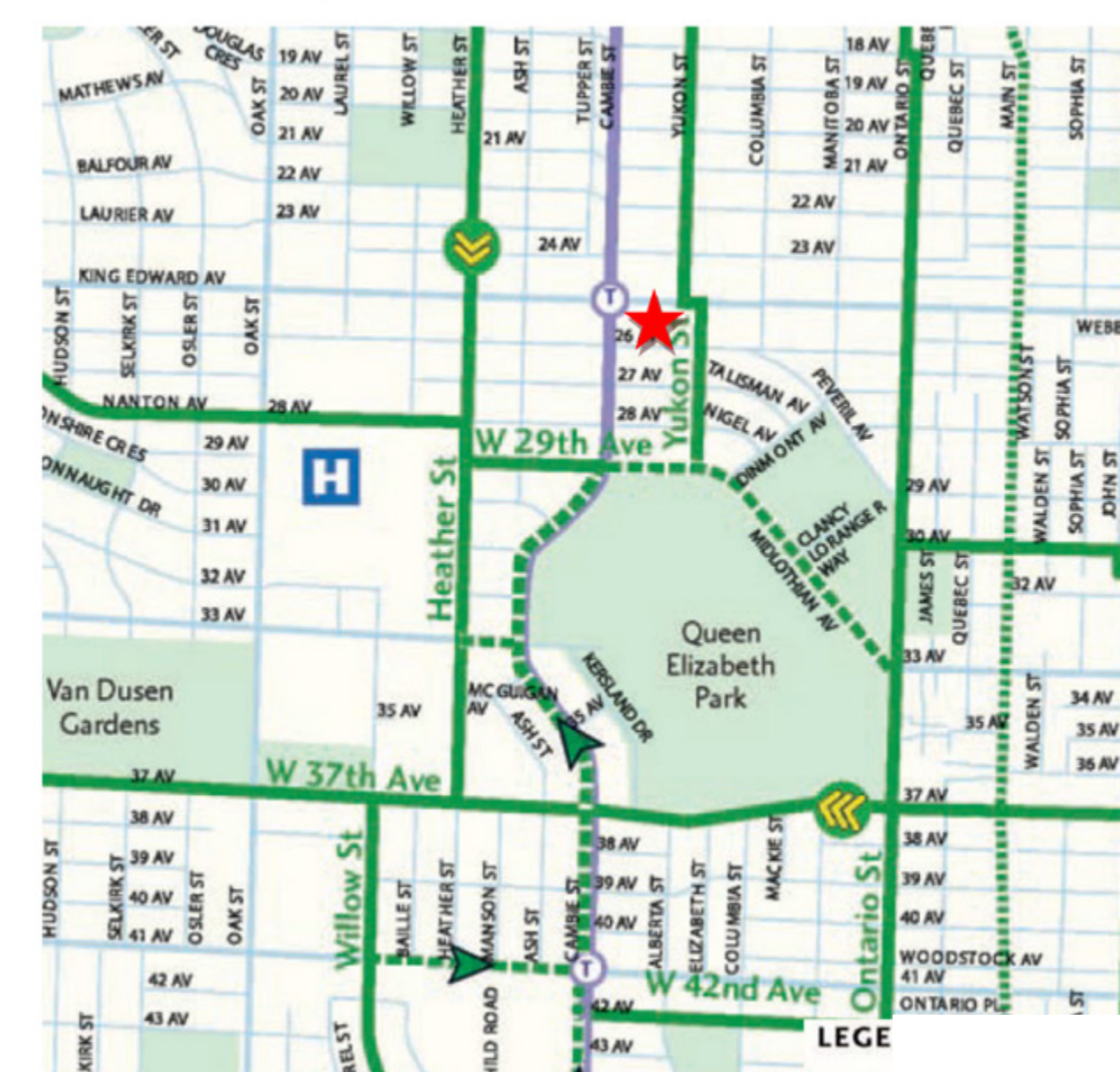
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Walk Score Pedestrian Map



Score: <http://www.walkscore.com/>

Exhibit 3: Cycling Map



LEGEND

Separated Bikeways	Major Street
Local Street Bikeways	Neighbourhood Street
Painted Bike Lanes	Transit/SkyTrain Station & Route
Painted Shared-Use Lanes	SeaBus Terminal & Route
One Way Bike Route	Hospital
Hill (Arrow points uphill)	Park
Moderate	Steep

Notes:



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Drawing Title

**TRANSPORTATION
STRATEGY**

Scale

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