

April 21, 2023

Ms. Kali Holahan
City Planners
City of Prince George
1100 Patricia Blvd.
Prince George, B.C. V2L 3V9

Dear Ms. Holahan

Re: Updated **Parking Rationale Three Robins Foothills Blvd.**

The following document will explain the parking rationale for Three Robins Foothills Blvd. As per City of Prince George parking bylaw, 125 suites would require 199.35 parking stalls. As the new site drawing will show there are 129 parking stalls (69 surface 60 underground).

Past, properties (Red Deer / Stony Plain) have 1 to 1 parking (i.e., 100 suites 100 parking stalls including visitors). Our latest parking audit found that approximately 18% of our residents do not drive when moving into the property. Every year we see about 4% of our residents turning in their drivers' licenses. We feel that approximately 20 plus residents will not be driving in three years.

- 1: Recognizing that a portion of the 125 suites will be deemed affordable will decrease the parking requirements of the proposed property.
- 2: The goal is to encourage couples to downsize to one vehicle. It is expected that 50% of the suites will be occupied by two residents. The goal of the Three Robins management team is to encourage 50% of the dual residents' suites to downsize to one vehicle by participating in our

We are incorporating into our community programming the following:

- 1: Ride Share program (Carpool)** – Resident's carpool to various activities coordinated by our on-site staff.
- 2: Community Vehicle** – Residents can book a ride in the electric community vehicle.
- 3: Rental Vehicle on Site** – When moving into the property, residents will be asked if they are interested in having an account with Enterprise Rental Car office in Prince George. Enterprise will deliver on-site the car of the residents' choice and will pick it up at the property when the resident no longer requires the vehicle.
- 4: Electric Bikes/ Scooter on Site** -The property has two electric trikes and one mobility scooter that is available at no charge for residents.

Green Transportation Program



Liberty Living at
Applewood Park

We support our residents to **Ride Share**.



We support our residents to rent Enterprise vehicles using their concierge delivery program



We have a simple concept for Transportation

- The property has an electric SUV that seniors receive rides to appointments and shopping. Our resident volunteers do the driving. Each resident volunteer driver has a Province of BC Limousine License.



We offer our residents free use of "Electric Trike"

2 bikes on site



Please note the above "Three Robins Green Transportation Program" document.

We are very confident that we have adequate parking for the proposed supportive living project "Three Robins Emerald Hills".

If you should have questions or comments please do not hesitate to contact me at your convenience.

Sincerely

Terry Collier, MSc.

September 19, 2022

Kali Holahan
Planner
City of Prince George
1100 Patricia Blvd
Prince George, BC V2L 3V9

Re: 1177 Foothills Blvd. Seniors Apartment Vehicle Parking Variance Rationale

Peter Wise plans to develop a 125-unit, six-storey seniors apartment complex at 1177 Foothills Boulevard, Prince George, BC. The site is currently undeveloped and is proposed to be accessed from Foothills Boulevard, across from the existing intersection with Ochakwin Crescent South. The property is currently in the process of being rezoned from RM4 (Multiple Residential) to RM6 (Mid-Rise Residential). The proposed development is shown below in Figure 1 with the proposed access location highlighted in red.



Figure 1: Site Location

This Vehicle Parking Variance Rationale letter will provide a review of the vehicle parking requirements of the City Zoning Bylaw, an estimate of the expected parking demand of the development, and a recommendation for the amount of parking to be provided by the development. The bicycle parking for the development is understood to comply with the Zoning Bylaw requirements and so is not included in this review.

SITE CONTEXT

Near the project site, Foothills Boulevard is a four-lane arterial with shoulder cycling lanes divided by a 9m wide raised median with a posted speed of 50km/h. There is no on-street parking permitted along this section of Foothills Boulevard.

The building would be operated by the Three Robins who have similar buildings in Stony Plain and Red Deer, Alberta. Three Robins at Foothills Blvd. is a hybrid of an age 55+ apartment and an independent living senior's property. Independent living properties have five primary supportive services including housekeeping, recreation, transportation, food services and emergency call programming. Three Robins offers all five supportive living services 'a la carte' to allow for aging in place. The average age of residents of Three Robins Foothills Blvd. is expected to be over 80 years of age.

The developer has also incorporated four strategies to decrease the need for residents to own vehicles or drive:

Ride Share Program (Carpool)

Resident's carpool to various activities coordinated by the on-site staff.

Community Vehicle

Residents can book a ride in the on-site community electric vehicle.

Rental Vehicles

Residents will be offered an account with Enterprise Rental Car in Prince George. Enterprise will deliver the car and will pick it up at the property when the resident no longer requires the vehicle.

Electric Bikes/ Scooter on Site

The property will have two electric trikes and one mobility scooter that is available at no charge for residents.

These strategies are in addition to the proximity to conventional bus service (~150m), and the potential use of handyDART services.



ZONING BYLAW PARKING REQUIREMENTS

The parking requirements for a development are provided by City of Prince George Zoning Bylaw No. 7850, Table 7.4. The development is proposed to include 24 single bedroom suites and 101 two-bedroom suites. The zoning bylaw parking requirements as applied to the development are summarized in Table 1 based on two interpretations of the proposed land use.

Table 1: Zoning Bylaw Vehicle Parking Requirements

Type of Development (Land Use)	Required Parking Stalls	Applied to Proposed Development
Apartment Housing	<ul style="list-style-type: none"> • 1 per studio dwelling, • plus 1 per 1 bedroom dwelling, • plus 1.5 per 2 bedroom dwelling, • plus 1.75 per 3+ bedroom dwelling, • plus 1 per 7 dwellings as designated visitor parking 	1 Bedroom = 24 units x 1.0 = 24 stalls 2 Bedroom = 101 units x 1.5 = 151.5 stalls Visitor = 125 units / 7 = 17.9 stalls Total = 194 stalls
Congregate Housing	<ul style="list-style-type: none"> • 1 per 2 employees, • plus 1 per 2 sleeping units 	Employees = 2.5 employees x 0.5 = 1.25 stalls Sleeping Units = 226 units x 0.5 = 113 stalls Total = 115 stalls

Definitions from the City Zoning Bylaw are also provided for reference:

Apartment Housing: any physical arrangement of attached dwellings, intended to be occupied by separate households, which does not conform to the definition of any other residential use class.

Congregate Housing: housing in multiple unit form for semi/independent persons within which is provided living and sleeping facilities, meal preparation, laundry services, and room cleaning. Such facilities may also provide other services such as transportation for routine medical appointments and counseling. This may include housing for seniors.

Sleeping Unit: a habitable room, or a group of two or more habitable rooms, not equipped with self contained cooking facilities, providing accommodation for guests.

None of the available categories in the City’s Zoning Bylaw were found to correspond directly to this type of seniors housing. The development application has been progressed so far with the understanding that it best conforms to the Apartment Housing land use; however, this category includes the full range of tenant ages and the parking requirements are considered to be high compared to that of an exclusive seniors housing building. The Congregate Housing category is also provided for reference as it is the only category that explicitly identifies seniors housing; however, in this category the sleeping units are not intended be equipped with self-contained cooking facilities as is the case in this development. As neither category corresponds directly to the development, it is likely that the most suitable parking requirements are somewhere within the range of the two categories.



ITE PARKING GENERATION

The expected parking demand was estimated using the Institute of Transportation Engineers (ITE) 5th Edition of the Parking Generation Manual. Consistent with the traffic study previously completed for this site, the development is considered to be “Senior Adult Housing - Attached” (Code 252). This land use includes attached independent living developments for active senior adults which may include limited social/ recreational services, and generally lack centralized dining and on-site medical facilities (full description and data attached). The expected parking demand was calculated based on the number of occupied dwelling units in the proposed building. Over the six floors of the building, there are a total of 125 proposed dwelling units which are assumed to be fully occupied for the analysis. The expected parking demand is shown in Table 2.

Table 2: Parking Generation for Proposed Site

Use Type	ITE Category	Rate	Applied to Proposed Development
		Parking per Occupied Dwelling Unit	
Senior Adult Housing - Attached	252	0.67 (85 th percentile parking demand rate)	ITE Parking Demand = $125 * 0.67 = 84$
		0.9 (average parking supply)	ITE Parking Supply = $125 * 0.9 = 113$

The 85th percentile peak parking demand on weekdays for the proposed development based on the ITE rates is 84 vehicles; however, it is important to note that the ITE rates in this category are based on three parking surveys that were completed in Pennsylvania in the 2000's with an average unit size of 58 units and should therefore be used with some caution subject to corroboration. The average parking supply for these sites was 0.9 spaces per dwelling unit, which would result in 113 parking spaces if applied to the development. Both the resulting parking supply and demand are below the range of zoning bylaw parking requirements in the previous section.



PARKING SURVEY

The proposed development is based on an operating model that is consistent with other buildings operated by Three Robins in Stony Plain and Red Deer, Alberta. To better estimate the parking demand for the development, a parking survey was requested by McElhanney with building operations staff. The Red Deer building has been open for ~3 years, and the Stony Plain building has been open for ~1.5 years, and management at both locations expect parking demand to begin to decrease as residents age in place. As all tenants need to register their vehicles for parking to use the parking lot, the survey was based on vehicles registered in the system for parking. Visitor parking is not included in these surveys.

To assess the similarity of the buildings, a comparison of the number of units and bedrooms in each building is shown in Table 3.

Table 3: Building Unit Mix Comparison

	Stony Plain	Red Deer	Prince George
Total Units	85	89	125
Unit Mix	64% one-bedroom 36% two-bedroom	62% one-bedroom 38% two-bedroom	19% one-bedroom 81% two-bedroom
Average Bedrooms/ Unit	1.36	1.38	1.81

Both buildings in Alberta had a higher proportion of single bedroom units, while the Prince George building will include a higher proportion of two bedroom units. As a result of this discrepancy, the number of parked vehicles for one-bedroom and two-bedroom units were assessed separately. The number of parked vehicles for one-bedroom units from the parking survey is shown in Table 4.

Table 4: Surveyed Parked Vehicles for One-Bedroom Units

	Stony Plain	Red Deer
Vehicles Registered for Parking for One-Bedroom Units	50	45
Number of Occupied One-Bedroom Units	54	47
Number of Parked Cars Per One-Bedroom Unit	0.93	0.96

The number of parked vehicles for two-bedroom units is shown in Table 5.

Table 5: Surveyed Parked Vehicles for Two-Bedroom Units

	Stony Plain	Red Deer
Vehicles Registered for Parking for Two-Bedroom Units	22	29
Number of Occupied Two-Bedroom Units	20	30
Number of Parked Vehicles per Two Bedroom Unit	1.10	0.97



The parking rates were found to be relatively consistent between the two buildings. To ensure a conservative estimate, the higher parking rates found from the parking survey were then applied to the development to determine the expected resident parking demand as shown in Table 6.

Table 6: Expected Resident Parking Demand for the Foothills Development

	Applied to Proposed Development
Parking Demand for One-Bedroom Units	24 one-bedroom units x 0.96 vehicles/unit = 23.0
Parking Demand for Two-Bedroom Units	101 two-bedroom units x 1.1 vehicles/unit = 111.1
Total Expected Resident Parking Demand	134 vehicles

The resident parking demand of the development is expected to be 134 vehicles. If the visitor parking requirements from the Zoning Bylaw Apartment Housing category is used, approx. 18 visitor parking spaces may be considered appropriate for a total of 152 parking stalls.

CONCLUSION

The parking requirements for developments are provided by City of Prince George Zoning Bylaw No. 7850; however, none of the available categories were found to correspond directly to the proposed seniors housing. The development application has been progressed so far with the understanding that it best conforms to the Apartment Housing land use which would require 194 parking spaces. The Congregate Housing category (123 parking spaces) was also reviewed for reference as it is the only category that explicitly identifies seniors housing, but this category assumes that sleeping units are not equipped with self-contained cooking facilities as is the case in this development.

Parking rates provided by the Institute of Traffic Engineers were also reviewed, and Category 252 "Senior Adult Housing" more closely matched the land use of the proposed development. Applying the ITE rates to the proposed development, both the resulting development parking demand (84 vehicles) and parking supply (113 parking spaces) are below the range of Zoning Bylaw parking requirements for the two interpretations of proposed land use.

To corroborate the expected parking demand for the site, a parking survey was requested by McElhanney for buildings in Stony Plain and Red Deer, Alberta which are based on a similar Three Robins operating model. The parking survey found that the highest parking demand was 0.96 resident vehicles per one-bedroom unit, and 1.10 resident vehicles per two-bedroom unit. When these rates are applied to the proposed development, it is estimated that the resident parking demand would be approximately 134 stalls. If the visitor parking requirements from the Zoning Bylaw Apartment Housing category is used, approximately 18 visitor parking spaces may be considered appropriate for a total of 152 parking stalls.

It is recommended that 152 parking stalls be provided at the site, which will meet the expected demand more closely than the supply determined by the Apartment Housing category under the City's Zoning Bylaw. The parking demand is also expected to decrease over time as residents age in place. The primary basis for the variance is that the Apartment Housing category assumes a full range of tenant ages which is not consistent with the tenant age and transportation needs of a seniors housing building.




IN CLOSING

This Vehicle Parking Variance Rationale letter has been prepared by McElhanney Ltd. (McElhanney) for the benefit of Peter Wise and the City of Prince George. The information and data contained herein represent McElhanney's best professional judgment in light of the knowledge and information available to McElhanney at the time of preparation.


McElhanney Ltd. denies any liability whatsoever to other parties who may obtain access to this report for any injury, loss or damage suffered by such parties arising from their use of, or reliance upon, this document or any of its contents without the express written consent of McElhanney and Peter Wise.

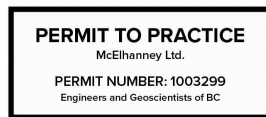
Yours truly,

McElhanney Ltd.


Joel Taker, PEng
Transportation Engineer




Glenn Stanker PEng PTOE
Senior Transportation Engineer



Attachment: ITE Parking Generation – Senior Adult Housing (Attached)



Land Use: 252 Senior Adult Housing—Attached

Description

Senior adult housing consists of attached independent living developments, including retirement communities, age-restricted housing, and active adult communities. This type of housing for active senior adults can take the form of bungalows, townhouses, and apartments. These developments may include limited social or recreational services. They generally lack centralized dining and on-site medical facilities. Residents in these communities live independently, are typically active (requiring little to no medical supervision) and may or may not be retired. Congregate care facility (Land Use 253), assisted living (Land Use 254), and continuing care retirement community (Land Use 255) are related uses.

The minimum age thresholds for the study sites in the database are not known. It would be expected that a development with an age restriction of 55 would include more households with an employed resident than would a development with an age restriction of 65. How this age restriction affects parking demand cannot be determined from the available data.

Additional Data

The average parking supply ratio for the three study sites in a general urban/suburban setting and with parking supply information is 0.9 spaces per dwelling unit.

The sites were surveyed in the 2000s in Pennsylvania.

- It is expected that the number of bedrooms and number of residents are likely correlated to the parking demand generated by a residential site. Parking studies of multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex). Future parking studies should also indicate the number of levels contained in the residential building.*

Source Number

431

Senior Adult Housing - Attached (252)

Peak Period Parking Demand vs: Occupied Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 10:00 p.m. - 8:00 a.m.

Number of Studies: 3

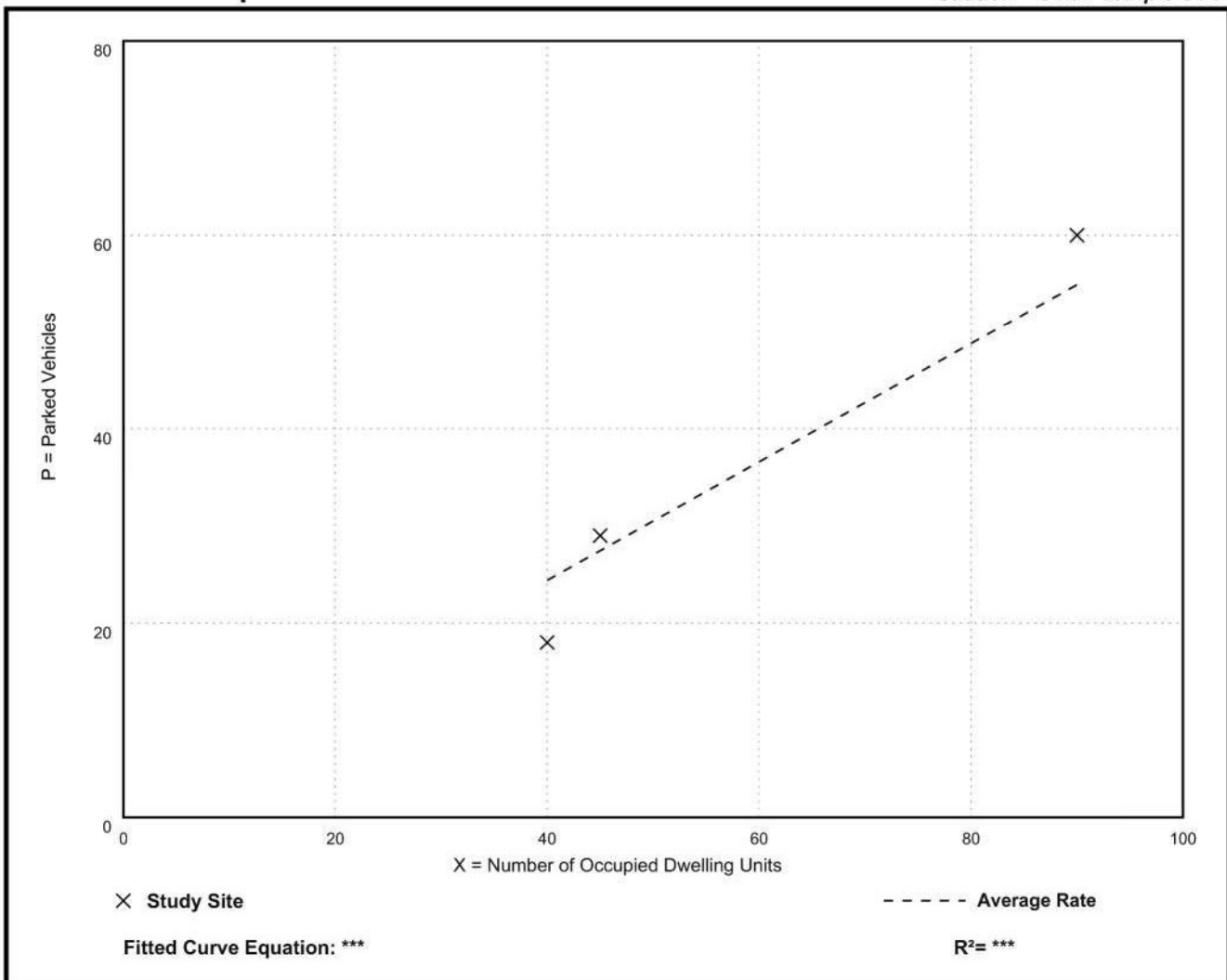
Avg. Num. of Occupied Dwelling Units: 58

Peak Period Parking Demand per Occupied Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.61	0.45 - 0.67	0.51 / 0.67	***	0.11 (18%)

Data Plot and Equation

Caution – Small Sample Size



November 15, 2022

Kali Holahan, MPlan, MCIP, RPP
Planner
City of Prince George
1100 Patricia Blvd.
Prince George, B.C. V2L 3V9

Dear Kali

Re: **1177 Foothills Blvd. – Request for Supporting Documents (Nov 15,2022 email)**

We are providing this narrative to highlight the proposed properties' unique features and benefits to City of Prince George, Planning Department. Peter Wise is proposing to develop a 6-story mixed income Seniors' property located at 1177 Foothills Blvd. The model for this community is an affordable alternative to traditional senior independent living. Ten percent (13 suites) of the suites will be deemed "Affordable" with the affordable rental rates prescribed and approved by CMHC.

The Housing Model

This model differs from full-service independent living communities, which typically cater to higher income seniors (the top 20%). These communities are expensive to operate because they require significant staffing.

The proposed property will offer social connectedness, implementing a volunteer model to serve the needs of the "forgotten middle income", which is 40% of the senior's population in Prince George. The prospective tenants are on fixed incomes and pensions, but are not the hard to house, but rather a group of Prince George citizens who have few choices when considering supportive housing. Three Robins at Foothills Blvd. is an affordable supportive living model designed for active, self-sufficient, middle-income seniors seeking a place to call home.

The proposed property will support social interaction between residents, enhancing quality of life and allowing them to age in place. Most of the amenities that are typically found in traditional independent senior living will be available on the main floor and or on the roof top terrace. Activities and services will be provided by third party vendors and resident volunteers, through coordination and direction of our limited staff (2).

This model has been proven in the United States and recently in Stony Plain and Red

Deer Alberta, with 95% of residents participating in the volunteer program and approximately 42% volunteering more than 10 hours per month. Volunteering is optional, and those who choose to be part of the program receive a reduction in rent for their contributions. (See **Introduction to Three Robins and Our Aging in Place Philosophy.pdf**)

Some examples of volunteer activities include:

- Preparing meals together in the communal kitchen
- Taking fellow residents shopping and to medical appointments
- Helping residents with accessing technology
- Supporting daily recreational programming
- Maintaining gardens and landscaping
- Walking residents' dogs or supporting their pets when convalescing or travelling
- Supporting management of the emergency call and safety programs
- Helping fellow residents with chores

Providing seniors with volunteer opportunities stimulates social interactions and leads to a greater sense of purpose. The rent reduction has a significant emotional appeal, residents feel proud to be contributing to their own community and their adult children are supportive, because they see their parents thriving.

(See **Three Robins Volunteer Program.pdf**)

There are five key pillars that are foundational to the success of an aging in place community:

Food – All apartments will have full kitchens, so residents can prepare their own meals. Residents will also have access to various other meal options. Community meals will be made in the purpose-built, gourmet, communal kitchen with a commercial dishwasher for sanitization. The staff will coordinate home delivery of groceries and meals. There will also be a commercial café/bistro to provide a la carte meals, snacks, coffee, etc.

(See **Three Robins 5 Strategies for Food Service.pdf**)

Recreation – Our staff will coordinate recreation programs with resident volunteers, customized to their interests.

Transportation – There will be a shuttle van on site for the residents' use, which we will maintain and insure. A staff member with a Class 4 driver's license (taxi, limousine, chauffeur) will operate and maintain the van.

Optional Services – Residents will have the comfort and security of having services such as home care, housekeeping, and laundry available as they need them (ala carte). These will be provided by a third-party vendor, coordinated by the staff.

Emergency Call Program – Every resident will have access to an emergency call system for their safety. The program will be operated by both staff and a third-party vendor call center.

The success of this innovative senior's model is dependent upon having sufficient residents living at the property to support the volunteer activities and the third-party vendors providing à la carte services. The viability and affordability of this community, with its extensive amenities, relies upon having enough density. Research and continuous improvement design strategies have been put into the project design to take all these factors into account.

The Building

The property will possess architectural features, quality materials and landscaping to create an engaging community for seniors. The project will be 14 stories, constructed of concrete and steel.

- Approximately 125 rental units
- 78 underground parking stalls – 69 surface parking stalls (total 147)
- Layaway parking in front of the building
- Approximately 6,000 square feet of amenity space on the main floor

Upgraded Landscaping

- 1,200 square 6th floor rooftop terraces (Landscaped with covered kitchen)
- Ground floor garden and patio area

All suites will be fully appointed apartments, finished with quality materials, complete kitchens, bathrooms, in-suite laundry, balconies, and air conditioning. Residents can prepare meals in the privacy of their own home, which supports self-sufficiency in the event of another pandemic.

The property will offer residents the following amenities:

- Demonstration Kitchen / Community Dining Room / Party Room
- Fitness & Movement Studio
- Theatre
- Games Room
- 6th floor Terrace Garden
- Raised Vegetable & Flower Beds
- Dog Area (Bark Park)
- On-site Storage Lockers

Prospective Residents

The property is designed for the economically disadvantaged (10% of the suites will have rent reduction as prescribed by CMHC) and middle-income people whose home equity is their primary asset. The middle-income demographic does not want to lose their legacy by using their equity to pay for supportive living services. They prefer to pay

for their living expenses from their fixed monthly income. People are living longer and still want to leave an inheritance to their children or loved ones. Living at the property will help them realize this meaningful financial goal. By paying significantly lower rent/fees, residents can also save money for later in life, when they may need to pay for progressive health care costs/assisted living services.

Residents will primarily be people who enjoy an active lifestyle, live independently, and want to participate in communal living. The World Health Organization (WHO) has identified loneliness as the key contributor to depression, affecting 1 in 3 seniors. The property will provide safe, well-designed, socially connected housing that will contribute to increased social stimulation and longevity.

Aging in place keeps neighborhoods socially diverse, builds lasting relationships and allows seniors with fixed incomes to remain in their community. Most importantly, it keeps seniors and the entire community socially, mentally, and physically healthy.

There is a need to design higher density housing with social health in mind, for the missing middle of the housing spectrum. Current research states the need for social connectedness. This property will be able to meet this objective by including:

- Resident volunteerism
- Shared garden spaces
- Rooftop landscaped amenity space
- Communal kitchen
- On-site supportive services

The Developers/Operators

Peter Wise is employing the services of Terry Collier & Associates/EFG Development Management which has been providing seniors developers operational and development services for the past thirty-two years. (www.terrycollier.ca) EFG currently completed "Three Robins Stony Plain and Red Deer" <https://threerobins.ca/>

Summary

Our research indicates a significant, growing demand for the economically disadvantaged and middle-income senior housing in the coming years. We are confident the proposed property, with its unique aging in place lifestyle amenities, will help fulfill this demand and be an asset to the City of Prince George.

Kind Regards,

Terry Collier, MSc.
EFG Architects



AN INTRODUCTION TO THREE ROBINS

Our Philosophy for Aging in Place

Three Robins properties with their new fully equipped amenities rooms and suites offers an aging in place strategy for seniors. What makes Three Robins unique is the availability of optional services when needed. Each apartment has a full kitchen including in-suite laundry facilities to allow for maximum independence. Residents pay for the supportive services when needed, versus bundled services (housekeeping, meals, etc.) that often are not required when moving into a new senior's apartment. As your needs change, you can contact our on-site manager and get additional information on the services you may require.

By offering a resident volunteer program, residents can engage in supporting the community's functional programming and fellow residents as they choose. Three Robins is a perfect alternative for seniors who are looking for supportive lifestyle services but not prepared to pay or participate in a traditional Independent Supportive Living property.

Three Robins is not restrictive by its nature and therefore, there are no mandatory services or age restrictions. Aging in place occurs organically as the services are available when you require them. Having a more affordable option allows residents to save their funds now for unexpected costs in the future. Our goal is to have residents at Three Robins properties as their needs change from active adult, supportive living, and light assisted living (medication assistance/bathing/dressing).



At Three Robins we offer five strategies to provide meals for our residents.

1. Residents prepare a meal for up to 20 residents or family members in the demonstration kitchen four days per week.
2. We have a community pantry event each Thursday. We purchase food in bulk and then make four meals for each resident that participates to take home and enjoy during the week. The average cost per meal varies from \$4.00 to \$7.00.
3. As a community, each week we choose a restaurant and enjoy a meal at their premises as a group. We receive a 10% discount from the posted prices.
4. Twice a month we have a local chef come to our property and prepare a meal in our demonstration kitchen. Prices vary from \$10.00 to \$17.00 per meal.
5. We coordinate resident pot luck meals. Three residents become a “trio” and they go to each others suites twice a week and enjoy a pot luck meal.





VOLUNTEER AT THREE ROBINS



Volunteering is a powerful way to make a positive impact on the health and well-being of communities. Not only does it make a difference in the lives of recipients, it also benefits volunteers mentally, socially, and even physically.

We reduce tenants' rent by \$200 if they volunteer 10 hours per month in the building.



Resident Volunteer -Hours -Foothills	# Volunteers	Hours	Hours
137 Residents 95% enrollment	Daily	Daily	Monthly
24 Emergency Call Facilitation	2	2	122
Cleanliness Reivew	1	1	30.5
Disinfecting Elevator / Hand Rails	1	1.5	45.75
Fire Marshall Safety Inspection	1	1	30.5
Library Coordinaton	1	0.25	7.625
Maintenance / Painting/ Light Bulbs	1	1.5	45.75
Marketing Tours	1	2	61
Meal Preperation	2	2	122
Office Administration Support	1	1	30.5
Reception 8am until 5pm	3	3	274.5
Recyle / Trash Conceirge	1	1.5	45.75
Waterings Plants	2	1	61
Wellness Check	3	1	91.5
Wood Shop Coordination	1	0.25	7.625
Total Hours			976

Our Residents Volunteer at their Three Robins Properties approximately 1,000 hours per month