# 1101 YATES STREET

## Parking Study

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Prepared For: Jawl Development Corp.
Date: November 14, 2025
Our File No: 3959.B01

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## 1.0 INTRODUCTION

Watt Consulting Group Ltd. (WATT) was retained by Jawl Development Corp. to conduct a parking and transportation demand management study for the proposed mixed-use development at 1101 Yates Street in the City of Victoria. The purpose of this study is to determine the total parking demand for the subject site compared to the proposed supply.

### 1.1 Subject Site

The site is located at 1101 Yates Street in Victoria, BC (see Figure 1). It is currently zoned S-1 Limited Service District and sits on the boundary of the City's designated Core Area and Other Areas.

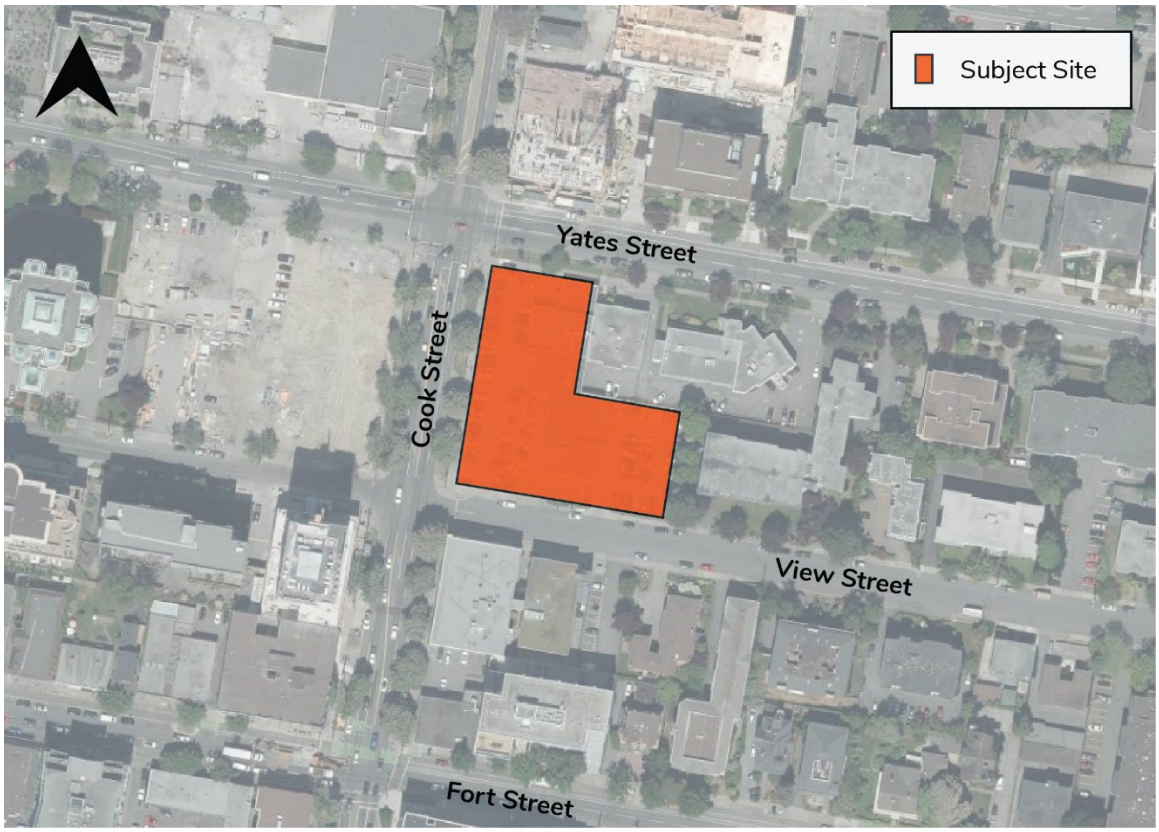



Figure 1: Subject Site

## 1.2 Site Characteristics & Policy Context

To support the parking analysis and recommendations, a summary of the services and transportation options available in the vicinity of the site is provided in the following sections, accompanied by an overview of the City of Victoria Official Community Plan and other community policies relevant to sustainable transportation and parking demand management.

### 1.2.1 Planning & Policy Context

*Note: a summary of the City of Victoria's previous OCP is provided below. At the time of completing the parking study (April to July 2025), the City had not yet adopted its new OCP (Victoria 2050). Therefore, references are made to the old OCP in this section.*

The City of Victoria's Official Community Plan[1] provides policies and objectives to guide decision making for planning and land use management. Most recently updated in September of 2023 – with a full update underway – the OCP expresses the City's commitment to sustainability and actionable items for achieving this long-term commitment. Section 7 of the OCP (Transportation and Mobility) contains policy directions to reduce overall dependency on single occupancy vehicles and prioritize sustainable modes of transportation including walking, cycling, and transit, among others. **Table 1** outlines policies that specifically relate to the site.

**Table 1: Relevant OCP Policies**

| Sub-Section Name and Reference | Applicable Policy Requirement |
|---|---|
| 7.12.1 Parking Management | Parking reductions based on geographic location, residential tenure, transit accessibility, and other factors that support sustainable mode choice or lower parking demand. |
| 7.12.2 Parking Management | Parking reductions through the provision of transportation demand management programs, including car-share, accessible car share, enhanced bicycle parking facilities, end- |

[1] City of Victoria (2023). City of Victoria: 2012 Official Community Plan. Available online at: https://www.victoria.ca/media/file/ocp-whole-book

| Sub-Section Name and Reference | Applicable Policy Requirement |
|---|---|
| | of-trip shower and locker facilities, transit pass subsidies, and other measures that lower parking demand. |
| 7.12.3 Parking Management | The provision of charging stations for electric cars, electric scooters, and bicycles in new multi-unit residential, commercial, office, and mixed-use development. |
| 13.1 Housing Supply for Future Need | Seek to accommodate population growth in the strategic locations, as identified in Map 2, including 50% of net new units in the Urban Core, 40% in or near Town Centres and Urban Villages and 10% in the remainder of the city. |
| 21.9.1 Neighbourhood Directions - Fernwood | Accommodate new population and housing growth within walking distance of North Park Village, Fernwood Village, and villages and mobility options along Bay Street, and improve pedestrian and cycling connections to the Downtown Core Area. |
| 21.9.2 Neighbourhood Directions - Fernwood | Continue to explore options for the Fort Street and Yates Street corridors to evolve into high-quality frequent transit routes, including through diverse housing options, villages, and amenities within walking distance of the corridor. |

The site is in the Fernwood neighbourhood, where parking related policies are outlined in the Fernwood Neighbourhood Plan (2022)[2], as follows:

- **10.2 Parking Requirements:** Consider updates to relevant bylaws which reduce parking requirements for commercial uses where appropriate (e.g., where the use does not require extensive parking and/or where alternative mobility options are highly accessible).
- **10.3 Parking in New Development:** Seek to implement parking management solutions for new housing, including shared parking, reduced parking requirements, and transportation demand management (TDM), particularly for

[2] City of Victoria (2022). City of Victoria: Fernwood Neighbourhood Plan. Available online at: https://www.victoria.ca/media/file/neighbourhoods-fernwood-planpdf

purpose-built rental projects and for new housing near large urban villages, active transportation routes and frequent transit routes.

### 1.2.2 Services

The subject site has access to a wide range of amenities. It is about 400 m (6-minute walk) from a plaza that has a London Drugs, Market on Yates grocery store, restaurants, retail, and a liquor store. There is also a Save-On Foods grocery store about 600 m (9-minute walk) away. Additionally, the site is about 600 m (9-minute walk) from North Park Village and 1 km (14-minute walk/4-minute bike ride) from Cook Street Village, both of which offer dining and shopping.

Furthermore, the development is located on the edge of the City's designated core area, allowing access to additional destinations such as malls, financial institutions, and various other amenities. The site's proximity to downtown Victoria also provides access to many employment opportunities for future residents.

Crystal Pool & Fitness Centre/Central Park is 1.4 km or a 20-minute walk/7-minute bike ride from the site. While this amenity is about to undergo demolition and replacement, construction of the new facility at the existing location is expected to be complete in 2030.[3] Plans are also in place for the YMCA-YWCA to move to the Bay Centre (1.1 km from the subject site or a 14-minute walk/5-minute bike ride) in 2026 or sooner.[4] Additionally, Oak Bay Recreation Centre is about 2.9 km from the proposed development, accessible by a 10-minute bike ride or a 15- to 20-minute bus trip. Fernwood Community Centre/William Stevenson Park is also 1.2 km (17-minute walk/6-minute bike ride) from the site.

Finally, the site is within 1.3 kilometres (19-minute walk/7-minute bike ride) from several educational institutions including Victoria High School, Central Middle School, and George Jay Elementary School.

[3] City of Victoria (2025). Crystal Pool Replacement Project: Site Selection and Next Steps. Retrieved from: https://pub-victoria.escribemeetings.com/filestream.ashx?DocumentId=101359

[4] Times Colonist (2025). Downtown Victoria YMCA to move into Bay Centre. Retrieved from: https://www.timescolonist.com/local-news/downtown-victoria-ymca-to-move-into-bay-centre-10622802

### 1.2.3 Transit

The subject site is well-served by transit, being within 450 (6-minute walk) of several bus stops on Yates Street, Cook Street, Johnson Street, and Fort Street (**Figure 2**). These stops are served by the following regional, frequent, and local routes:

**Regional Transit** (15- to 60-minute service with limited stops)

- 15 – Esquimalt / UVic

**Frequent Transit** (15-minute or better service 7am to 7pm, Monday to Friday)

- 14 – Vic General / UVic
- 27, 28 & 28X – Gordon Head / Majestic / Downtown

**Local Transit** (20- to 120-minute service)

- 2 & 5 – James Bay / South Oak Bay / Willows
- 3 – James Bay / Royal Jubilee
- 11 – Tillicum Centre / UVic
- 22 & 22A – Vic General / Hillside Mall
- 24 – Cedar Hill / Tillicum Centre
- 25 – Maplewood / Tillicum Centre

The multitude of routes in proximity to the subject site will make it easier for future residents to access major destinations across Greater Victoria (including schools and post-secondary institutions, shopping centres, hospitals, parks, and recreation centres) using reliable transit service. Future employees and visitors to the site will also benefit from convenient transit access.

Furthermore, the City of Victoria OCP contains policies that support public transit, including prioritizing public transit over general purpose traffic in rapid and frequent transit corridors (Policy 7.14.4). Yates Street, Fort Street, and Johnson Street are all identified as Frequent Transit Priority Corridors and candidates for RapidBus.

### 1.2.4 Walking

The subject site has a Walk Score[5] of 94, indicating that it is a "Walker's Paradise" and daily errands do not require a car. This is due to the high density of shopping, services,

[5] More information about the site's Walk Score is available at: https://www.walkscore.com/score/1101-yates-st-victoria-bc-canada

and other amenities in the area. There are sidewalks present on both sides of all roadways surrounding the subject site, as well as pedestrian crossing infrastructure at most crossroads, providing walking connections to a multitude of local amenities. Improvements to pedestrian connections from the Fernwood neighbourhood to the Downtown Core Area, as identified in OCP Policy 21.9.1, could promote further walking trips in the area.

### 1.2.5 Cycling

The subject site is located in an area where daily errands can be accomplished on a bike. Yates Street has painted bike lanes and is identified for potential future upgrades as part of the City's expanded All Ages and Abilities (AAA) Cycling Network. AAA infrastructure already exists on several streets in proximity to the site, including protected bi-directional bike lanes on Fort Street, Pandora Avenue, and Vancouver Street (**Figure 2**). It is a 7-minute bike ride from the site to protected bi-directional bike lanes on Wharf Street, which connects to the Galloping Goose Regional Trail and provides cycling access to further destinations across Greater Victoria.

### 1.2.6 Carsharing

Carsharing programs are an effective way for people to save on the cost of owning a vehicle while having access to a convenient means of transportation. The Modo Car Cooperative (Modo) is a popular carsharing service in Greater Victoria. As of July 2025, there are nine Modo vehicles located within 350 metres (5-minute walk) of the subject site at the following locations (also shown in **Figure 2**):

- Yates Street and Cook Street (2 vehicles)
- Johnson Street and Chambers Street
- Yates Street and Vancouver Street
- View Street and Cook Street
- Cook Street and Meares Street (3 vehicles)
- View Street and Ormond Street

Additionally, in August of 2021, EVO Carshare company began operating in Victoria providing trips within the "Home Zone". End-of-trip parking includes City parkades, surface lots, reserved Evo spaces, and resident-only parking. There is also satellite parking at the University of Victoria and Camosun College's Lansdowne campus.[6]

[6] More information about the Evo Car Share service is available online at: https://evo.ca/victoria

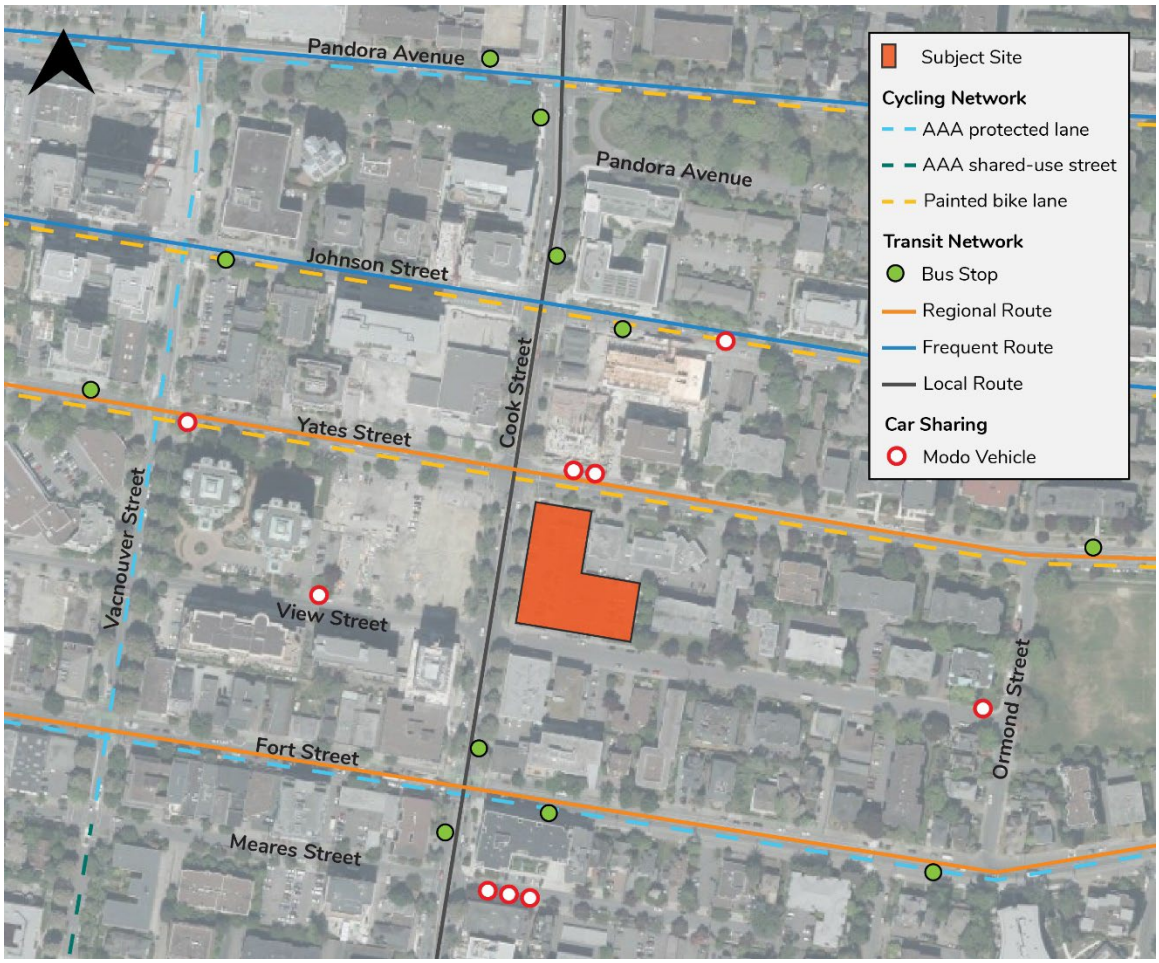



**Figure 2: Transportation Options Near Subject Site**

# 2.0 PROPOSED DEVELOPMENT

## 2.1 Land Use

The proposed development includes 175 residential (market rental) units, a daycare, commercial/restaurant space, office space, and a conference/meeting centre. Twenty percent (20%) of the residential units are proposed to be affordable, resulting in 140 market rental and 35 affordable units. Table 2 provides a summary of the residential unit breakdown and Table 3 summarizes the non-residential land uses.

**Table 2: Summary of Proposed Land Use (Residential)**

| **Residential** | | **Quantity (Units)** |
|---|---|---|
| Multi-Family – Apartment (80% Market Rental and 20% Affordable) | Studio | 16 |
| | 1-Bedroom | 74 |
| | 2-Bedroom | 52 |
| | 3-Bedroom | 33 |
| **Total** | | **175** |

**Table 3: Summary of Proposed Land Use (Non-Residential)**

| **Land Use** | **Bylaw Land Use Classification** | **Floor Area ($m^2$)** |
|---|---|---|
| Daycare | Care Facility | 400 $m^2$ |
| CRU / Restaurant (including patio) | Restaurant | 321 $m^2$ |
| Office (including lobby) | Office | 3,270 $m^2$ |
| Conference Centre | Assembly | 783 $m^2$ |
| **Total** | | **4,774 $m^2$** |

## 2.2 Proposed Parking Supply

### 2.2.1 Vehicle Parking

A total of 192 vehicle parking spaces are proposed for the development.

### 2.2.2 Bicycle Parking

A total of 261 long-term bicycle spaces (including 238 designated for residents and 23 for non-residential uses) and 52 short-term bicycle parking spaces (including 22 designated for residential visitors and 30 for non-residential uses) are proposed.

## 3.0 PARKING REQUIREMENT

### 3.1 Residential Vehicle Parking

The City of Victoria Zoning Bylaw (No. 80-159) Schedule C: Off Street Parking Regulations outlines parking regulations for new developments in Victoria. Vehicle parking requirements for the site are summarized in Table 4.

**Table 4: Residential Vehicle Parking Requirements**

| Land Use | | Parking Requirement | | |
|---|---|---|---|---|
| | | **Bylaw Parking Rate** | **Units** | **Spaces Required** |
| Multi-Family Apartment – Market Rental (Core Area) | Less than 45 $m^2$ | 0.50 spaces per unit | 13 | 6.50 |
| | 45 $m^2$ or more, but equal to or less than 70 $m^2$ | 0.60 spaces per unit | 62 | 37.20 |
| | 70 $m^2$ or more | 1.00 spaces per unit | 65 | 65.00 |
| **Subtotal, Residents (Market Rental)** | | | | **109** (108.70, rounded) |
| Multi-Family Apartment – Affordable (Core Area) | Less than 45 $m^2$ | 0.20 spaces per unit | 3 | 0.60 |
| | 45 $m^2$ or more, but equal to or less than 70 $m^2$ | 0.50 spaces per unit | 16 | 8.00 |
| | 70 $m^2$ or more | 0.75 spaces per unit | 16 | 12.00 |
| **Subtotal, Residents (Affordable)** | | | | **21** (20.60, rounded) |
| **Visitor** | | 0.1 spaces per unit | 175 | **18** (17.50, rounded) |
| **Total Parking Spaces Required** | | | | **148** |
| **Proposed Parking Supply** | | | | **125** |
| **Parking Deficit** | | | | **-23** |

## 3.2 Non-Residential Vehicle Parking

The non-residential vehicle parking requirements for the site are summarized in Table 5.

**Table 5: Non-Residential Vehicle Parking Requirements**

| Land Use | Bylaw Parking Rate | Floor Area ($m^2$) | Requirement |
|---|---|---|---|
| Daycare | 1 space per 100 $m^2$ floor area | 400 $m^2$ | 4 |
| CRU / Restaurant (including patio) | 1 space per 40 $m^2$ floor area | 321 $m^2$ | 8 (8.03, rounded) |
| Office | 1 space per 70 $m^2$ floor area | 3,270 $m^2$ | 47 (46.71, rounded) |
| Conference Centre | 1 space per 30 $m^2$ floor area | 783 $m^2$ | 26 (26.1, rounded) |
| | | **Total** | **85** |

*Note: the applicant is proposing to share some of the non-residential parking. Therefore, the proposed parking supply is not shown in Table 5 above.

## 3.3 Bicycle Parking

As per Schedule C of Victoria's Zoning Bylaw (No. 80-159), multiple dwelling land uses are required to provide 1 long-term bicycle parking space per dwelling unit that is less than 45m², and 1.25 long-term bicycle parking spaces per dwelling unit that is 45m² or more. Furthermore, for short-term bicycle parking, the development must provide the greater of 6 spaces per building or 0.1 spaces per dwelling unit.

These requirements are summarized in Table 6 and Table 7.

Table 6: Long-Term Bicycle Parking Requirements

| Land Use | Parking Requirement | | Total Spaces |
|---|---|---|---|
| | Bylaw Parking Rate | Units or Floor Area ($m^2$) | |
| Apartment – Residential | 1 space per unit (<45 m²) | 16 | 16 |
| Apartment – Residential | 1.25 space per unit (≥45 m²) | 159 | 199 (198.75, rounded) |
| Daycare | 1 space per 700 m² floor area | 400 $m^2$ | 1 |
| CRU / Restaurant (including patio) | 1 space per 400 m² floor area | 321 $m^2$ | 1 |
| Office (including lobby) | 1 space per 150 m² floor area | 3,270 $m^2$ | 22 (21.80, rounded) |
| Conference Centre | n/a | 783 $m^2$ | 0 |
| **Total Long-Term Spaces** | | | **239** |
| **Proposed Long-Term Spaces** | | | **261** |
| **Long-Term Bike Parking Surplus** | | | **+22** |

Table 7: Short-Term Bicycle Parking Requirements

| Land Use | Parking Requirement | | Total Spaces |
|---|---|---|---|
| | Bylaw Parking Rate | Units or Floor Area ($m^2$) | |
| Apartment – Visitor | The greater of 6 spaces per building or 0.1 spaces per dwelling unit | West Building: 143 units | 14 (14.3, rounded) |
| | | East Building: 32 units | 6 |
| Daycare | 1 space per 200 m² floor area | 400 $m^2$ | 2 |
| CRU / Restaurant (including patio) | 1 space per 100 m² floor area | 321 $m^2$ | 3 (3.21, rounded) |
| Office (including lobby) | 1 space per 400 m² floor area | 3,270 $m^2$ | 8 (8.18, rounded) |
| Conference Centre | 1 space per 200 m² floor area | 783 $m^2$ | 4 (3.9, rounded) |
| **Total Short-Term Spaces** | | | **37** |
| **Proposed Short-Term Spaces** | | | **52** |
| **Short-Term Bike Parking Surplus** | | | **+15** |

## 4.0 EXPECTED PARKING DEMAND

Expected parking demand for the site is estimated in the following sections to determine if the proposed supply will adequately accommodate the demand.

### 4.1 Residential Parking Demand

#### 4.1.1 Market Rental Multi-Family

ICBC vehicle ownership data from 11 representative multi-family sites (total of 419 units) were used to estimate parking demand for the market rental component of the proposed development. The vehicle ownership data are current as of 2022. The representative sites were chosen based on similar walking access to local amenities according to calculations from Walkscore.com, with an average Walk Score of 94 (the same as the subject site's Walk Score). All sites are located in Victoria and have similar unit types (i.e., market rental) to the subject site with a mix of studio to three-bedrooms. Table 8 provides a summary of the subject sites.

**Table 8: Summary of Representative Market Rental Sites**

| Municipality | Address | Walk Score[7] | Units |
|---|---|---|---|
| Victoria | 2701 Gosworth Road | 91 | 47 |
| Victoria | 820 Cook Street | 94 | 21 |
| Victoria | 853 Burdett Avenue | 97 | 26 |
| Victoria | 955 Cook Street | 94 | 31 |
| Victoria | 1022 Pandora Avenue | 96 | 32 |
| Victoria | 905 Burdett Avenue | 93 | 35 |
| Victoria | 967 Collinson Street | 92 | 41 |
| Victoria | 825 Cook Street | 94 | 43 |
| Victoria | 1130 Pandora Avenue | 97 | 45 |
| Victoria | 715 Vancouver Street | 91 | 46 |
| Victoria | 710 Vancouver Street | 91 | 52 |
| | **Average \| Total** | **94** | **419** |

[7] The Walk Score of the sites is accurate as of July 2025.

The average vehicle ownership rate per unit for the representative market rental sites is 0.62 vehicles per unit. Applied to the proposed development, this results in 87 vehicle parking spaces (86.80, rounded). See Table 9.

**Table 9: Parking Demand at Representative Market Rental Sites**

| Address | Units | Registered Vehicles | Vehicles/Unit |
|---|---|---|---|
| 2701 Gosworth Road | 47 | 30 | 0.64 |
| 820 Cook Street | 21 | 16 | 0.76 |
| 853 Burdett Avenue | 26 | 15 | 0.58 |
| 955 Cook Street | 31 | 14 | 0.45 |
| 1022 Pandora Avenue | 32 | 17 | 0.53 |
| 905 Burdett Avenue | 35 | 21 | 0.60 |
| 967 Collinson Street | 41 | 34 | 0.83 |
| 825 Cook Street | 43 | 27 | 0.63 |
| 1130 Pandora Avenue | 45 | 31 | 0.69 |
| 715 Vancouver Street | 46 | 28 | 0.61 |
| 710 Vancouver Street | 52 | 27 | 0.52 |
| | | **Average** | **0.62** |
| | | **Estimated Residential Parking Demand** | **87** (86.80, rounded) |

### 4.1.2 Affordable Multi-Family

ICBC vehicle ownership data from eight representative multi-family sites (total of 583 units) were used to estimate parking demand for the affordable component of the proposed development. The vehicle ownership data are current as of 2023 for five of the sites, 2024 for two of the sites, and 2025 for one of the sites. The representative sites were chosen based on similar walking access to local amenities according to calculations from Walkscore.com, with an average Walk Score of 87 (compared to the subject site's Walk Score of 94). All sites are located in either Victoria or Langford and have similar unit types (i.e., affordable) to the subject site with a mix of studio to four-bedrooms. Table 10 provides a summary of the representative sites.

Table 10: Summary of Representative Affordable Sites

| Municipality | Address | Walk Score | Units |
|---|---|---|---|
| Langford | 330 Goldstream Avenue | 90 | 102 |
| Langford | 830 Hockley Avenue | 90 | 120 |
| Langford | 731 Station Ave | 91 | 100 |
| Langford | 616 Goldstream Avenue | 77 | 73 |
| Victoria | 2014 Government Street | 95 | 25 |
| Victoria | 2558 Quadra Street | 95 | 19 |
| Victoria | 411 Sitkum Road | 81 | 75 |
| Victoria | 35 Gorge Road E | 73 | 69 |
| | **Average \| Total** | **87** | **583** |

The average vehicle ownership rate per unit for the representative affordable sites is 0.55 vehicles per unit. Applied to the proposed development, this results in 19 vehicle parking spaces (19.25, rounded). See Table 11.

Table 11: Parking Demand at Representative Affordable Sites

| Address | Units | Registered Vehicles | Vehicles/Unit |
|---|---|---|---|
| 330 Goldstream Avenue | 102 | 52 | 0.51 |
| 830 Hockley Avenue | 120 | 79 | 0.66 |
| 731 Station Ave | 100 | 47 | 0.47 |
| 616 Goldstream Avenue | 73 | 52 | 0.71 |
| 2014 Government Street | 25 | 11 | 0.44 |
| 2558 Quadra Street | 19 | 7 | 0.37 |
| 411 Sitkum Road | 75 | 24 | 0.32 |
| 35 Gorge Road E | 69 | 46 | 0.67 |
| | | **Average** | **0.55** |
| | | **Estimated Residential Parking Demand** | **19** (19.25, rounded) |

## 4.2 Visitor Parking Demand

A 2012 study by Metro Vancouver concluded that typical visitor parking demand is less than 0.1 vehicles per unit.[8] Further, visitor parking demand data collected from WATT across Greater Victoria has found demand to be in the range of 0.04 to 0.12 spaces per unit. Visitor parking demand may be more influenced by the availability of on-street parking surrounding a site or within the larger neighbourhood. Overall, the research indicates that visitor parking demand is not strongly influenced by location.

Based on this research, WATT typically uses a visitor parking demand rate of 0.1 spaces per unit. Applied to the proposed development, this would result in 18 visitor spaces (17.5, rounded).

## 4.3 Non-Residential Parking Demand

### 4.3.1 Daycare

Parking demand for daycare centres includes two user groups: (1) employees and (2) families dropping off and picking up children. Expected parking demand for each of these user groups is summarized below.

To estimate the staff parking demand, data was utilized from the 2022 CRD Origin-Destination Household Travel Survey.[9] For "Victoria South", where the subject site is located, the travel mode share for 'auto driver' is 27% for "within District" trips, which assumes that most of the daycare staff will be residing in proximity to the site.

The parking demand for daycare parents/guardians is subject to a range of factors including [a] when the daycare's operating hours will be, [b] whether there will be staggered drop-off and pick-up times, [c] the number of siblings attending (i.e., a family of two children attending the daycare only requires one parking space), and [d] the number of parents/guardians that might drop-off and pick-up more than one child.

[8] Metro Vancouver. (2012). The Metro Vancouver Apartment Parking Study Revised Technical Report. Available online at: https://www2.gov.bc.ca/assets/gov/housing-and-tenancy/tools-for-government/uploads/metro_apartment_parking_study_technical_report.pdf

[9] Malatest (2023). 2022 Capital Regional District Origin Destination Household Travel Survey. Available online at: https://www.crd.ca/media/file/crd-2022-origin-destination-household-travel-survey-report

For the purposes of this analysis, it was assumed that:

- Drop-off and pick-up would occur over an extended period (drop-off: 7:30am to 9:00am; pick-up: 3:30pm to 5:00pm).
- About 50% of the families will live within walking/cycling distance and therefore will not require parking.
- About 20% of the parents/guardians will drop-off and pick-up more than one child, either because the family has more than one child or because of parents of different families coordinating for carpooling purposes.

Based on the above assumptions and calculations undertaken for typical daycare sizes and staffing levels, it was determined that the estimated parking demand would be in line with the existing City of Victoria Schedule C: Off-Street Parking Bylaw requirement of 1 space per 100 $m^2$ for Core Areas, which is recommended for the site. Applied to the subject site, this results in 4 parking spaces.

It is recommended that all 4 parking spaces be designated for daycare employees as parent / guardian parking is expected to occur on-street (on View Street). For drop-off and pick-up, it is recommended that the applicant work with the City of Victoria to designate the on-street spaces directly in front of the daycare on View Street as short-term parking (e.g., 5 minutes maximum).

### 4.3.2 Commercial / Restaurant

The City of Victoria's parking requirement of 1 space per 40 $m^2$ floor area (in the Core Area) for a restaurant use is considered an appropriate rate. Applied to the subject site, this results in 8 parking spaces (8.03, rounded).

Furthermore, it is expected that the restaurant will primarily serve residents of the site and surrounding neighbourhood. It is therefore expected that a higher proportion of customers would be accessing the restaurant by means other than private vehicle and would not require parking. This is referred to as the captive market, which means that the total restaurant parking supply could be reduced to avoid double-counting parking.

Using this assumption, a 30% reduction in the commercial (restaurant) parking demand is supported based on potential captive market conditions and professional judgement.

Based on the captive market analysis, the recommended rate for the commercial / restaurant land use is 1 space per 52 $m^2$. Therefore, the revised expected parking demand for the restaurant space will be 6 parking spaces (6.17, rounded).

### 4.3.3 Office

The City of Victoria's parking requirement of 1 space per 70 $m^2$ floor area (in the Core Area) for office use is considered an appropriate rate. Applied to the subject site, this results in 47 parking spaces (46.71, rounded).

### 4.3.4 Conference Centre

Based on a review of parking requirements in similar municipalities, the City of Victoria's parking requirement of 1 space per 30 $m^2$ floor area (in the Core Area) for conference centre use is considered an appropriate rate. Applied to the subject site, this results in 26 parking spaces (26.1, rounded).

Peak occupancy for the conference centre is estimated to be 300 people during special events. Those visiting Victoria to attend a conference or major event would be expected to be staying at a hotel or visitor accommodation nearby the facility and therefore would likely have a similar mode share to downtown residents. Per the 2022 CRD Origin-Destination Household Travel Survey, the travel mode share for 'auto driver' is 10% for people living downtown, which would result in 30 vehicles (parking spaces) with 300 people at the site. As such, most conference attendees would be expected to walk to the centre. Some may drive and would utilize parking at the site, or park on-street or in a nearby parking facility.

## 4.4 Summary of Expected Parking Demand

A summary of the expected parking demand for each land use is provided in Table 12 below. The total expected parking demand is 207 spaces, which is 15 spaces more than the parking supply.

**Table 12: Summary of Expected Parking Demand**

| Land Use | Parking Rate | Units or Floor Area | Number of Spaces |
|---|---|---|---|
| Multi-Family Residential – Market Rental | 0.62 spaces per unit | 140 units | **87** (86.80, rounded) |
| Multi-Family Residential – Affordable | 0.55 spaces per unit | 35 units | **19** (19.25, rounded) |
| Multi-Family Residential – Visitor | 0.1 spaces per unit | 175 units | **18** (17.5, rounded) |
| Daycare | 1 space per 100 $m^2$ | 400 $m^2$ | **4** |
| CRU / Restaurant | 1 space per 52 $m^2$ | 321 $m^2$ | **6** (6.17, rounded) |
| Office | 1 space per 70 $m^2$ | 3,270 $m^2$ | **47** (46.71, rounded) |
| Conference Centre | 1 space per 30 $m^2$ | 783 $m^2$ | **26** (26.1, rounded) |
| | | **Total** | **207** |
| | | **Proposed Parking Supply** | **192** |
| | | **Parking Deficit** | **-15** |

## 5.0 ON-STREET PARKING

To determine current on-street parking conditions surrounding the site, on-street parking observations were completed on Yates Street, Ormond Street, and View Street on the following dates and times:

- Wednesday, April 30, 2025 – at 10:00 am, 4:00 pm, and 9:30 pm
- Thursday, May 1, 2025 – at 10:00 am, 4:00 pm, and 9:30 pm
- Wednesday, May 21, 2025 – at 8:30 am

The count times were selected based on peak demand for the different land uses.

Table 13 summarizes the street segments included in the observations and their respective parking supplies for each restriction type. Across the street segments, there is an approximate total of 119 parking spaces.

**Table 13: On-Street Parking Supply**

| Street | Segment | Side | Restriction | Available Parking |
|---|---|---|---|---|
| Yates Street | Cook Street - Ormond Street | North | 2h 9am-6pm, Mon-Sat | 20 |
| | | | Passenger Zone - 3 min. max. | 6 |
| | | | Accessible Only | 2 |
| | | South | 2h 9am-6pm, Mon-Sat | 26 |
| | | | Passenger Zone - 3 min. max. | 2 |
| | | | General Loading Zone - 15 min. max. | 2 |
| Ormond Street | Yates Street - View Street | East | No Parking | n/a |
| | | West | 2h 9am-6pm, Mon-Sat | 7 |
| | | | Car Share Co-op | 1 |
| View Street | Cook Street - Ormond Street | North | 2h 9am-6pm, Mon-Sat | 26 |
| | | | Passenger Zone - 3 min. max. | 2 |
| | | South | 2h 9am-6pm, Mon-Sat | 19 |
| | | | Passenger Zone - 3 min. max. | 4 |
| | | | Metered | 2 |
| | | | **Total** | **119** |

Figure 3 shows the peak on-street parking occupancy observed across all data collection days for each restriction type. The graph also shows the 85% target occupancy, a commonly used number in the industry that represents an optimal balance between supply and demand, where parking supply meets demand but is not oversupplied. An 85% occupancy rate on any given block typically results in one or two parking spaces being available for a driver.

Parking occupancy peaked at 10:00 am for spaces with a 2h time restriction (89%). With the exception of the one car share co-op space (which was occupied at each observation time) and the two metered spaces (which were both occupied at 4:00 pm and 9:30 pm), the rest of the space types remained at 50% occupancy or lower across the observation times.

**Figure 3: Peak On-Street Parking Occupancy by Restriction Type**

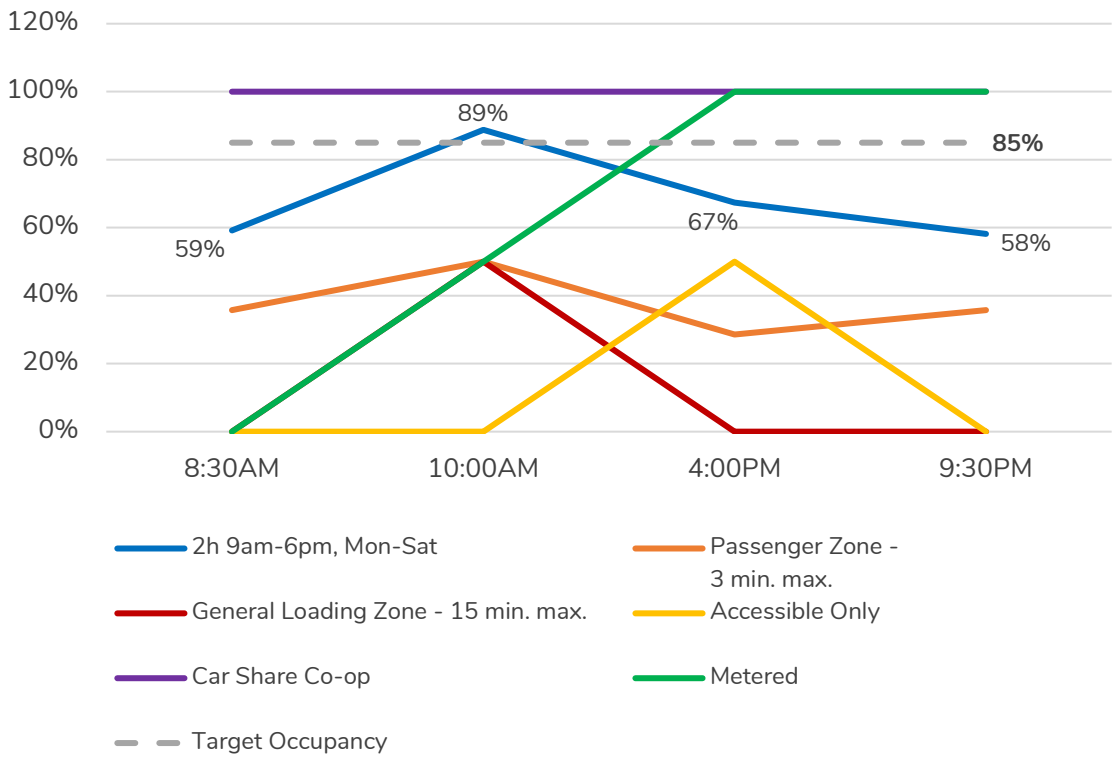
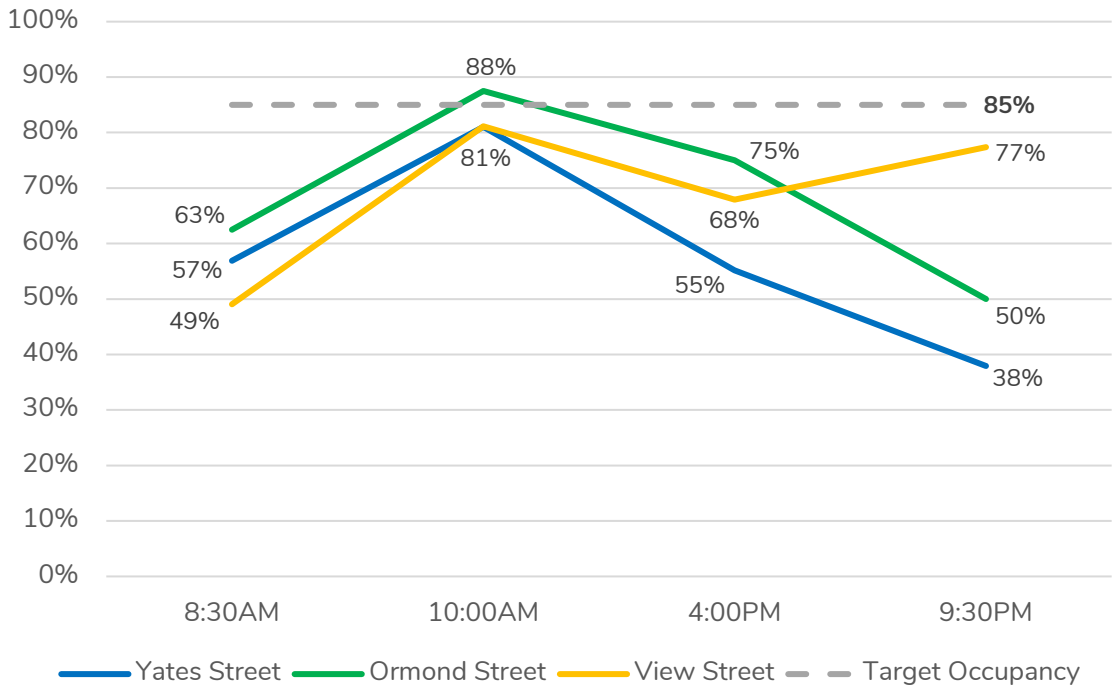


Figure 4 shows the peak on-street occupancy observed across all data collection days for each street, combining all the restriction types. Parking occupancy on Ormond Street slightly exceeded the 85% target occupancy at 10:00 am when it reached 88%, while the peak occupancy on Yates and View Street (81% at 10:00 am) was slightly below. Yates and Ormond Street both saw a decline in occupancy over the course of the day, while View Street remained generally consistent from 10:00 am onward.

**Figure 4: Peak On-Street Parking Occupancy by Street**




During typical daycare drop-off and pick-up times, the streets surrounding the site were observed to have on-street parking availability. At 8:30 am, total on-street parking occupancy was 54% (55 spaces available out of 119) and at 4:00 pm, total on-street parking occupancy peaked at 61% (46 spaces available out of 119). Therefore, it is expected that daycare parent / guardian parking could be accommodated on-street.

## 6.0 SHARED PARKING

"Shared parking" refers to a scenario where two or more land uses in proximity share a supply of parking to reduce the overall parking supply for the site. The concept is successful where parking demand for different land uses exhibit complementary patterns with peak demand experienced at different times of the day. Parking supplies must be shared (i.e. unreserved) for the shared parking reductions to apply. Signage should also be installed that clearly designates the parking spaces for both uses.

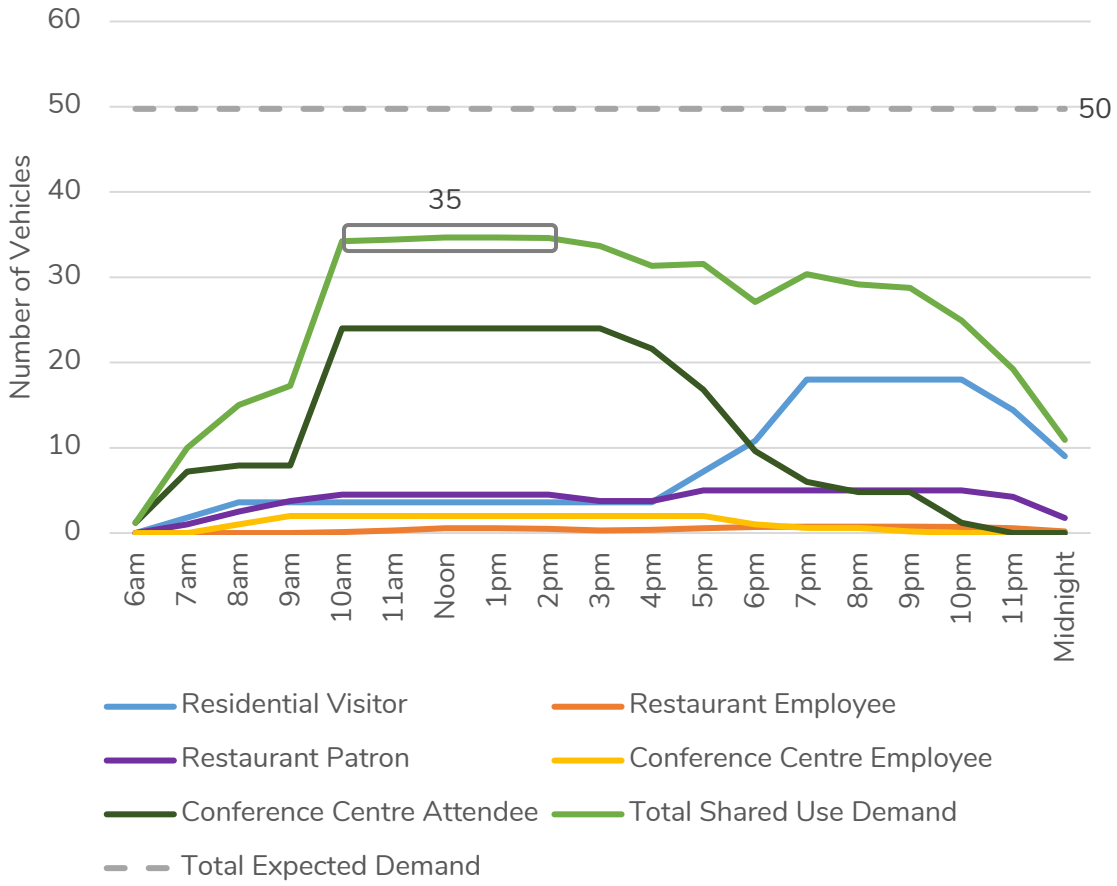
As identified in Section 10.3 of the Fernwood Neighbourhood Plan, the City of Victoria supports the concept of shared parking in new development, particularly for purpose-built rental projects and for new housing near large urban villages, active transportation routes and frequent transit routes.

A time-of-day assessment was undertaken of the general daily expected parking demand of 50 spaces determined for shareable uses, i.e. the combined total of the 18 residential visitor spaces, 6 restaurant spaces, and 26 conference centre spaces. It was assumed that the office spaces would be used consistently throughout the week and therefore not shareable on weekdays. Additionally, the daycare spaces will be unavailable for sharing. Time-of-day analysis examines the expected parking demand by each land use across each hour of the day, and this analysis is derived from recommended time-of-day factors from Urban Land Institute, Shared Parking, 3rd Edition; pages 26-29, Figures 2-4 to 2-5.[10]

Results of the time-of-day assessment suggest that the site's actual peak demand during a single point in the day will be between 10:00 am to 2:00 pm on a weekday when there will be 35 vehicles (parking spaces) among shared uses (i.e., excluding residents, daycare, and office employees). This time-factored peak demand is approximately a 30% reduction from the general daily expected parking demand of the shareable uses (50 spaces). This peak time of day analysis accounts for the sharing of available parking capacity, such as at 10:00 am on weekdays when efficiencies are gained due to residential visitor, restaurant, and conference centre parking demand at less than 100% (see **Figure 5**).

[10] Smith, M. (2020). Shared Parking Third Edition. Washington, DC: Urban Land Institute, ICSC, and National Parking Association.

Figure 5: Shared Parking Demand (Time of Day)




Results from the shared parking analysis indicate that the parking demand for the proposed development could be reduced by a total of 15 spaces. As shown in **Table 14**, with shared parking, the total expected parking demand for the site is 192 parking spaces.

Furthermore, should there be a need, it is possible that the designated (i.e., reserved) office parking spaces could be utilized in the evenings (outside of typical office working hours) by non-office uses – for example, in the case of an evening conference centre event or to accommodate additional restaurant parking demand. However, for the purposes of this analysis, the office spaces have not been included.

Table 14: Summary of Expected Parking Demand, With Sharing

| **Land Use** | **Total Parking Demand** (without sharing, per Table 12) | **Total Parking Demand** (with sharing) |
|---|---|---|
| Multi-Family Residential – Market Rental | 87 | 87 |
| Multi-Family Residential – Affordable | 19 | 19 |
| Multi-Family Residential – Visitor | 18 | 35 |
| CRU / Restaurant | 6 | |
| Conference Centre | 26 | |
| Daycare | 4 | 4 |
| Office | 47 | 47 |
| **Total** | **207** | **192** |
| | **Proposed Parking Supply** | **192** |
| | **Difference** | **0** |

# 7.0 TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) is the application of strategies and policies to influence individual travel choice to reduce single-occupant vehicle travel. TDM measures typically aim to encourage sustainability, enhance travel options, and decrease parking demand. The following sections present TDM measures that could reduce the amount of vehicle parking required for the development. For each TDM measure, an approximate reduction in parking demand is provided.

## 7.1 Additional Long-Term Bicycle Parking

### 7.1.1 Overview

The provision of additional bicycle parking spaces (above the minimum amount required) supports residents' ability to use a bicycle by providing adequate protected parking to satisfy potential bicycle demand. Insufficient bicycle parking is considered a key barrier to promoting cycling, with additional bicycle parking associated with an increase of cycling by 10 to 40%.[11]

### 7.1.2 Estimated Impacts

A 2% reduction in resident parking demand is typically supported for every additional 10% of resident long-term bicycle parking spaces provided beyond what is required in Victoria's existing Schedule C Parking Bylaw, and a further 1% reduction in non-residential parking demand is typically supported for every additional 10% of non-residential long-term bicycle parking spaces.

The applicant is providing 10% more long-term bicycle parking spaces than what is required for residents; as such, a 2% reduction in resident parking demand would be supported.

[11] Hein, E. & Buehler, R. (2019). Bicycle parking: a systematic review of scientific literature on parking behaviour, parking preferences, and their influence on cycling and travel behaviour. Transport Reviews, 39(5).

## 7.2 Non-Standard Bicycle Parking

### 7.2.1 Overview

Non-standard bicycles – such as cargo bikes, trailer bikes, and electric bikes (e-bikes) - are longer, wider, and heavier than a typical bicycle, which makes them more challenging to park than a regular bike. Due to their size and weight, they require different parking configurations and may be limited to floor-secured spaces. As e-bikes and other non-standard bikes continue to grow in popularity, it is imperative that new developments provide bicycle parking that supports a wide range of non-standard bicycles.

### 7.2.2 Estimated Impacts

It is recommended that the site consider providing 50% of long-term bike parking spaces with access to a 110V wall outlet, in line with the Capital Region Local Government Electric Vehicle (EV) + Electric Bike (E-Bike) Infrastructure Planning Guide. Typically, a 3-5% reduction in parking demand is supported if at least 10% of long-term spaces that are non-standard bicycle parking spaces.

Non-standard bike parking spaces should have a minimum distance of 2.4 m in length and 0.9 m in width. All non-standard bike parking spaces should be provided as ground anchored racks. Non-standard bicycles, especially electric cargo bikes, are heavy, long, and challenging to park in a vertical bike rack. bicycles. Consideration should also be made for the provision of short-term non-standard bike parking, particularly adjacent to any potential daycare centre.

## 7.3 Unbundled Parking

### 7.3.1 Overview

The applicant should consider having the off-street parking supply for the residential use being unbundled from the rental price of each unit. Parking spaces will be rented separately from the unit, so that residents have the option of renting a parking space at an additional cost. This practice removes the sunken cost of a parking space which is often attached to the purchase or rental of a property. Residents do not feel the need to own a car because of the unused parking space. This gives future residents the opportunity to decide between paying for a parking space to store a personal vehicle and opting for another mode of transportation like transit or active transportation modes. Unbundling parking helps reduce auto dependency and results in a more equitable and efficient framework where occupants only pay for parking they need.

### 7.3.2 Estimated Impacts

While it is recommended that the applicant pursue unbundled parking, a reduction in parking demand cannot be assigned to this due to limited research.

## 7.4 Summary of TDM Measures

A summary of the TDM measures and their associated impacts is provided in **Table 15** below. The calculations in this table are based on expected parking demand with sharing between compatible uses. With the adoption of all TDM measures, resident parking demand could be reduced by 5 spaces. This would result in a total surplus of 5 parking spaces.

**Table 15: TDM Summary**

| TDM Option | Parking Reduction | |
|---|---|---|
| | Percent Demand | Vehicle Parking Spaces |
| Additional Bicycle Parking | 2% | 2.12 |
| Non-Standard Bicycle Parking | 3% | 3.18 |
| **Estimated Resident Parking Demand Reduction** | | **5** |
| **Estimated Resident Parking Demand** | | **106** |
| **Adjusted Resident Parking Demand** | | **101** |
| **Expected Visitor & Non-Residential Parking Demand, with sharing** | | **86** |
| **Total Parking Demand with sharing and TDM** | | **187** (101+86) |
| **Proposed Parking Supply** | | **192** |
| **Difference** | | **+5** |

## 8.0 CONCLUSIONS

The proposed development is a mixed-use building that includes 175 residential units, a daycare, commercial/restaurant space, office space, and a conference/meeting centre. Twenty percent (20%) of the residential units are proposed to be affordable, resulting in 140 market rental and 35 affordable units.

A total of 192 vehicle parking spaces are proposed for the development, which is less than the City's residential requirement and non-residential requirement.

A total of 261 long-term bicycle spaces are proposed, including spaces 238 spaces designated for residents and 23 for non-residential uses. 52 short-term bicycle parking spaces are proposed, including 22 designated for residential visitors and 30 for non-residential uses. This exceeds the City's long-term bicycle parking requirement by 22 spaces and exceeds the short-term requirement by 15 spaces.

The total expected residential parking demand is 106 spaces (87 market rental and 19 affordable), plus 18 resident visitor, 4 daycare, 6 restaurant, 47 office, and 26 conference centre spaces—a total of 207 spaces.

By sharing parking between the resident visitor, restaurant, and conference centre spaces, the total parking demand for the development could be reduced to 192 spaces (equal to what is proposed).

Parking demand could be further reduced by pursuing transportation demand management (TDM) measures, including the provision of additional long-term bicycle parking (above the minimum amount required) and parking for non-standard bicycles, as well as unbundling parking from rent.

## 9.0 RECOMMENDATIONS

It is recommended that the applicant:

1. Pursue shared parking between compatible land uses;
2. Works with the City of Victoria to designate the on-street spaces directly in front of the daycare on View Street as short-term parking (e.g., 5 minutes maximum);
3. Provides additional long-term bicycle parking (above the minimum amount required);
4. Provides 50% of the long-term bicycle parking with access to a 110V wall outlet and 10% of the long-term spaces as oversized bicycle parking; and
5. Unbundle parking from rent.