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LAPIS HOMES

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Planning & Development Department
Development Services Division

Parking review

1159 View Street

Prepared for: LIDA Homes

Prepared by: Ryan Jabs, Lapis Homes Ltd.

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1159 View Street Parking Review



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1.0 Overview

1.1 Location

1159 View Street is currently a four-unit (all approximately 67 square metre one bedrooms) 2.5-story apartment building, half a block up from Cook street on a street lined with mostly larger and taller apartment buildings built in the 60s and 70s. The building is located in the Fernwood neighbourhood, a half a block outside of the core area. The core area ends about a quarter of the way up the 1100 block of View street. On the lower or western part of View, and within the downtown core, there are a couple of professional buildings and the large Audi car dealership.

The location is a five to 10-minute walk from both the Market on Yates and Wellburn's grocery stores and about a 10 minute walk from the Bay Centre. Being downtown, the apartment is well-connected to transit, within a few minutes' walk to most major routes in and out of town. The stop for the number 14 to UVic, for example, is two-minutes away on Fort Street, right behind the subject building.

The area is also well-served by cycling amenities, with the new Fort Street protected bike path heading west into town, and dedicated bike lanes along Fort heading east, out of town towards the university.

1.2 Current Use

The building is a purpose-built 2.5 story, four-unit apartment building that was constructed in the mid-1950s, with three parking spots in a car port at the back of the property. Each of the approximately 67-square metre units are one-bedroom, one-bathroom with shared laundry on site.

The current development was built with three parking spots on site for the four rental units. Only one of these parking spots is currently being used by occupants of the four tenanted suites. The building owner also has a 24-hour City of Victoria parking pass to park on the street. At this time, it is not being used. These four spaces are under the minimum current required amount of six for a building of this size.

The site also does not currently have easy to access, secure cycling parking for tenants, other than a few hanging hooks in the basement area, as it was built before these requirements were put in place.

1.3 Land Use proposal

LIDA Homes is proposing to build two additional one-bedroom units, approximately 60 square metres each, in the basement level of the building. This will bring the total units in the building to six, over approximately 403 square meters of finished space. The land use is summarized in Table 1.

TABLE 1 Proposed Land Use (not including shared hallways/stairs)

Land Use	Description	Total Square Meters
Four existing units	Four existing one-bedroom, one-bathroom units	248 sq metres
Two additional units	Two additional one-bedroom, one-bathroom units	119 square metres
Total six units	Total size of six units	367 sq metres

1.4 Parking Supply

There are three on-site sheltered parking spaces at the rear of the property, and the owner currently receives a 24-hour parking pass for View street parking. Only one of the four existing tenants currently has a car and uses the available parking spaces, and the 24-hour parking pass is also not being used.

The street has designated maximum two-hour public parking Monday to Saturday between 8 AM and 6 PM. During the day, there are usually a few spaces available for parking, but the street is quite busy, as people use the parking on View to visit the office buildings and other businesses located at the bottom of View and in the area.

Over night, however, our survey (over a four-day period) showed that the street has plenty of parking available, as most of the apartments in the area are served by large parking lots.

2.0 Parking Requirements

In addition to the three parking spots currently on site, the owner is proposing to build two scooter parking spots beside the existing car port. The City's current zoning bylaw requires seven parking units to meet the minimum required parking spots for the four existing and two proposed units, which is four more parking spots than proposed. This does not include the parking pass the owner has for the residence, as the owner will have to give it up if a proposal is approved.

As noted above, 1159 View Street is located half a block outside of the core area.

Under the proposed Schedule C that is currently being considered by the city, the minimum required parking units for an apartment building of this size would be five (4.1 for the site) in the core area (two more than proposed) or six outside of the core area (three more than proposed).

This includes an allowance of 0.1 space per unit for visitor parking that's in the proposed parking supply formula.¹

TABLE 2. Required parking supply*

Parking rates	Required supply	Proposed	Difference
Under current Sched C requirements	7 spaces (1.1 per unit)	3 spaces, plus 2 scooter spaces	4 fewer spaces
Proposed parking rate requ. – non-core area	6 spaces (0.9/unit, plus 0.1/unit for guest)	3 spaces, plus 2 scooter spaces	3 fewer spaces
Proposed parking rate requ. – core area	5 spaces (0.6/unit, plus 0.1/unit for guest)	3 spaces, plus 2 scooter spaces	2 fewer spaces

*Current parking rates include visitor parking but does not include the owner's on street parking pass, as we understand this will have to be returned to the city if the proposal is approved.

¹ City of Victoria. (2017). Summary of Proposed Parking Rates. Available online at: http://www.victoria.ca/assets/Departments/Planning~Development/Development~Services/Documents/Schedule%20C%20Off-Street%20Parking%20Regulation_Final%20Draft.pdf

3.0 Expected Parking Demand

Currently, there are three parking spots on site at 1159 View Street, an additional unused parking pass for 24-hour on street parking and no easy-to-access cycling storage. Only one of the parking spots is regularly used by an existing tenant. The tenants in the three other units use another form of transportation, either public transit, walking or cycling.²

The rate of car ownership at 1159 View is consistent with recent data gathered from ICBC by the Watt Consulting Group as part of Victoria's update to its Off-Street Parking Regulations.³

The ICBC data gathered from 34 apartment rental sites in Victoria found that there was an average of 0.49 vehicles owned per unit in these buildings. For the buildings studied in the downtown core area, which is within a half block of 1159 View Street, average car ownership dropped to 0.33 vehicles per unit, which is slightly higher than the 0.25 vehicles per unit ownership levels at the subject property.

While a different market, Seattle recently finished a review of parking requirements as well, with council eliminating parking requirements for new builds in a larger part of the city. Their decisions were partly based on a 2015 study, with findings that were fairly similar to the Victoria research. In the Seattle research, only 40% of parking in multi-family dwelling was being used. The King County researchers went further to say that having an oversupply of parking actually encourages people to buy and rely on vehicles when making future transportation decisions, and if parking is not available, people will choose other forms of transportation.⁴

This data and the current parking usage at the site suggests that without Traffic Demand Management steps **the proposed six-units at 1159 View would require between two (0.33) and three (0.49) parking spots on-site.**

4.0 Precedent Sites

The City of Victoria has previously approved parking variances at other sites in the City. For example, in December this past year, it approved a variance to reduce the number of on-site parking spots for a mixed-use commercial building at 1501 Haultain from 10 to six. In December, 2016, the mixed-use commercial and residential project at 2009 Fernwood received a parking variance to reduce the number of on-site parking spots from eight to five.

The proposed development at 1159 View street is a much smaller development change than the above two projects and it's also closer to the downtown core and to a range of easily accessible alternative forms of transportation.

² Based on conversations with landlord and early morning photos taken between March 28th to March 31st. See Appendix 1 for street photos.

³ Watt Consulting Group (for City of Victoria). (2016) – Parking Demand Assessment, working Paper No. 3. Available online at:

http://www.victoria.ca/assets/Departments/Planning~Development/Community~Planning/Documents/Victoria%20Schedule%20C%20Parking%20Review-Working%20Paper%20no3_FINAL_Sept23-16.pdf

⁴ King County Metro (VIA Architecture). (2015) – Right Size Parking final report. Available at:

<http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/rsp-final-report-8-2015.pdf>

5.0 On Street Parking conditions

We observed on-street parking conditions between 6:30 AM and 7:15 AM on March 28th through to March 31st to determine parking usage and congestion on the street (See more in appendix 1).

We focused on early mornings because, during day time hours, street parking is most likely being used by people who are visiting local and area businesses on Cook Street, rather than by residents or visitors because of the 2-hour maximum parking restrictions that are in place between 8:00 AM and 6:00 PM, Monday to Saturday.

During the early mornings, the street is being used as overnight parking by local residents or visitors, as most of the businesses in and around the street are only opened during regular business hours.

There are approximately 52 spaces of street parking available on the 1100 block of View Street. **During the four mornings we visited, there were between 36 and 45 spaces available each morning (Between seven and 16 spaces in use).**

In addition, on each morning the majority of cars parked on the street were parked on the lower (western half of the street), with most of the spaces available around the subject property.

See appendix 1 for photos and more information on our observations.



Typical street view in front of subject property at 6:45 AM.

6.0 Demand Management

As noted in section 3.0, without Traffic Demand Management steps the proposed six-units at 1159 View are expected to need between two (at 0.33) and three (0.49) parking spots on-site.

The owner is proposing to provide the three current spots, plus two additional parking spots for scooters on site.

To improve the parking ratio more, and address any added demand for visitors, the applicant is also proposing to build a new secure bicycle lock-up shelter for eight bikes, install a four-bicycle rack for guests and to provide car sharing memberships for tenants from Modo. Modo has a car available on the corner of Ormand and View, a three minute walk away from the subject property.

This is in addition to the demand management benefits of being close to many transit routes and being in a location that is walkable to shopping, grocery stores and major downtown employers.

6.1 Cycling

Recent Statistic Canada data released this past fall showed that in the last two decades, the number of people across the country taking their bikes to work rose nearly 90% and the number of people taking transit rose by nearly 60%.

In addition, the data showed that at 17%, Victoria has the largest percentage of people in the country who either walked or cycled to work.⁵

Many attribute this to the warmer Victoria climate, the convenience of cycling in and around the city, as well as people seeking greener, cheaper and healthier commuting options. In addition, research is showing that by making cycling more convenient and building safer infrastructure for cyclists, more people are choosing it for their commute.⁶

The apartment building at 1149 View was built well before any regulations were in place for secured cycling parking on site. As a result, the only place for residents and visitors to put their bikes is either in their units or in the basement of the building, which is inconvenient to access.

The applicant is proposing to build eight spaces of secured, covered cycling parking for tenants (1.25 per unit), which is in excess of the current requirement of one space per unit and will meet the new proposed secured cycling parking requirements for new developments. In addition, the owner will install a four-bicycle rack for visitors that's easily accessed at the front of the building.

With the protected bike lane opening soon on Fort and building secured cycling parking on site at 1159 View for tenants and visitors, cycling will remain an easy option and one tenants are more likely to choose.

⁵ Statistics Canada. 2017. Journey to work: Key results from the 2016 Census. Available at: <http://www.statcan.gc.ca/daily-quotidien/171129/dq171129c-eng.htm>

⁶ National Association of City Transportation Officials. 2016. Equitable Bike Share Means Building Better Places For People to Ride. Available at: https://nacto.org/wp-content/uploads/2016/07/NACTO_Equitable_Bikeshare_Means_Bike_Lanes.pdf

6.2 Car Share

Research also shows that multi-family developments that include car share memberships reduce the demand and reliance of residents owning their own vehicles, particularly when the site is well supported by transit, cycling and walking options. A survey on the impact from car sharing on car ownership in North America showed that households who joined a car sharing program cut their vehicle ownership in half.

The same survey also showed that 25% of respondents would have “maybe,” “probably,” or “definitely” purchased a car if carsharing hadn’t been available.⁷

1159 View Street is close to a number of Modo car share vehicles, including a vehicle that’s stationed a half block away at the corner of Ormond Street and View Street.

The applicant is proposing to provide permanent memberships from Modo for each of the six units on site to reduce the likelihood and demand of car ownership, as well as to encourage car sharing use as an alternative for new tenants.

6.3 Transit

The report written for the city of Victoria on parking regulation changes by Watt consulting also cited a number of research reports showing that multi-residential buildings that are close to transit have between 15%-50% less car parking needs compared to similar buildings in less transit accessible areas.

As noted in section 1.1 above, 1159 View is well served by transit routes going both into and out of town, making this location very desirable for people who use or are thinking about using transit for their commute to work and school.

6.4 Walkability

With a 97 walkscore, walkscore.com considers this apartment a “walker’s paradise,” where day to day activities don’t need a car (<https://www.walkscore.com/score/view-st-and-cook-st-victoria-bc-canada>). For people working in town, they can walk to their workplace within 10-15 minutes.

Tenants who need to grab groceries can do that at two separate grocery stores within a five to 10-minute walk from their home.

And being so close to downtown, residents have nearly unlimited access to high quality restaurants, pubs and entertainment options within easy walking distance.

⁷ Martin & Shaheen. 2011. The Impact of Carsharing on Household Vehicle Ownership. Access Magazine. Available at: <https://www.accessmagazine.org/spring-2011/impact-carsharing-household-vehicle-ownership/>



6.5 Scooter parking

The owner is proposing to put two spaces on site for scooter parking that can be used by tenants and residents. Scooters are generally more environmentally efficient for travel, are cheaper to run (both for insurance and gas) and are more convenient to park than cars.

Having these spots available will further mitigate the demand for full size parking spots, as they will likely be attractive to some potential and current tenants, and particularly in combination with car share which can be used for longer trips or for travel with more passengers.

7.0 Conclusion

This proposal is asking for a reduction of the required parking spaces from seven to three spaces under the existing parking regulation and from six to three spaces under the proposed new parking regulation.

As noted above, based on the recent research on parking demand in the city done by Watt Consulting, the three proposed parking spaces should accommodate the expected parking demand for residents and visitors of the existing four and additional two units being proposed.

By also providing secure cycling storage, two scooter parking spots and car sharing memberships for each unit, as well as the walkability of the location and the easy access to transit, the site should easily accommodate the parking and transportation demands of this development.

In addition, the small size of the development (an additional two units), its close proximity to amenities within the downtown core, as well as great access to public transportation and good cycling infrastructure all support a reduction in parking at this location.

And while we anticipate that the site will rarely require additional parking on the street, the review of the on-street parking conditions showed there is plenty of space available overnight on the occasion that multiple tenants have overnight visitors visiting them at the same time who could not be accommodated on site.



Appendix 1 – street photos

The 1100 block of View is a 2-hour maximum zone between 8:00 AM and 6:00 PM Monday to Saturday.

The photos on the following pages were taken daily from March 28th to March 31st at around 6:40-7:00 AM in the morning, as we felt it provided a good sense of how many residents and visitors parked on the street overnight and outside of the 2-hour maximum window.

From our observations during the 2-hour maximum window during the day, the street is usually fairly busy, with only a handful of parking spots available, as people frequent the nearby businesses and office buildings. Turnover is regular and constant throughout the day because of the 2-hour maximum zone.

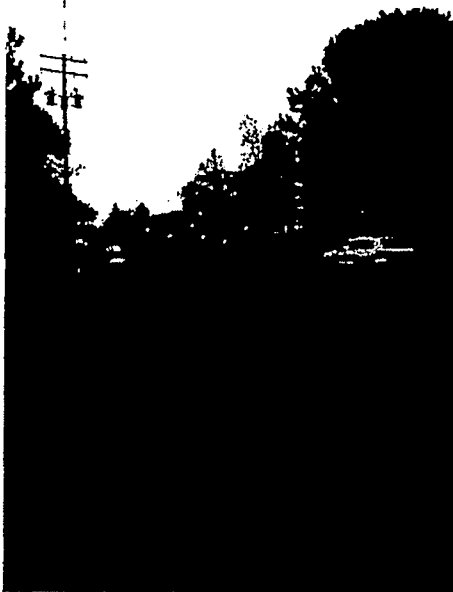
Our overnight photos showed, however, that the street has plenty of parking available, particularly as we moved further away from Cook and near the subject property.

We also took photos each morning of the covered 3-space carpark at 1159 View Street during the same period to get a sense of how much the parking area at the subject property was being used.

It was empty two out of the four mornings and had one vehicle parked during the other morning.

Wednesday, March 28th, 2018 – 6:55-7:00 AM

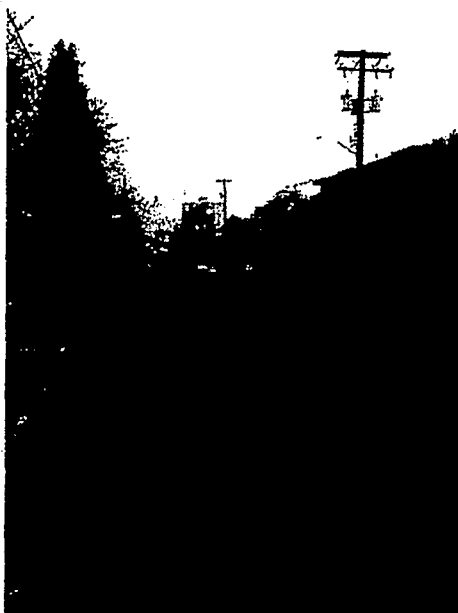
On March 28th, there were only seven cars on the street, with three cars parked east of 1147 View (1/3rd up the block from Cook).



Northwest up the street—across from 1147 View
6:55 AM



Across from subject property looking east.
6:56 AM



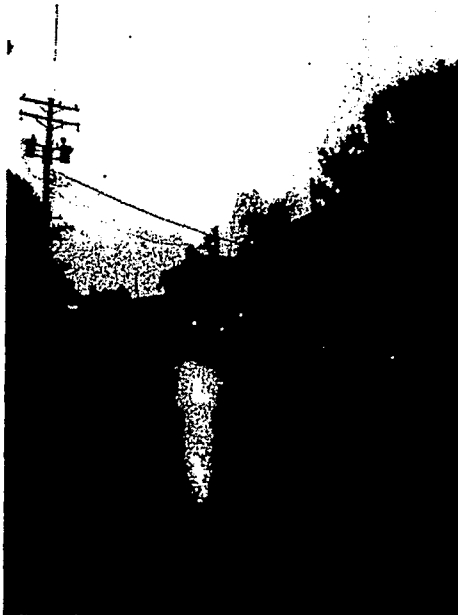
Southeast corner of Ormand and View
6:58 AM



Three car-car port at 1159 View
7:00 AM

Thursday, March 29th, 2018 – 6:45-6:55 AM

On March 29th, there were sixteen cars on the street, and seven cars east of 1147 View (1/3rd up block from Cook), including a Modo vehicle. Still plenty of parking in front of and around our subject property.



Northwest up the street – across from 1147 View
6:45 AM



Across from subject property looking east.
6:47 AM



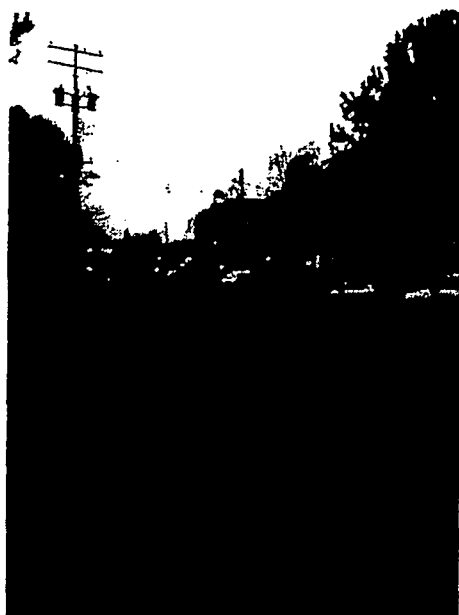
Southeast corner of Ormand and View
6:50 AM



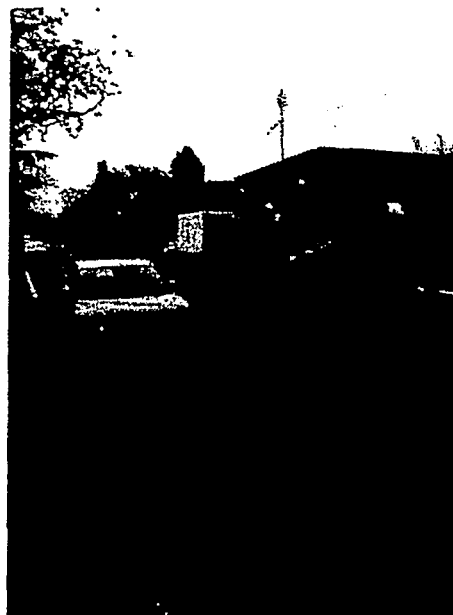
Three car-car port at 1159 View
6:55 AM

Friday, March 30th, 2018 – 6:40 AM to 6:45 AM

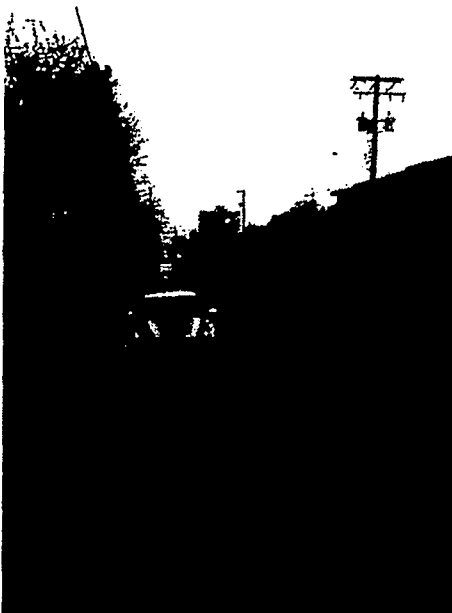
On March 30th, there were 14 cars on the street, including a moving truck moving a tenant out of 1159 View, with 10 cars parked east of 1147 View (1/3rd up the block from Cook).



Northwest up the street – across from 1147 View
6:40 AM



Across from subject property looking east.
6:41 AM



Southeast corner of Ormand and View
6:43 AM



Three car-car port at 1159 View
6:45 AM

Saturday, March 31st, 2018 – 6:43 AM to 6:50 AM

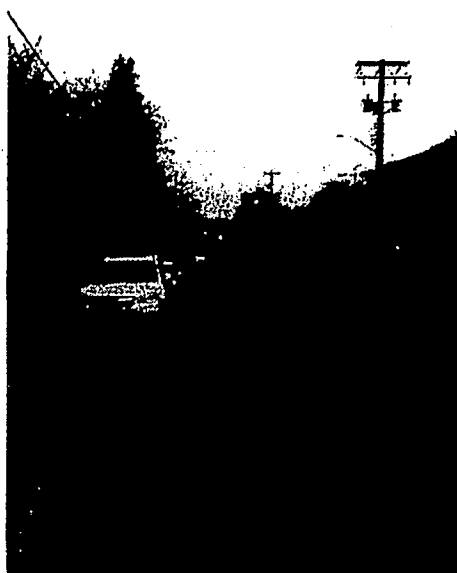
On March 31st, there were 16 cars on the street, including a moving truck moving a tenant out of 1159 View, with eight cars parked east of 1147 View (1/3rd up the block from Cook).



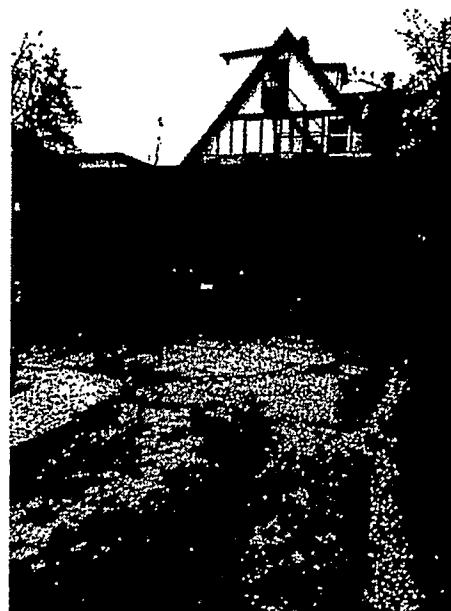
Northwest up the street – across from 1147 View
6:43 AM



Across from subject property looking east.
6:45 AM



Southeast corner of Ormand and View
6:48 AM



Three car-car port at 1159 View
6:50 AM