



## MEMO

DATE: September 12, 2019  
 PROJECT NO: 04-19-0028  
**PROJECT: 1475 Fort Street**  
**SUBJECT: Parking Study**

TO: Josh Hayes, Lantern Properties Ltd  
 FROM: Simon Button, P.Eng.

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### 1. INTRODUCTION

Lantern Properties Ltd is seeking to redevelop 1475 Fort Street (see **Figure 1**) into a 4-storey residential rental building. The project is seeking a development permit within the existing R3-AM-2 Zone. The building will contain 32 market rental units. The residences are supported by 26 vehicle parking spaces (24 for residents and 2 for visitors). This equates to a parking supply rate of 0.81 spaces/unit (0.75 spaces/unit for residents and 0.06 spaces/unit for visitors). The following memo presents our assessment of the suitability of the parking supply.



**Figure 1: Site Location**

## 2. BYLAW VEHICLE PARKING REQUIREMENT

The R3-AM-2 Zone requires 1.3 parking spaces per dwelling unit for dwelling units not subject to strata title ownership. This rate equates to 42 parking spaces for the proposed 32 dwelling units. This Bylaw rate is not consistent with current parking patterns and recent parking studies undertaken by the City of Victoria (2017 Off-street Parking Review).

## 3. SCHEDULE C PARKING REQUIREMENTS

If the proposed development were a rezoning, it would be subject to the parking requirements in Schedule C of the Zoning Bylaw No. 80-159. **Table 1** summarizes the minimum parking supply rates from Schedule C relevant for this study.

**Table 1: Bylaw Minimum Vehicle Parking Supply Rates (Parking Spaces/Unit)**

RENTAL APARTMENT SIZE	VILLAGE/CENTRE	OTHER AREA	VISITOR
< 45 m <sup>2</sup>	0.60	0.75	0.1
45 m <sup>2</sup> < 70 m <sup>2</sup>	0.70	0.90	
> 70 m <sup>2</sup>	1.10	1.30	

The minimum parking rates are based on location. As shown in **Figure 2**, the site would fall into the 'Other Areas' category however it is almost across the street (30 metres) from the Stadacona Village area. Although the property is outside of the Village's Bylaw limits, as the properties surrounding the village (including the proposed site) redevelop, the geographic size of the village will likely expand to incorporate the development site. There is also no discernible difference in mobility access (walkability, cycling and transit opportunities) between the site and the village boundary 30 metres away. As such, Bunt views the Village/Centre minimum parking requirements be considered appropriate for the site.



**Figure 2: Proximity to Off-Street Parking Sub-Areas**

**Table 2** summarizes the Schedule C minimum vehicle parking requirement for the two relevant location definitions.

**Table 2: Schedule C Minimum Vehicle Parking Supply (Parking Spaces)**

RENTAL APARTMENT SIZE	UNITS	RESIDENTS - VILLAGE/CENTRE	RESIDENTS - OTHER AREAS	VISITOR
< 45 m <sup>2</sup>	5	3	4	3
45 m <sup>2</sup> < 70 m <sup>2</sup>	27	19	24	
> 70 m <sup>2</sup>	0	0	0	
<b>TOTALS</b>	<b>32</b>	<b>22</b>	<b>28</b>	<b>3</b>

The Schedule C vehicle parking requirement equates to 25 to 29 parking spaces depending on the chosen location (Village/Centre versus Other Areas). The proposed parking supply of 26 spaces is in the middle of this range.

#### 4. RESIDENT PARKING DEMAND

Bunt previously researched vehicle ownership rates in market rental apartment buildings in the James Bay and Fairfield neighbourhoods. The data presented in **Table 3** was derived from three key sources of information:

- Vehicle ownership information acquired from ICBC;
- Data collected in the field during resident and visitor peak parking periods; and,
- Information gathered from building manager interviews.

**Table 3: Market Rental Apartment Vehicle Ownership**

NAME AND ADDRESS	STUDIO UNITS	1 BDR UNITS	2 BDR UNITS	ON-SITE RESIDENT PARKING SPACES	ON-SITE VISITOR PARKING SPACES	PARKING STALL COST (MONTHLY)	VEHICLE OWNERSHIP RATE
805 Academy Close	0	10	0	0	0	N/A	0.70
360 Douglas Street, Goodacre Towers N. & S.	55	81	61	152	32	\$15 - \$20	0.68
240 Douglas Street, Beacon Tower Apartments	0	44	16	42	0	\$30	0.73
151 St. Andrews, Beacon Park Apartments	3	10	62	90	5	\$35	0.81
575 Marifield Ave, Kirkcauldy Apartments	7	28	8	28	3	\$20	0.53
562/566 Simcoe Street	6	78	24	75	12	\$20	0.54
576 Simcoe Street, Park Plaza	3	27	7	35	1	\$0	0.55
160 Government Street, Weybridge Manor	N/A	N/A	N/A	23	3	N/A	0.63
890 Academy Close	12	30	13	33	0	\$10-\$15	0.63
505 Quadra Street, Beacon Arms	2	21	11	26	1	\$15-\$30	0.68
955 Humbolt Street	0	37	6	40	3	\$45	0.72
976 Humbolt Street	6	13	4	15	0	\$45	0.52
AVERAGE							0.66

The apartment buildings were almost all occupied with an average occupancy of 98.5%. The data indicates that the vehicle ownership rate (i.e. residential parking demand) of the 12 rental apartment buildings was 0.66 vehicles per unit. The majority of the sites would fall into the

Schedule C “Other Areas” location. These parking ownership rates are approximately 40% lower than bylaw minimum supply rates for “Other Areas” location and 10% below the proposed resident parking supply of 0.75 spaces/unit.

The data illustrates the impact of unit size as the highest vehicle occupant buildings have a higher proportion of two-bedroom units. The proposed development includes 75% one-bedroom units and 25% two-bedroom units.

## 5. VISITOR PARKING DEMAND

Bunt’s experience for municipalities across Greater Victoria and Vancouver suggest a visitor parking supply rate of 0.05 to 0.08 spaces/unit is appropriate for residential developments. This recommendation stems from the Metro Vancouver Residential Apartment Parking Study<sup>1</sup> which found that visitor parking demand never exceeded 0.06 vehicles per dwelling unit during the study period. Similar peak visitor parking rates have been observed at buildings in Victoria and Saanich.

The proposed supply of 0.06 visitor spaces/unit lands in the middle of Bunt’s recommended range.

## 6. SUMMARY

**Table 4** summarizes the Bylaw required vehicle parking supply, comparable rates and the proposed supply. The proposed supply is between the two Schedule C requirements and exceeds the vehicle ownerships compiled by Bunt. Overall, Bunt considers the proposed parking supply to be suitable for the proposed development.

**Table 4: Summary**

	UNIT	MARKET RENTAL RESIDENTS	VISITOR
R3-AM-2 Zone	spaces/unit	1.30	(included in residents)
Schedule C – Village	spaces/unit	0.60 – 0.70	0.10
Schedule C – Other Areas	spaces/unit	0.75 – 0.90	0.10
Vehicle Demand	vehicles/unit	0.66	0.05 – 0.08
<b>PROPOSED SUPPLY</b>		<b>0.82</b>	<b>0.06</b>

<sup>1</sup> The visitor parking demand results from the Metro Vancouver Residential Parking Study was obtained from suburban sites in Burnaby, Port Coquitlam and Richmond which had varying levels of transit service. The visitor parking demand was not correlated with proximity to the Frequent Transit Network; in fact the site with the worst transit service had the lowest peak visitor parking demand of 0.02 visitor vehicles per dwelling. Therefore the results from the Metro Vancouver Residential Parking Study are seen as applicable to the proposed development.