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# MEMORANDUM

**From:** Tim Shah, RPP, MCIP, & Matthew Lilly, BSc.

**Our File #:** 3010.B01

**Project:** 349 Kipling St & 1400 Fairfield Rd

**Date:** April 1, 2021

**RE:** Visitor Parking Assessment

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## 1.0 INTRODUCTION

Watt Consulting Group (“WATT”) was retained by Breia Holdings Ltd. to complete visitor parking assessment for the proposed redevelopment at 349 Kipling Street and 1400 Fairfield Road. The proposed development includes the consolidation of two lots to construct nine townhouse units with one off-street parking space per unit (a rate of 1.0 spaces per unit). At this stage, the subject site does not require a formal parking variance; however, the applicant is not proposing any off-street visitor parking spaces. As such, a variance is being requested to reduce the number of visitor parking stalls from one to zero (as per Schedule C of the City of Victoria Zoning Regulation Bylaw). An on-street parking assessment was undertaken to [a] quantify the expected visitor parking demand for the site, [b] understand the current on-street parking conditions, and [c] assess any potential impacts of visitor parking demand from the site on local neighbourhood parking conditions.

## 1.1 LOCATION

The subject site comprises two lots located at 349 Kipling Street and 1400 Fairfield Road within the Fairfield neighbourhood of the City of Victoria. See **Figure 1**. The site is currently zoned as R1-B Single Family Dwelling and is occupied by two residential buildings.

**FIGURE 1. SUBJECT SITE**

## 2.0 VISITOR PARKING DEMAND RESEARCH

Based on best available research from the Metro Vancouver Apartment Study,<sup>1</sup> City of Victoria Zoning Regulations Bylaw – Schedule C,<sup>2</sup> and previously completed studies undertaken by WATT Consulting Group, the expected visitor parking demand is estimated to be 0.1 spaces per dwelling unit. A more detailed summary of the research is provided below.

The Metro Vancouver Apartment Study concluded that visitor parking demands were generally below 0.04-0.06 spaces per unit after collecting and analysing observational data from 80

<sup>1</sup> Metro Vancouver. (2012). The Metro Vancouver Apartment Parking Study, Technical Report. Available online at: <http://www.metrovancouver.org/services/regional-planning/transportation/regional-parking-studies/Pages/default.aspx>

<sup>2</sup> City of Victoria. (2020). Zoning Regulation Bylaw (80 - 159) – Off Street Parking. Available online at: <https://www.victoria.ca/assets/Departments/Planning~Development/Development~Services/Zoning/Bylaws/Schedule%20C.pdf>

apartment sites, in addition to surveying 1500 units in 90 apartment buildings.<sup>3</sup> The research generally concluded that visitor parking stalls are under-utilized across Metro Vancouver in both urban and suburban locations.

The City of Victoria updated its off-street parking requirements (Schedule C) in 2018. The off-street parking review included a robust data collection process for a range of land Uses. This included the collection and analysis of parking demand data for 140 Multi-Family Residential (6,457 units in total), 43 Commercial, and 40 Hotel sites. Based on the visitor parking demand collected, a rate of 0.1 spaces per unit was deemed most appropriate for the City.<sup>4</sup>

WATT Consulting Group has conducted over 150 parking studies in British Columbia within the last five years including several multi-family residential parking studies in the CRD. The results of these studies have corroborated results from both the Schedule C update and the Metro Vancouver Apartment Study.

By applying the expected demand rate of 0.1 visitor parking spaces per unit to the number of units in the proposed development, this amounts to one visitor vehicle (parking space) during the peak time.

### 3.0 ON-STREET PARKING ASSESSMENT

#### 3.1 SUPPLY

To assess the potential impact of one visitor vehicle on the on-street conditions, on-street parking counts were conducted. Observational data was collected on six street segments within 100m of the subject site. There were no observed parking restrictions except for a “No Parking” sign on the northeast side of Fairfield road between Masters Road and Kipling Street. Parking spaces are not currently delineated by paint, so a measurement of ~6.5m was used to approximate one parallel vehicle space. See **Figure 2**. This resulted in a total of 91 vehicle parking spaces.

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<sup>3</sup> Metro Vancouver. (2012). The Metro Vancouver Apartment Parking Study, Technical Report. Available online at <http://www.metrovancouver.org/services/regional-planning/transportation/regional-parking-studies/Pages/default.aspx>

<sup>4</sup> City of Victoria. (2020). Zoning Regulation Bylaw (80-159) – Off Street Parking. Available online at: <https://www.victoria.ca/assets/Departments/Planning~Development/Development~Services/Zoning/Bylaws/Schedule%20C.pdf>

**FIGURE 2: PARKING SUPPLY IN SURROUNDING AREA**

### 3.2 OBSERVATIONS

Observations were conducted at various times to represent different peak parking requirements. These parking observations were conducted during the following five periods:

- Wednesday, 03 March 2021 at 7:00pm
- Thursday, 04 March 2021 at 2:30pm
- Saturday, 06 March 2021 at 2:00pm
- Saturday, 06 March 2021 at 9:00pm
- Tuesday, 09 March 2021 at 9:00pm

Peak parking demand was observed to be 30% with 64 parking spaces available. These observations occurred at 2:30pm on Thursday March 4, 2021. At the time of this observation, pick-up was occurring for the local elementary school (Sir James Douglas). Further, construction was occurring at a property on Fairfield Road. See **Table 1**. Despite the peak on-street parking

occupancy occurring on a weekday afternoon, the peak parking demand period for residential and visitor parking is after 9:00pm.<sup>5,6</sup> The on-street parking occupancy during the two evening counts was 16% for the weekday and 15% for the weekend. This indicates that during the peak time (weekday/ weekend evenings), the on-street parking utilization on the surrounding streets is very low. Further, this indicates that the one visitor vehicle expected from the subject site is not anticipated to have an impact on the on-street conditions. On the rare occasion when there are multiple visitors at the subject site, there is still sufficient on-street parking available in the surrounding neighbourhood.

**TABLE 1. SUMMARY OF PEAK ON-STREET PARKING UTILIZATION, WEEKDAY, 2:30PM**

Street	Segment	Orientation	Restriction	Spaces	Observations	
					Vehicles	% Full
Fairfield Road	Masters Road - Kipling Street	NE	No Parking	N/A	0	N/A
		SW	No parking restriction	3	2	67%
	Kipling Street - Moss Rock Place	NE		7	6	86%
		SW		9	3	33%
Kipling Street	Fairfield Road - Thurlow Road	NW		10	1	10%
		SE		9	3	33%
	Thurlow Road - Brooke Street	W		5	1	20%
		E		4	0	0%
Thurlow Road	Durban Street - Kipling Street	NE		12	0	0%
		SW		15	6	40%
	Kipling Street - Clifford Street	NE		8	0	0%
		SW		9	5	56%
Total				91	27	30%

<sup>5</sup> Metro Vancouver. (2012). The Metro Vancouver Apartment Parking Study, Technical Report. Available online at: <http://www.metrovancouver.org/services/regional-planning/transportation/regional-parking-studies/Pages/default.aspx>

<sup>6</sup> Smith, M. (2020). Shared Parking Third Edition. Washington, DC: Urban Land Institute, ICSC, and National Parking Association.

#### 4.0 CONCLUSIONS

The proposed nine-unit development at 349 Kipling Street and 1400 Fairfield Road requires 0.1 visitor parking stalls per residential unit in accordance with Schedule C of the City of Victoria's Zoning Regulations Bylaw. Previous research supports this off-street parking rate and indicates that the proposed development will only require one visitor parking stall. A parking variance is being requested to reduce the number of off-street visitor parking stalls from one to zero. Based on observations of parking conditions within the local area—which showed a peak occupancy of 30%—the visitor parking demand for the subject site could be accommodate on-street without having an impact on the surrounding neighbourhood parking conditions.

Please direct questions related to this document to the undersigned.

Sincerely,

**Watt Consulting Group**



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Senior Transportation Planner



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