



1702 Quadra Street Parking Variance Report

Draft Report

Prepared for
Aryze Developments

Date
December 21, 2021

Project No.
04-21-0513

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Vinit Jain
Development Manager
Aryze Developments
1839 Fairfield Road
Victoria, BC
V8S 1G9

Dear Chris:

**Re: 1702 Quadra Street, Parking Variance
Draft Report**

Bunt & Associates Engineering Ltd. (Bunt) has completed our parking variance study for the proposed residential and commercial development at 1702 Quadra Street, Victoria, BC. Our Draft Report is provided herewith, it addresses the development's parking plan and supporting transportation demand management to support the proposed development and its parking strategy.

We trust that our input will be of assistance. Please do not hesitate to contact us should you have any questions.

Best regards,
Bunt & Associates



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Senior Transportation Planner / Associate

CORPORATE AUTHORIZATION

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Date: December 21, 2021

Project No. 04-21-0513

Status: Draft

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EXECUTIVE SUMMARY

Aryze proposes the development of a 10 storey, 91 affordable (as per City of Victoria definition) rental residential building with approximately 99 m² of local serving commercial at 1702 Quadra Street and 862 Fisgard Street, Victoria, BC.

The site is currently occupied with 15 apartment units which is supported with 0 parking spaces. A driveway on Fisgard Street at the west side of the property leads to a small garage, however the garage is used as an on-site storage space and the driveway is for service vehicles only.

The proposed development is unique from other residential buildings as it will offer visitor parking spaces and a car-share vehicle but will not provide vehicle parking spaces for residents. Market research suggests there are many prospective renters who do not own a vehicle that would appreciate the lower rental rates made possible by constructing a building without a parkade.

The proposed supply of 3 parking spaces is 34 spaces below the City of Victoria Zoning Bylaw requirements for 37 spaces, therefore a parking variance is required.

It is recommended that Aryze allocate zero of its proposed three parking spaces to resident use. Instead, it is recommended that the three spaces be allocated as such:

- 1 Car-share vehicle and parking space;
- 2 Short-term (30 minute) visitor and loading vehicles parking spaces.

The building having no resident vehicle spaces will be supported by:

- Providing one car-share vehicle and car-share vehicle parking space;
- Providing MODO car-share memberships for all residential units in perpetuity;
- Providing electric charging abilities to all of the three vehicle spaces as well as electric charging stations for two of the spaces;
- Exceeding Victoria Bylaw bicycle parking requirements with enhanced accessed 138 Long-term bicycle spaces and 12 weather protected Short-term spaces;
- Providing 20% of the Long-Term bicycle spaces with 110 volt charging ability;
- Providing a bicycle repair station; and
- Improving site fronting sidewalks and boulevards to enhance the area's walkability.

1. INTRODUCTION

1.1 Study Purpose & Objectives

Aryze is proposing the development of a 10-storey residential rental building at 1702 Quadra Street and 862 Fisgard Street. The site is currently zoned as R-3C (Residential Multi-Family). The proposed zoning is R-3C (Commercial Residential).

The site is within Victoria's Core area as described in the City's Zoning parking bylaw sub-areas

The project will feature 91 affordable residential rental units as well as 99 m² of local serving commercial space. The commercial area is anticipated at this time to be split into two commercial units.

The development includes 3 vehicle parking spaces on the ground level, short of the City of Victoria's bylaw requirements of 37 vehicle spaces. In addition, one loading space is indicated on the site plan for garbage and recycling vehicles.

Bunt & Associates were retained by Aryze to conduct a parking review for the proposed parking variance and propose Transportation Demand Management (TDM) strategies to help reduce the development's demand for vehicle parking. This parking variance study will accompany Aryze's rezoning application.

The location of the proposed development site is illustrated in **Exhibit 1.1**.

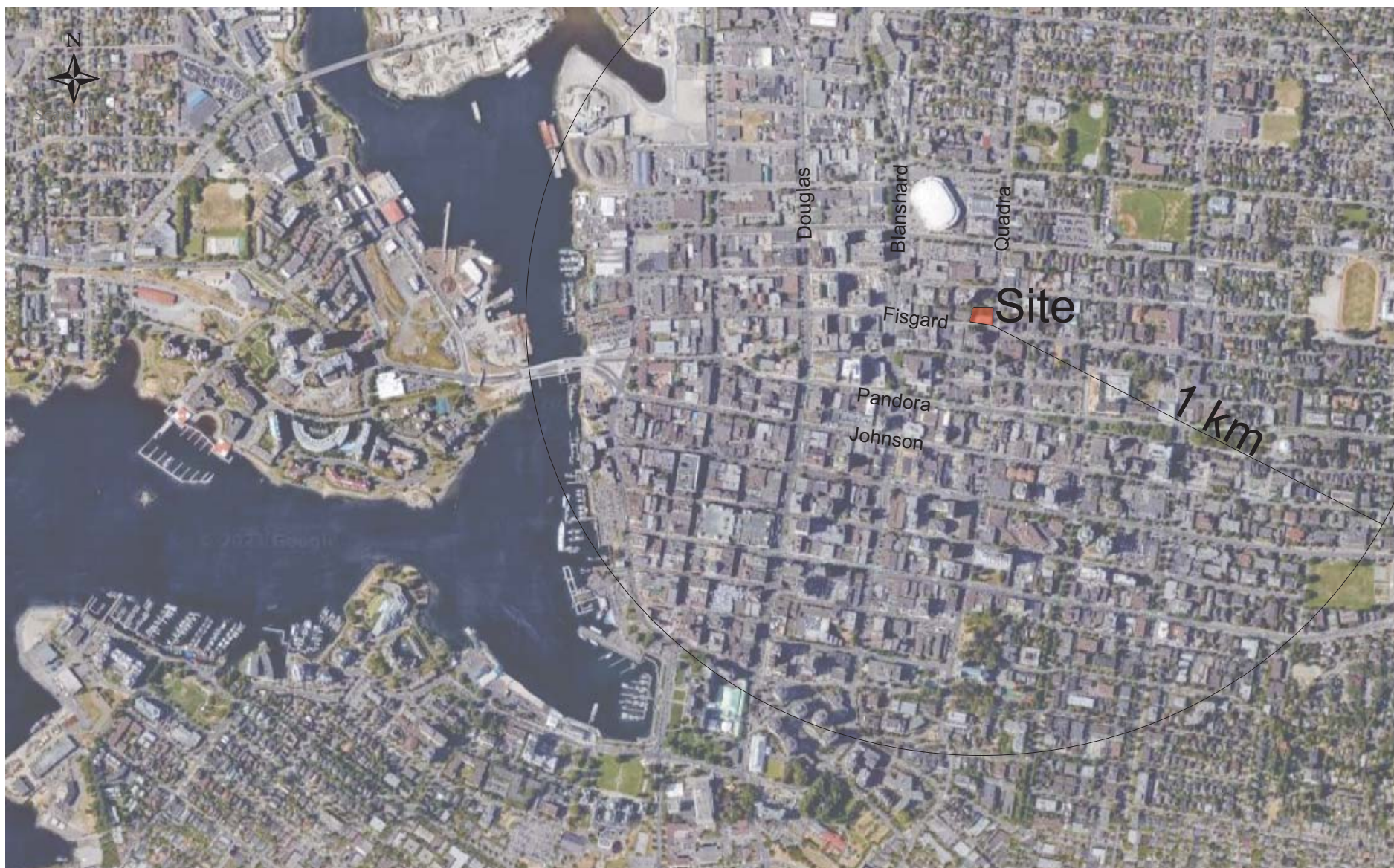


Exhibit 1.1
Site Location

1702 Quadra Street Parking Variance
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1.2 Proposed Development

The proposed development is summarized in **Table 1.1**.

Table 1.1: Proposed Land Uses and Unit Breakdown

LAND USE	UNITS	APPROXIMATE SIZE (M ²)
Commercial	2	98.5
Live/Work Apartment – Studio	4	52
Apartment – Bachelor	10	35
Apartment – 1 bedroom	56	40
Apartment – 2 bedroom	21	65
RESIDENTIAL TOTAL	91	-

The commercial component of the development is split into two units, for the purposes of this study and parking bylaw calculations it is assumed that one commercial unit will be retail and the other a small restaurant.

All residential units will be affordable rental units. They will meet City of Victoria's requirements for affordability in perpetuity as per the Zoning Bylaw definition

The building's location near Downtown is expected to appeal to residents for its walkable location and close proximity to transit and car-share vehicles.

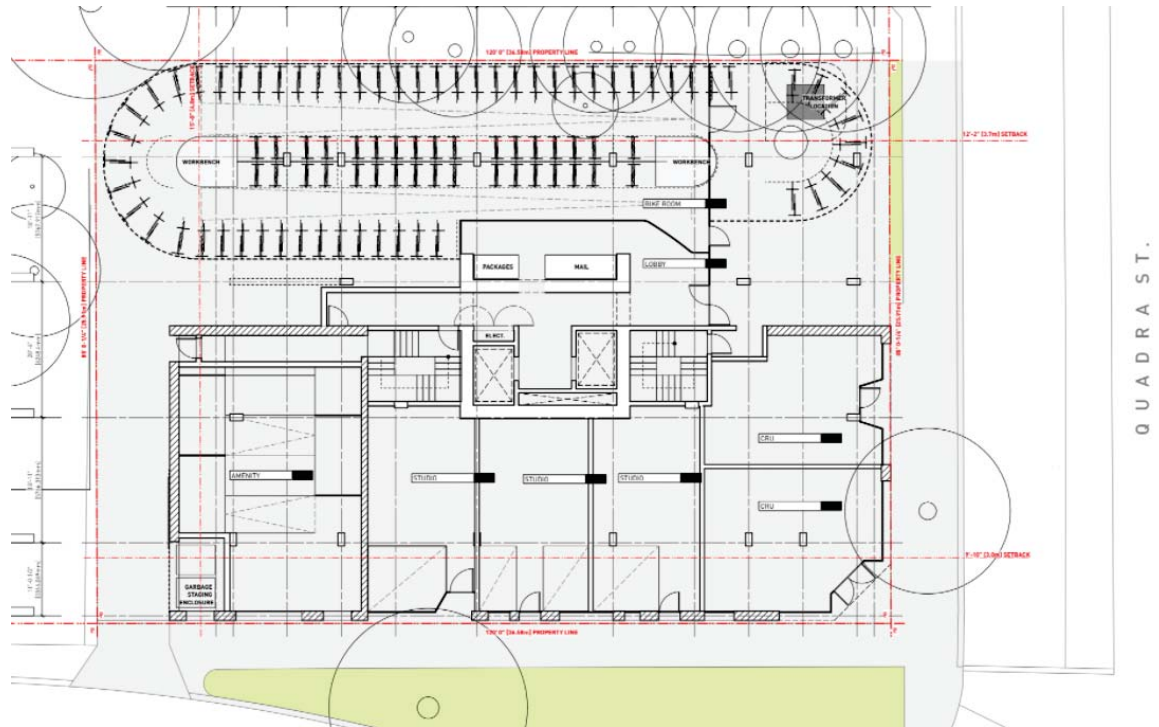
The development proposes including three (3) parking spaces on the ground level and one loading space. One of these three available parking spaces, one would accommodate a car-share vehicle and the remaining two would be provided for commercial and residential visitors.

Vehicle access to the parking is on Fisgard Street on the west edge of the site.

Bicycle parking will exceed bylaw requirements with 138 Long-term and 12 Short-term bicycle spaces.

The proposed site plan (ground level) is shown in **Exhibit 1.2**.

Level 1



Level 0

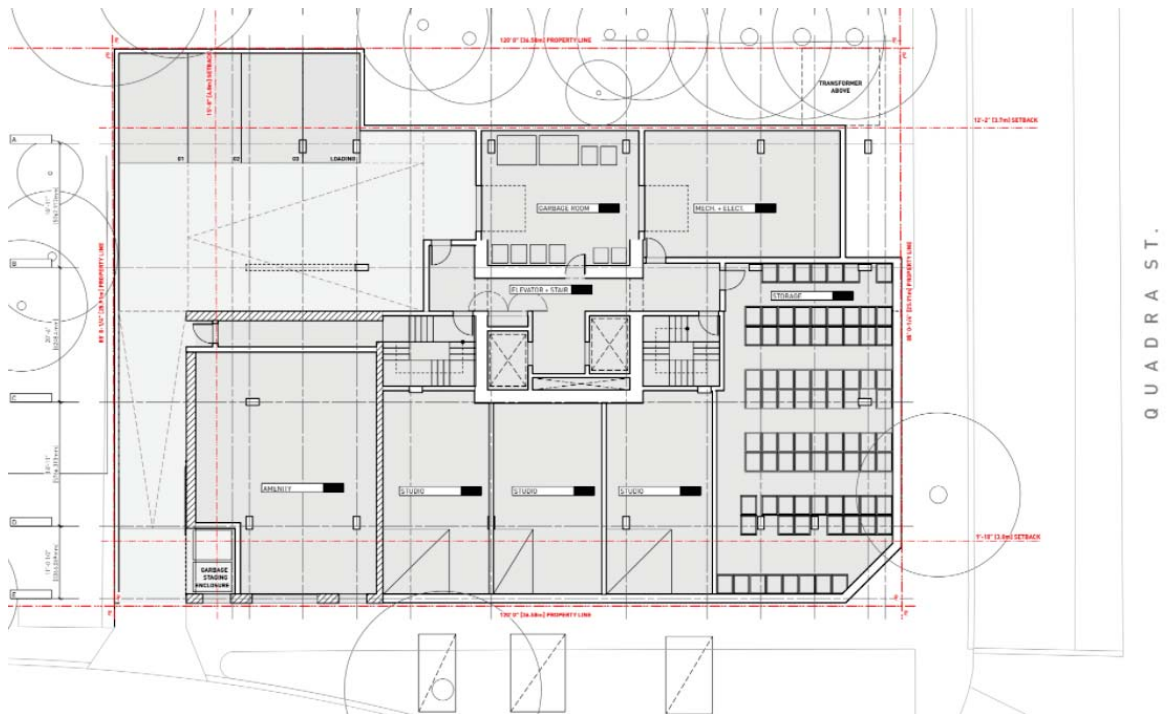


Exhibit 1.2 Site Plan

1702 Quadra Street Parking Variance
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2. EXISTING CONDITIONS

2.1 Land Use

1702 Quadra Street is currently occupied by a two-storey residential building with 15 residential units. No vehicle parking is provided on-site. A driveway on Fisgard Street at the west side of the property leads to a small garage, however the garage is used as an on-site storage space and the driveway is for service vehicles only.

Land use adjacent to the site is primarily composed of commercial land uses as well as low-rise, mid-rise and high-rise multi-family residential buildings.

The site is located approximately 200 meters northeast of Victoria's downtown area in Victoria's North Park neighbourhood.

2.2 Existing Transportation Network

2.2.1 Road Network

Quadra Street adjacent to the site is a four lane, two-way street. A full traffic signal is located at Quadra Street's intersection with Fisgard Street. Non-peak period curbside vehicle parking is allowed on the site's Quadra Street frontage.

Fisgard Street adjacent to the site is a two-lane, two-way street with left turn lanes at intersections. There is no curb side parking on Fisgard Street adjacent to the proposed development site.

2.2.2 Transit Network

The site is well served by public transit, with bus stops on the same block of Quadra Street servicing BC Transit bus route #6. There are also an additional 22 bus routes within 450m of the site (7 routes on Douglas Street, 450m from the site, 3 routes on Pandora Avenue, 250 m from the site, and 12 routes on Johnson Street and Yates Street, 300 m - 450 m from the site). All these bus stops, and bus routes are considered well within a typical walking catchment area.

The peak period frequency of many of these transit routes near the site are approximately 15 minutes, the presence of multiple routes leads to combined service as frequent as every 5 minutes during peak periods, including less than 15-minute headways along the adjacent route #6 on Quadra Street.

2.2.3 Cycling & Pedestrian Networks

The site is well connected to both walking and cycling networks. The site is 200m from the AAA cycling route on Pandora Avenue and 250m from the AAA route on Vancouver Street. The two major cycling routes provide north-south and west-east connections to the larger regional cycling network. The existing and future cycling network surrounding the site is shown in **Exhibit 2.1**.

All streets surrounding the development site have sidewalks as well as controlled pedestrian crossings at major intersections.

People are often interested in cycling but concerned for their safety when riding adjacent to heavy traffic, so it is anticipated that these protected AAA cycling facilities will increase the rates of cycling to and from the development. With its large volume of bike parking, the proposed development at 1702 Quadra Street is well-positioned to support the anticipated cycling demand.

The location is within a walking distance of most everyday amenities and services, and all daily errands can be accomplished either on foot or on a bike. Walk Score is an on-line tool that assesses the walkability and bikeability of a location based on distances to a wide variety of amenities and services. The site scores a 95 for walkability which it defines as “Walker’s Paradise” and a bike score of 97 which is defined as a “Biker’s Paradise”.

2.2.4 Car-Share

The site has eight Modo carshare vehicles located within 500 m of the site and 27 vehicles within 1 km of the site, including three vehicles that are within a one block or approximate 240m distance.

Modo is a two-way carsharing service; registered members can pick up the vehicle from a parking spot and must return it to the same spot when they are done. Vehicles range from compact cars and sedans to SUVs and minivans, all of which are present within 1 km of the site. **Exhibit 2.2** shows the locations of nearby Modo carsharing vehicles.

Evo car share launched in Victoria in the summer of 2021 with 80 vehicles. Evo vehicles can be used and dropped off anywhere within the designated City of Victoria area.

Another potential carsharing option for residents of the proposed development is Turo. Turo allows individuals to rent out their private vehicles when not in use. As of October 2021, one vehicle is listed on Turo within walking distance of 1702 Quadra Street, and approximately 12 vehicles are listed in the greater Victoria area.

Other new car-sharing opportunities are anticipated in the years ahead as these types of businesses become more viable with app based and autonomous vehicle technologies.

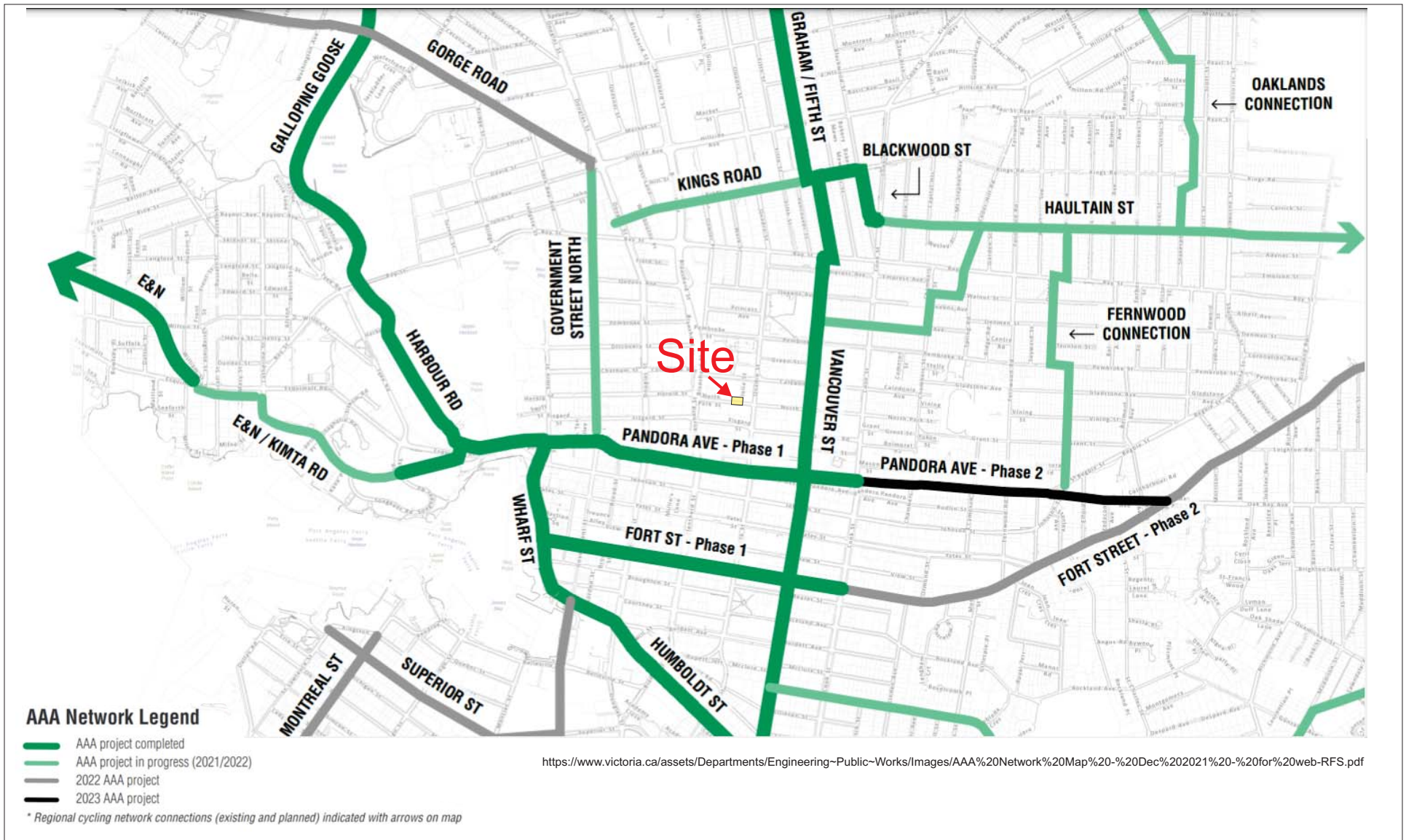


Exhibit 2.1 Cycling Network

1703 Quadra Street Parking Variance
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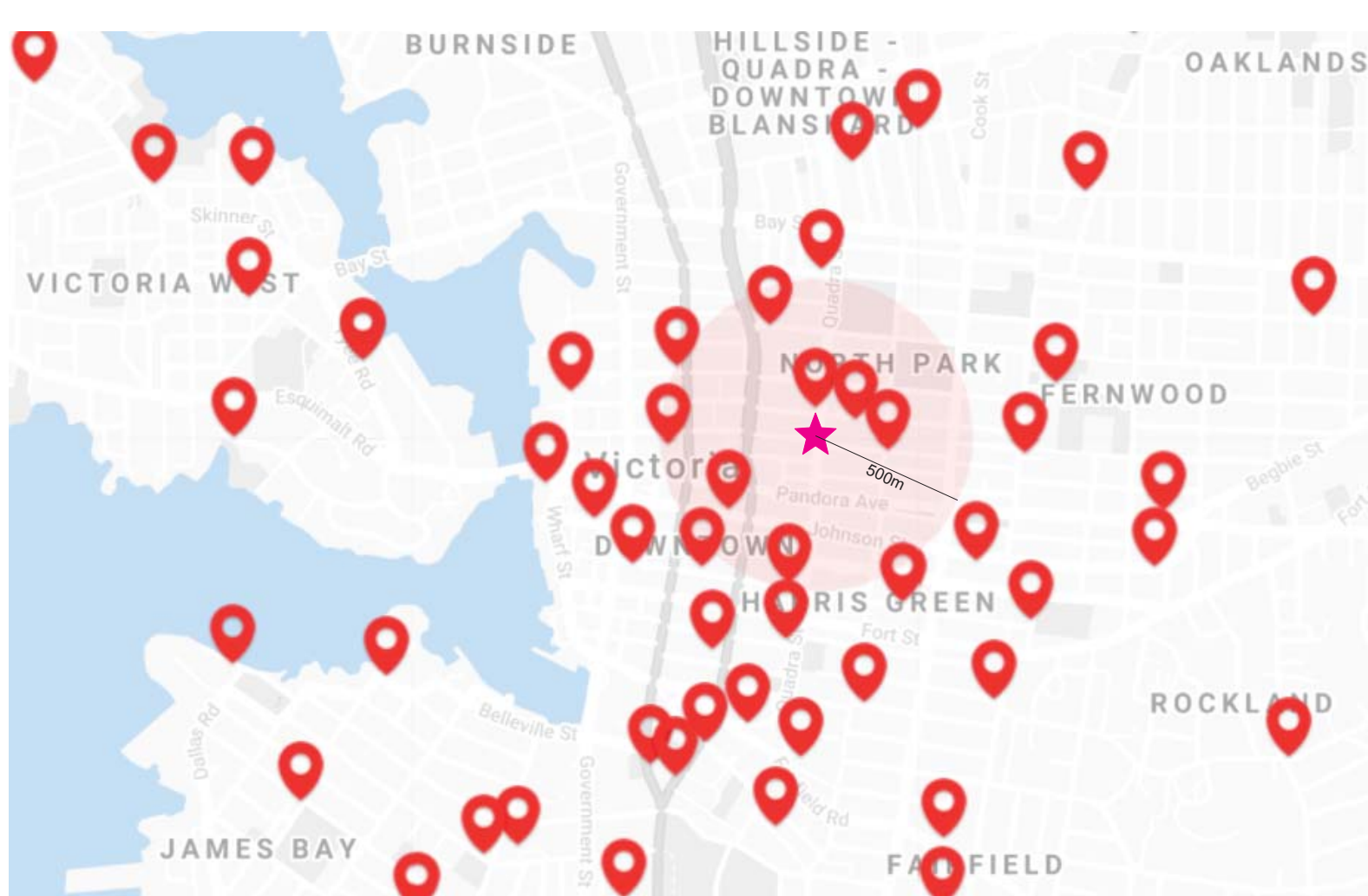


Exhibit 2.2 Modo Car -Share Vehicles Near Site

1702 Quadra Street Parking Variance
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3. SITE PLAN DESIGN REVIEW

3.1 Site Access Design

The proposed development will have one vehicle access point from Fisgard Street. All parking spaces are on the ground level and accessible from Fisgard Street.

Pedestrian access to the site's main residential entry will be on Quadra Street.

3.2 Parking Supply

3.2.1 Vehicle Parking Bylaw Requirements

Aryze will secure the building as affordable in perpetuity as per the Zoning Bylaw definition. The Zoning Bylaw defines affordability as 30% or less of a household's annual income.

As per City of Victoria zoning requirements (Schedule C, Zoning Regulation Bylaw) the residential component of the development must provide a minimum of 0.2 to 0.75 resident parking spaces per residential unit depending on unit size. These rates are regardless of the location of the site (Core or Village areas) and assume the units being rental units as secured in perpetuity through a legal agreement and being affordable as per the City's Bylaw definition.

In addition, Bylaw requires the development provide 0.1 residential visitor parking space per unit.

The site is within the City of Victoria's Core area. Bylaw requirements are summarized in **Table 3.1**.

Table 3.1: Vehicle Parking Supply Requirement & Provision

LAND USE	DENSITY	BYLAW RATE	BYLAW SUPPLY REQUIREMENT	PROVIDED	DIFFERENCE
Apartment	66 units	0.20 spaces per unit that is less than 45m ²	25.7	0	-26
	25 units	0.50 spaces per unit that is equal to 45m ² and up to 70m ²			
	0 units	0.75 spaces per unit that is more than 70m ²			
	91 units total	0.10 visitor parking spaces per unit	9.1	1	-8
Commercial Retail	49.25m ²	1 space per 40 m ²	1	1	0
Restaurant	49.25m ²	1 space per 80 m ²	1	1	0
-	-	-	37	3	-34

As shown in Table 3.1, the proposed total parking supply of 3 spaces is 34 spaces below Bylaw requirements.

3.2.2 Vehicle Parking Vehicle Parking Demand Analysis - Affordability

City of Victoria Zoning Bylaw for Off-Street Parking Regulations has parking space requirements tailored to the location of the development as well as unit sizes and affordability.

The impact of affordability is demonstrated with Bunt's obtained parking supply and parking demand data of comparable Greater Victoria Housing Society (**Table 3.2**) affordable housing buildings operated by Capital Region Housing Corporation (**Table 3.3**). The buildings listed were selected as they share similar characteristics such as expected resident demographics, unit size, proximity to services, and that they are all non-downtown locations. As shown in Tables 3.2 and 3.3, the average parking demand is approximately 0.37 spaces per unit and no building had a parking demand greater than 0.59 spaces per unit.

It is also important to note that typically these buildings have achieved these parking rates without the support of Transportation Demand Management initiatives.

Table 3.2: Vehicle Ownership Rates for Comparable Affordable Buildings in Greater Victoria

COMPLEX NAME	LOCATION	SUBSIDIZED	NUMBER OF UNITS	PARKING SPACES	PARKING SPACES OCCUPIED BY TENANT	PARKING DEMAND RATE
Colwood Lodge	85 Belmont Road Colwood	YES	50	37	24	0.48
Constance Court	1325 Esquimalt Road Esquimalt	YES	52	26	18	0.35
Grafton Lodge	506 Grafton Street Esquimalt	YES	29	20	17	0.59
Townley Lodge	1780 Townley Street Saanich	NO	39	16	13	0.33
Esquimalt Lions Lodge	874 Fleming Street Esquimalt	NO	77	23	21	0.27
WEIGHTED AVERAGE						0.37

Source: Greater Victoria Housing Society

The dataset (presented in Table 3.3) obtained from Capital Region Housing Corporation in 2017 of six "Affordable" housing buildings (either rental or strata) in the Greater Victoria area (with similar characteristics such as unit size, proximity to services) also shows that the average resident parking demand for affordable housing units was approximately 0.37 spaces per unit, and no building had a parking demand greater than 0.50 spaces per unit. These rates were realized with minimal to no support from TDM initiatives.

Table 3.3: Vehicle Ownership Rates for Comparable CRHC Buildings in Greater Victoria

COMPLEX NAME	LOCATION	SUBSIDIZED	NUMBER OF UNITS	PARKING SPACES OCCUPIED BY TENANT	PARKING DEMAND RATE
Amberlea	3330 Glasgow Avenue, Saanich	YES	44	22	0.50
The Birches	1466 Hillside Avenue, Victoria	YES	49	8	0.16
Leblond Place	390 Waterfront Crescent, Victoria	YES	53	23	0.43
Rosewood	1827 McKenzie Avenue, Saanich	YES	44	15	0.34
Springtide	270 Russell Street, Victoria	YES	48	19	0.40
The Heathers	3169 Tillicum Road, Saanich	YES	26	11	0.42
Viewmont Gardens	4450 Viewmont Avenue, Saanich	YES	35	14	0.39
WEIGHTED AVERAGE					0.37

Source: Capital Region Housing Corporation

The Canada Mortgage and Housing Corporation (CMHC) (Research Highlight, Socio-Economic Series Issue 50- Revision 2) concluded that household income is the second-best predictor of auto ownership next to age. As income increases, auto ownership and use increase. A study reported in the Australia Transportation Forum (2007) also found a strong correlation between vehicle ownership and household income. A study published by Pushkar et al (TRB 2000) based on a survey of 115,000 households in Toronto indicated that higher income households had more vehicles. A study conducted by Bunt & Associates in the Vancouver area in the early 1990's and in Calgary area in 2003 also supported a positive, almost linear relationship between income and auto ownership.

3.2.3 Vehicle Parking Vehicle Parking Demand Analysis - Tenure

Rental tenure residential buildings have the substantial benefit of being able to manage tenant vehicle ownership by vetting prospective tenants based on if they own a vehicle. Prospective tenants would be asked if they own a vehicle and made aware that no resident vehicle parking is available at this site. If a prospective tenant owns a vehicle they would be removed from rental eligibility.

The building operators are confident that they will be able to fill the building with vehicle less tenants. Saved costs from not building additional parking spaces can be passed onto tenants through reduced development costs.

3.2.4 Bicycle Parking Bylaw Requirements

Well managed, secure, accessible and covered bicycle parking will be provided as part of the development plan. The site plan indicates a total of 138 long-term bicycle spaces including four spaces for an oversized cargo bicycle. In addition, 12 short-term bicycle spaces will be provided at ground level in well lit, weather protected and highly visible areas.

Current City of Victoria Bylaw requirements are provided in **Table 3.4**.

Table 3.4: Bicycle Parking Supply Requirement & Provision

LAND USE	DENSITY	BYLAW RATE	BYLAW SUPPLY REQUIREMENT	PROVIDED	DIFFERENCE
Apartment	66 units less than 45m ²	Long-term: 1 space per unit Short-term: The greater of 6 spaces per building or 0.1 spaces per unit	97 Long-term 9 Short-term	136 Long-term 10 Short-term	+39 Long-term +1 Short-term
	25 units greater than 45m ²	Long-term: 1.25 spaces per unit Short-term: The greater of 6 spaces per building or 0.1 spaces per unit			
Commercial Retail	49.25m ²	1 Long-term per 200 m ² 1 Short term per 200 m ²	0.2 Long-term 0.2 Short-term	1 Long-term 1 Short-term	0 Long-term 0 Short-term
Restaurant	49.25m ²	1 Long-term per 400 m ² 1 Short term per 100 m ²	0.1 Long-term 0.5 Short-term	1 Long-term 1 Short-term	0 Long-term 0 Short-term
TOTAL	-	-	99 LONG-TERM 11 SHORT-TERM 110 TOTAL	138 LONG-TERM 12 SHORT-TERM 150 TOTAL	+39 LONG-TERM +1 SHORT-TERM +40 PROVIDED

The proposed development plan offers 138 long-term bicycle spaces and 12 short-term spaces for a total of 150 bicycle parking spaces. This proposed supply exceeds Bylaw requirements for both Long-Term and Short-term spaces by 30 Long-term and 10 Short-term.

20% of the Long-Term bicycle spaces will be equipped with 110 volt charging ability.

3.3 Vehicle Trip Generation Estimates

Residents will not have vehicle parking therefore residential trip generation is anticipated to only be residential and commercial visitors. The removal of resident parking essentially results in a trip generation of zero to five vehicle trips per peak hour which are commercial and residential visitor trips or delivery type trips.

4. SERVICE VEHICLE OPERATIONS

The City of Victoria Zoning Bylaw does not stipulate a requirement for off-street loading for residential land use. Loading activity for the proposed 91 residential units would likely involve vehicles no larger than a garbage/ recycling vehicle. Garbage and recycling bins will be accessible using one designated loading spaces in the parking area.

Small sized delivery vehicles are anticipated to use the on-site short-term parking spaces as there are no curb side parking spaces available on the site's Quadra Street or Fisgard Street frontages.

The one loading space shown in the site plan is intended for commercial deliveries as well as garbage and recycling vehicles. This space will need to be examined using AutoTURN analysis to ensure it is functional for a garbage vehicle considering it currently is shown to have columns abutting each side of the loading space.

5. TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is defined as the “application of strategies and policies to reduce travel demand (specifically that of single-occupant private vehicles), or to redistribute this demand in space or in time”¹. A successful TDM program can influence travel behaviour away from Single Occupant Vehicle (SOV) travel during peak periods towards more sustainable modes such as High Occupancy Vehicle (HOV) travel, transit, cycling or walking. The responsibility for implementation of TDM measures can range across many groups, including regional and municipal governments, transit agencies, private developers, residents/resident associations or employers.

5.1 TDM Initiatives

5.1.1 Car-share

Aryze will dedicate 1 parking space to a car share vehicle.

Aryze will purchase one car-share vehicle for a local operator (Modo) that would be parked on the proposed development site.

Aryze will provide one Modo membership for each unit (91) for the life of the building.

Convenient access to a shared vehicle will enable the residents of this development to reach far-away shops and services, transport large items, and visit recreational destinations outside of the Greater Victoria area, all without owning a private vehicle. It would also add to Modo's collection of vehicles in the

¹ <http://ops.fhwa.dot.gov/tdm/index.htm> FHWA Travel Demand Management home page

area which will be a benefit to neighbours. Other advantages of car sharing include disincentivizing car travel through a pay-per-use model.

5.1.2 Transit Bus Stop Improvements

The commercial rental units will be enrolled in the BC Transit Eco-Pass Program for a minimum of a three-year term.

Residents are anticipated to use transit as a primary transportation option. As such we suggest Aryze work with BC Transit to improve the nearby bus stops on Quadra Street. Improvements, funded by the development, may include items such as:

- Shelter from rain and wind;
- Benches;
- Pavement improvements; and,
- Real time transit information displays.

5.1.3 Parking Management

It is considered easier for the development to declare itself a zero-resident parking building rather than having one or two parking spaces for the 91 residential units. With a zero-resident parking building prospective tenants will clearly understand that they will not at any time have access to a resident parking space.

Due to the reasons noted above we recommend the three vehicle parking spaces be allocated as such:

- 1 Car-share vehicle / space, and
- 2 Short-term (30 minute) residential and commercial visitor parking spaces.

5.1.4 Specialized Parking

Bylaw regarding electric charging ability of parking spaces does not require visitor spaces to have electric charging abilities, only resident spaces. The developer however has indicated they will provide electric charging abilities to two of the parking spaces by equipping the spaces with Level 2 energized outlets. This therefore exceeds Bylaw requirements.

5.1.5 Bicycle Parking

The development will be providing 138 long-term bicycle parking spaces and 12 short-terms spaces. This supply substantially exceeds bylaw requirements by over 36%. By doing this the developer will make bicycles a part of the buildings architecture and character. This will help to promote cycling.

The developer will provide electric charging abilities for 20% of the long-term bicycle parking spaces.

5.1.6 Bicycle Repair Station

Aryze will provide an on-site bike repair station within the bike room. This removes one of the barriers to cycling for residents who may otherwise have to purchase the tools required to perform basic maintenance on their bicycles. With the large supply of bicycle parking and strong access to nearby cycling routes, a bike repair station would likely be well used in this development.



Figure 5.1. Bicycle Repair Station

6. SUMMARY & RECOMMENDATIONS

6.1 Summary

1. The proposed development at 1702 Quadra Street consists of 91 affordable rental residential apartments and approximately 99m² of commercial area.
2. Vehicle access to the building's parking spaces will be from Fisgard Street on the site's east frontage.
3. The development proposes three parking spaces located at ground level. This proposed vehicle parking supply is 34 spaces short of the Bylaw requirement of 37 spaces.
4. The building is intended to be a zero-resident vehicle parking building.
5. The 3 vehicle spaces will allow one space for a car-share vehicle, and two for residential and commercial visitors. This allotment can satisfy commercial bylaw requirements (two spaces) but does not provide for residents or residential visitors therefore resulting in the need for a parking variance.
6. The provided car-share vehicle and others in the area are anticipated to provide non-vehicle owning residents with an option for longer distance trips that are not easily serviced by foot, rolling or transit.
7. Data gathered indicates affordable rental units have substantially lower vehicle parking demands compared to other residential development typologies.
8. The development without resident parking spaces is considered viable as it checks off two key variables in location and management. Its location provides viable transportation options, shown through the site's high walk and bike scores (95 for walkability which it defines as "Walker's Paradise" and a bike score of 97). Additionally, the development's rental tenure allows the developer to manage parking demand by selecting tenants that do not own vehicles.
9. The development will prioritize the accommodation of visitors and delivery vehicles by allocating all three plus loading space to commercial and residential visitors and drop-off activity (both with 30-minute occupation restriction to accommodate short term pick-up/ drop-off and loading activity).
10. A zero-resident parking building is considered viable for this development when supported by the proposed TDM plan which includes the following initiatives:
 - a. Aryze will dedicate 1 on-site parking space to a car share vehicle.
 - b. Aryze will purchase one car-share vehicle for a local operator (Modo) that would be parked on the proposed development site.
 - c. Aryze will provide one Modo membership for each unit (91) for the life of the building.

- d. Aryze will provide electric charging abilities to all of the development's vehicle parking spaces as well as providing electric charging ability to 20% the Long-Term bicycle storage rooms.
- e. Bicycle parking will exceed bylaw requirements by approximately 36%.
- f. Bicycle rooms will have enhanced access with at minimum 41-inch door widths, accommodate five cargo bike and have ground orientated spaces above bylaw requirements.
- g. A bike repair station will be provided on-site.
- h. Marketing materials will inform potential residents that the building will be a zero-resident parking building.
- i. Management will ensure prospective tenants are screened for vehicle ownership when applying for the rental units.
- j. Adjacent sidewalk and public realm improvements.
- k. The commercial unit will be enrolled in the BC Transit Eco-Pass Program for a minimum of a three-year term.

