



71, 75 MONTREAL STREET

Parking Study

Prepared for: **Urban Core Ventures**

Prepared by: **Watt Consulting Group**

Our File: **1975**

Date: **May 26, 2017**



TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	Location	1
1.2	Site Characteristics	2
1.3	Current Land Use	3
2.0	PROPOSED DEVELOPMENT	3
2.1	Proposed Parking Supply	4
3.0	PARKING REQUIREMENT	4
4.0	EXPECTED PARKING DEMAND	4
4.1	Vehicle Ownership at Representative Sites	4
4.2	Visitor Parking Demand	5
4.3	Summary of Expected Parking Demand	6
5.0	ON-STREET PARKING	6
6.0	DEMAND MANAGEMENT	8
7.0	SUMMARY	10
7.1	Recommendations	10

APPENDIX A SUMMARY OF VISITOR PARKING TIME OF DAY ASSESSMENT

APPENDIX B SUMMARY OF ON-STREET PARKING OBSERVATIONS

1.0 INTRODUCTION

In May 2016, Watt Consulting Group was retained by Urban Core Ventures to undertake a parking study for the proposed development at 71 & 75 Montreal Street in the City of Victoria. The proposed development has undergone several architectural changes over the last several months. As a result, the content presented herein is an updated parking study from the report submitted on October 20, 2016.

The purpose of this study is to assess the adequacy of the proposed parking supply by considering parking demand at representative multi-residential sites, parking management approaches and transportation demand management (TDM) options.

1.1 LOCATION

The subject site is located at 71 & 75 Montreal Street in the James Bay neighbourhood within the City of Victoria. See Figure 1.

FIGURE 1. SUBJECT SITE



1.2 SITE CHARACTERISTICS

The following provides details regarding transportation options and services that are located in close proximity to the site.



Transit

Bus stops on Dallas Road (by Ogden Point) are less than 200m from the site. These stops are served by route no.31 – Royal Oak Exchange / James Bay, providing connections to/from James Bay to downtown and Royal Oak. The no.31 – Royal Oak Exchange / James Bay operates every day between approximately 6:00am and 1:00am, with 15 to 20 minute frequency in peak hours.



Walking

The subject site is located in James Bay, which is one of the most walkable neighbourhoods in the City of Victoria. According to the Statistics Canada 2011 National Household Survey, about 27% of James Bay residents commuted to work by walking.¹ This is 4% higher than the City of Victoria² as a whole where about 23% of all commuting trips were reported as walking, but three times higher than the Victoria Census Metropolitan Area where only 9% of trips were made by foot.³

These data suggest that approximately one-quarter of all commuting in James Bay is done by walking, highlighting the overall walkability of the neighbourhood and its proximity to the downtown and major employers.

According to Walk Score, the site has moderate walkability with a score of 66, indicating that some errands can be accomplished by foot.⁴ However, various commercial and retail amenities are within 850 m from the subject site (about a 10-minute walk). Amenities include grocery stores, restaurants, various cafés, banks, and pharmacies. Montreal Street provides for a relatively pleasant pedestrian environment; sidewalks are provided on both sides of the street (both south and north of Niagara Street) and vehicle speeds are limited to 30 km per hour.

¹ Greater Victoria Harbour Authority. (2016). The Ogden Point Functional and Facilities Plan Information Session. Available online at: www.gvha.ca/sites/default/files/pdfs/ogden-point-master-plan/presboards_feb_18_2016_20160216%20%28low%20res%29.pdf

² Statistics Canada. 2013. Victoria, CY, British Columbia (Code 5917034) (table). National Household Survey (NHS) Profile. 2011 National Household Survey. Statistics Canada Catalogue no. 99-004-XWE. Ottawa. Released September 11, 2013. <http://www12.statcan.gc.ca/nhs-enm/2011/dp-pd/prof/index.cfm?Lang=E>

³ Statistics Canada. 2013. Victoria, CMA, British Columbia (Code 935) (table). National Household Survey (NHS) Profile. 2011 National Household Survey. Statistics Canada Catalogue no. 99-004-XWE. Ottawa. Released September 11, 2013. <http://www12.statcan.gc.ca/nhs-enm/2011/dp-pd/prof/index.cfm?Lang=E>

⁴ More information about the subject site's walkability can be accessed online at: <https://www.walkscore.com/score/75-montreal-st-victoria-bc-canada>

The City of Victoria Official Community Plan (OCP) has identified a future “James Bay Village” which will be characterized by low to mid-rise multi-unit residential, a mix of uses and ground-oriented commercial, and community services to reinforce sidewalks for walking. Moreover, one of the OCP’s strategic directions for the James Bay community is to undertake public realm improvements in the James Bay Village to improve walkability and enhance vitality. These future changes are predicted to improve the overall walkability of the James Bay community including the subject site.



Cycling

While the subject site is not close to any of the regional bike trails, James Bay provides a pleasant cycling environment with numerous routing options along roads with limited traffic volumes. Oswego Street is an identified cycling route (per OCP, map 7) and provides quick and easy access to the downtown area (about a 6-minute bike ride away) via Superior Street and Government Street, both identified as cycling routes.⁵

Further, Belleville Street has been identified as a recommended cycling route per #Biketoria that will provide an attractive “All Ages and Abilities” route to downtown that could be accessed approximately 600m north of the site via Montreal Street.⁶

1.3 CURRENT LAND USE

The site currently contains two single-family homes on separate properties and is zoned R-2, Two Family Dwelling.

2.0 PROPOSED DEVELOPMENT

The proposal is for a site specific rezoning (DPA-16) to allow for a 12 unit multi-family residential building. Units will range in size, approximately between 600 and 1,150 sq. ft. and will be ownership (strata).

⁵ City of Victoria. (2012). Official Community Plan. Available online at: http://www.victoria.ca/assets/Departments/Planning-Development/Community-Planning/OCP/OCP_Book.pdf

⁶ For more information about #Biketoria, visit the City’s website at: <http://www.victoria.ca/EN/main/community/cycling/wharf-street.html>

2.1 PROPOSED PARKING SUPPLY

The proposed parking supply is 12 parking spaces, a parking supply rate of 1.0 parking spaces per unit. The proposal also includes 12 Class I bicycle parking spaces for residents (1 per unit) plus a 6-space rack for visitors, which is consistent with the requirements of the City of Victoria's Zoning Bylaw, "Schedule C"⁷ (see below).

3.0 PARKING REQUIREMENT

The required parking supply for this site is 1.4 spaces per unit, per the City's Zoning Bylaw, Schedule C, resulting in a total requirement of 17 spaces (rounded) for the site. No less than 10% of the total parking spaces (approximately 2 spaces) must be designated for visitors.

Section 17 of Schedule C outlines the requirements for off-street bicycle parking. All multiple dwellings are required to provide 1 bicycle space per unit plus a 6-space rack at each entrance of an apartment. The proposed development is meeting this requirement.

4.0 EXPECTED PARKING DEMAND

Expected parking demand is considered in the following section based on parking demand from comparable sites and results from previous studies.

4.1 VEHICLE OWNERSHIP AT REPRESENTATIVE SITES

Vehicle ownership data for seven condominium buildings in the James Bay and Cook Street Village areas were reviewed. All seven sites share similar characteristics to the subject site including good walkability, housing tenure, unit size⁸, and proximity to the downtown (see **Table 1**). The seven sites combine for a total of 374 units and 270 vehicles.

Average vehicle ownership among the seven representative sites is 0.73 vehicles per unit and ranges from 0.55 vehicles per unit to 1.04 vehicles per unit. If applied to the subject site, this would result in approximately 9 resident vehicles (8.76 vehicles, rounded up to 9), which is three spaces less than the proposed parking supply of 12 spaces.

⁷ The City of Victoria's Off-Street Parking Requirements (Schedule C) is available online at: <http://www.victoria.ca/assets/Departments/Planning-Development/Development-Services/Zoning/Bylaws/Schedule%20C.pdf>

⁸ The unit size for the seven representative sites was obtained from BC Assessment's e-valueBC tool, which presents current property value and recent sales for over 2 million provinces in the province. More information is available online: <https://evaluatebc.bcasessment.ca/Default.aspx>

TABLE 1 VEHICLE OWNERSHIP AT REPRESENTATIVE SITES⁹

Site	No. Units	Owned Vehicles	Ownership Rate (vehicles / unit)
1050 Park Boulevard***	27	28	1.04
225 Menzies Street**	42	30	0.71
640 Michigan Street*	28	19	0.68
240 Cook Street*	20	15	0.75
118 Croft Street*	38	21	0.55
620 Toronto Street*	190	141	0.74
320 Menzies Street*	24	16	0.67
		Average	0.73

Vehicle ownership information obtained from Insurance Corporation of British Columbia (ICBC). These data do not include visitor vehicles.

*Information is current as of March 31, 2016.

**Information is current as of December 31, 2014.

***Information is current as of December 31, 2013

4.2 VISITOR PARKING DEMAND

Visitor parking demand rates have been demonstrated in the range of 0.05 to 0.07 vehicles per unit for multi-residential.¹⁰ More recent research found a visitor parking demand rate of 0.1 across 11 multi-family residential sites in proximity to downtown Victoria.¹¹ Using a conservative estimate of 0.1 vehicles per unit, the peak visitor parking demand is expected to be 1 vehicle (0.1 vehicles x 12 units). It is anticipated that the one visitor vehicle will park along the site's frontage, on Montreal Street and Niagara Street, where the current parking restriction is "Residential Parking Only".

Through correspondence with the City of Victoria¹², it was learned that the existing "Residential Parking Only" restriction along the site's frontage will be converted to time limited parking. At this time, it is unknown what the time limit will be for this parking; however, for the purposes of this study, it is assumed that the time limited parking restriction will be "2 hours only" from Monday to Saturday 8am to 6pm, which is a restriction found in other parts of James Bay on

⁹ BC Assessment's e-valueBC tool confirmed that unit size at the representative sites range from 500 to 1,100 sq. ft., which is consistent with the unit size at the subject site.

¹⁰ Based on observations of visitor parking conducted in 2015 for two studies of multi-family residential sites (one adjacent to downtown Victoria, the other in Langford) and findings from the 2012 Metro Vancouver Apartment Parking Study (Table 31, pg50) available at:
www.metrovancouver.org/services/regionalplanning/PlanningPublications/Apartment_Parking_Study_TechnicalReport.pdf

¹¹ Based on observations of visitor parking conducted in 2016 for 12 multi-family residential sites in proximity to downtown Victoria.

¹² In the City of Victoria's Application Review Summary of 71-75 Montreal Street (July 5, 2016), it was indicated that the existing Resident Parking Only restriction adjacent the property will be converted to time limited parking to reflect the proposed change in land use. Future residents and their guests will not be permitted to park within RPO zones of nearby properties.

blocks adjacent to multi-residential dwellings. It is not anticipated that the subject site will see many visitor vehicles throughout the day.

In order to understand how visitor parking demand will function over the course of a typical weekday and weekend, a time-of-day assessment was completed using the Urban Land Institute's Shared Parking textbook.¹³ The analysis found that, on average, visitor parking demand remains low for the majority of a weekday and weekend day at 20% of peak demand from 6am to 5pm. Demand increases slightly from 5-6pm and reaches 100% peak from 7-11pm. Therefore, from 6am to 4pm, very little, if any, visitors are expected to visit the subject site; however, from 6-11pm, one visitor vehicle could be expected at the subject site. **Appendix A** provides a full summary of the visitor parking demand time-of-day assessment.

The results suggest that for most of the day, visitors to the subject site will be limited to a 2-hour parking time restriction. However, the analysis found that there will not be any visitors to the site during the day and only one visitor vehicle from 6pm onward. Therefore, when visitor parking demand peaks, visitors will not be subject to a time limit restriction and will be permitted to park on-street.

4.3 SUMMARY OF EXPECTED PARKING DEMAND

The peak site parking demand is expected to be 10 vehicles – 9 resident vehicles and 1 visitor vehicle. A rate of 0.73 vehicles per unit was used to calculate the expected parking demand for the site, a rate that was determined based on vehicle ownership data among comparative multi-residential sites in James Bay and Cook Street Village. With 12 proposed parking spaces, all residential and visitor vehicles can be accommodated on-site.

5.0 ON-STREET PARKING

As discussed above, the parking demand at the subject site is anticipated to be fully accommodated on-site. It is understood that there are special events in the neighbourhood at the White Eagle Polish Hall and MacDonald Park which periodically increase on-street parking demand. However, as all of the subject site's parking demand will be accommodated on-site, it is not anticipated that the site will significantly impact on-street parking conditions during events nor will it be impacted by events.

While parking demand will be accommodated on-site, on-street parking observations were still completed to determine parking availability nearby the subject site. The observations were completed on Thursday May 5th, 2016 at 8:00pm and at 9:30pm. Most of the on-street parking nearby is restricted to "residential only". A total of 92 parking spaces were observed during the count on streets surrounding the subject site including Montreal Street and Niagara Street (see

¹³ Peak demand factors (%) based on recommended time-of-day factors from Urban Land Institute, Shared Parking, 2nd Edition, 2005, Page 16-19, Table 2-5 and 2-6.

Figure 2). Approximately ten on-street parking spaces are available along the site's frontage, five on Montreal Street and another five on Niagara Street.

On-street parking utilization was highest during the 9:30pm count, with a total of 39 vehicles observed (42% occupancy). See **Table 2**.

Appendix B provides a full summary of the on-street parking count and analysis.

TABLE 2 ON-STREET PARKING SUMMARY, WEEKDAY 9:30PM COUNT

Location	Parking Supply	Observed Vehicles	Occupancy
Montreal Street (in front of subject site)	5	2	40%
Niagara Street (Montreal St to Dock St)	10	3	30%
Niagara Street (Montreal St to Dallas Rd)	11	8	66%
Montreal Street (Niagara St to Dallas Rd)	38	17	73%
Montreal Street (Niagara St to Simcoe St)	28	9	48%
Total	92	39	42%

The results suggest that during the peak times when residents are most likely to be home (8pm and onwards), there are still a number of unoccupied parking spaces (approximately 53) in the neighbourhood. However, as discussed in Section 4.0, the existing Residential Parking Only restriction in front of the subject site will be converted to time limited parking. In addition, future residents and visitors of the subject site will not be permitted to park in the Residential Parking Only zones of nearby properties.

As a result, future residents and visitors of the subject site will be limited to the approximately ten time limited restricted parking spaces adjacent to the property, likely a 2-hour limit from 8am to 6pm (Monday to Saturday) which is a time restriction found in other parts of James Bay. However, as discussed, peak visitor parking demand occurs at 6pm when the time restriction will likely not be in effect. Therefore, very little, if any, visitor parking spillover is expected from the site. One visitor vehicle is expected on the street from 6-11pm and will not be subject to the 2-hour time limited parking restriction.

FIGURE 2 ON-STREET PARKING SUPPLIES SURROUNDING THE SITE



6.0 DEMAND MANAGEMENT

Transportation demand management (TDM) is the application of strategies and policies to influence individual travel choice, most commonly to reduce single-occupant vehicle travel. TDM measures could be pursued to encourage sustainable travel, enhance travel options and decrease parking demand.

As discussed in Section 1.2, the subject site has moderate walkability based on its Walk Score. However, according to the 2011 National Household Survey, over one-quarter of all commuting in James Bay is done by walking, suggesting that at least one in four residents do not require a vehicle when commuting to work. The subject site also has immediate access to a cycling route on Oswego Street and the downtown is less than a 6-minute bike ride away. In addition, the proponent has proposed bicycle parking for each unit which will further encourage cycling among new residents.

Another way to manage parking demand is through the region's carshare program, currently managed by the Modo Car Cooperative.¹⁴ As of July 2015, the coop had over 20 vehicles and 800 members in Greater Victoria. Monthly Modo members pay \$5 per month, a \$10 registration fee, \$8 per hour (including gas, insurance, and maintenance) and receive the first 200 kilometers of their trip for free.^{15,16} Member-owner memberships are \$500 (refundable share purchase).

All three of the existing Modo vehicles in James Bay are more than 600m from the subject site, or about a 5-10 minute walk. Even though 600m is a relatively short distance from the subject site, it may be too far to encourage use. Modo has reported that when vehicles are greater than 400m from residences, people are less likely to access and use the vehicle.¹⁷

Through a conversation with Modo, it was learned that the subject site is a "good" location for a future carshare vehicle. Modo would consider locating a vehicle in the area as it could complement and enhance James Bay's existing network of carshare vehicles.¹⁸ Through initial email correspondence with Modo (May 2016), the company had indicated that they would be supportive of locating a carsharing vehicle on the site if the proponent considered the following:

- Provided memberships in perpetuity for each of the multi-residential units (about \$500 per unit). The membership would be tied to the unit, and not the resident. Residents will be responsible for usage fees.
- Be willing to contribute upwards of 50% (approximately \$10,000) toward the purchase of a carshare vehicle to be owned, operated, and maintained by the Modo carshare cooperative. The other 50% would be contributed by Modo.

As the proposed development's unit count has now changed (12 units down from 19 units), Modo may or may not be supportive of locating a vehicle at the subject site. However, it is recommended that the proponent consider having a conversation with Modo to further explore the potential of a future carshare vehicle next, or close to, the subject site. Carsharing has and continues to be promoted by developers as an amenity and is often used as a selling feature. Modo confirmed that on-site carsharing is a valued amenity with high appeal, much like proximity / access to transit.

Municipal parking regulations provide insight on the anticipated decrease in parking demand associated with a carshare vehicles. The City of Vancouver, as an example, allows for a

¹⁴ For more information about Modo, see here: <http://modo.coop/>

¹⁵ Wilson, C. (2015). Car-share firm offers new way to zip around Victoria. Available online at: <http://www.timescolonist.com/business/car-share-firm-offers-new-way-to-zip-around-victoria-1.1986669>

¹⁶ More information about the Modo Car Cooperative is available online at: <http://modo.coop/about/>

¹⁷ Phone conversation held with Modo's Business Development Manager on May 11th, 2016.

¹⁸ Ibid.

reduction of five spaces for each carshare vehicle purchased and parked on-site.¹⁹ Similar regulations are in-place in New Westminster, Coquitlam, and Richmond allowing for a 5-15% reduction where carshare vehicles are accessible. Correspondence from Victoria Carshare Cooperative (now Modo)²⁰ suggests a 5-10% reduction in parking demand where memberships are provided and a vehicle easily accessible, and a similar reduction of 5-10% is recommended in *Parking Management Best Practices*.²¹

Based on the research above, carsharing on the subject site has the potential to reduce parking demand. If one carshare vehicle is located on the subject site, and if residents are provided with free memberships, it is anticipated that a 10-15% reduction in resident parking demand will be achieved, resulting in a reduction of approximately one vehicle. A one vehicle reduction from carsharing can reduce the site's expected demand from 10 vehicles to 9 vehicles.

7.0 SUMMARY

The proposed development is for a 12 unit multi-residential (strata owned) building where units will be approximately 600 to 1,150 sq. ft. in floor area. The proposed parking supply is 12 spaces.

The expected peak parking demand was determined to be 10 vehicles – 9 resident and 1 visitor. This is two vehicles less than the proposed parking supply. Visitor vehicles may be more inclined to park on-street even if a designated visitor parking space is available. It is anticipated that the one visitor vehicle could be accommodated in the ten parking spaces along the site's frontage during weekday and weekend evenings. These parking spaces are currently RPO but will be converted to time limited parking due to a change in land use. The analysis found that no visitor vehicles are expected to visit the site during the day and one vehicle is expected from 6-11pm.

Both residential and visitor parking demand will be fully accommodated on-site. While parking demand can be accommodated on-site, the proponent can consider a carsharing program, which is a valued amenity with high appeal, much like proximity / access to transit.

7.1 RECOMMENDATIONS

1. The proposed parking supply (12 spaces) is supported.
2. Based on the analysis, visitor parking demand will be accommodated on-street in the ten "time limited" parking spaces on the site's frontage. Visitor demand will be highest during evenings when the time limited parking restriction is no longer in effect.

¹⁹ Refer to City of Vancouver Bylaw no.6059, Section 3.2.2, available at: <http://vancouver.ca/your-government/parking-bylaw.aspx>

²⁰ Correspondence from Victoria Carshare Cooperative (now Modo), received August 2009

²¹ Litman, T. (2007). *Parking Management Best Practices*, American Planning Association.

APPENDIX A. SUMMARY OF VISITOR PARKING TIME OF DAY ASSESSMENT

Visitor Parking Time of Day Assessment
71 & 75 Montreal Street Parking Study

Weekday

Land Use	User Group	Peak Parking Demand (by user)	Time of Day																	
			6am	7am	8am	9am	10am	11am	noon	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm
Multi-Residential¹	Visitor	1	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%
TOTAL (parking demand)			0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1

Weekend

Land Use	User Group	Peak Parking Demand (by user)	Time of Day																	
			6am	7am	8am	9am	10am	11am	noon	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm
Multi-Residential¹	Visitor	1	0%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	80%	100%	100%	100%	100%	80%
TOTAL (parking demand)			0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1

Notes:

¹ Peak demand factors (%) based on recommended time-of-day factors from Urban Land Institute, *Shared Parking*, 2nd Edition; Pages 16-19, Tables 2-5 and 2-6

APPENDIX B. SUMMARY OF ON-STREET PARKING OBSERVATIONS

Summary of On-Street Parking Observations 71, 75 Montreal Street Parking Study

Location	Side	Parking Supply	Notes, Restrictions	Thursday May 8, 2018 8:50pm		Thursday May 8, 2018 9:30pm	
				Observed Vehicles	Occupancy	Observed Vehicles	Occupancy
Montreal Street, Dallas Road to Niagara St	E	19	Residential Parking Only	9	47%	10	53%
	W	19	Residential Parking Only	7	37%	7	37%
Montreal Street, In front of subject site	E	5	Residential Parking Only	2	40%	2	40%
Montreal Street, Niagara St to Simcoe St	E	17	Residential Parking only (Mon-Fri, 8am-5pm)	3	18%	4	24%
	W	7	Residential Parking only (Mon-Fri, 8am-5pm)	4	57%	5	71%
Montreal Street, Niagara St to Simcoe St	W	4	Tennis courts, 2 hr parking (Mon-Fri, 8am-5pm)	0	0%	0	0%
Niagara Street, Montreal St to Dock St	N	n/a	No Parking Allowed	n/a	n/a	n/a	n/a
	S	10	Residential Parking Only	2	20%	3	30%
Niagara Street, Montreal St to Dallas Rd	N	n/a	No Parking Allowed	n/a	n/a	n/a	n/a
	S	11	No Restrictions	7	64%	8	73%
Total		92		34	37%	39	42%