

Buddha Group Holdings Inc  
By email: [michaeltmanhas@gmail.com](mailto:michaeltmanhas@gmail.com)



## **RE: PARKING REVIEW, 1501 HAULTAIN STREET**

The following is a review of parking conditions associated with the 1501 Haultain Street development proposal. This review considers the adequacy of the proposed parking supply, as well as parking management and transportation demand management (TDM) approaches to mitigate any parking issues.

### **1.0 OVERVIEW**

#### **1.1 LOCATION**

The subject site is 1501 Haultain Street, immediately east of the Koffi site. It is within an area identified in the Official Community Plan (OCP) as a "Small Urban Village" (Haultain Corners) that currently includes low-rise residential and mixed use commercial. The site is approximately 2-km from downtown Victoria and can be walked in approximately 15 to 20 minutes. Public transit is available via the no.22 Vic General/Hillside Mall route which stops immediately adjacent to the site, and via numerous routes on Shelbourne Street approximately 500m to the east of the site.

#### **1.2 LAND USE**

The proposal is for a 20-seat restaurant in the current building, which currently includes two residential units and a yoga studio. Land use is summarized in **Table 1**. The restaurant will be the primary use fronting Haultain Street and will be a casual-sit-down wine bar focused on serving the Fernwood and Oaklands neighbourhood.

**TABLE 1. PROPOSED LAND USE**

| Land Use          | Description  | Quantity             |
|-------------------|--|----------------------|
| <b>Restaurant</b> | Wine bar featuring wine and beer,<br>And small plates of food served to<br>Customers via on-site seating | 950 sqft<br>20 seats |

### 1.3 PARKING SUPPLY

The building includes 6 parking spaces, 3 located on each side of the property.

### 2.0 PARKING REQUIREMENT

The site parking requirement is based on minimum parking supply rates contained in the City's Zoning bylaw, Schedule C. The total requirement is for 10 spaces, 4 more than proposed. See **Table 2**.

**TABLE 2. REQUIRED PARKING SUPPLY**

| Land Use        | Quantity | Required Supply Rate | Total Requirement |
|-----------------|----------|----------------------|-------------------|
| <b>Wine Bar</b> | 20 seats | 1 space per 5 seats  | 4                 |

### 3.0 PARKING MANAGEMENT

Four parking spaces should be assigned for the restaurant use at all times in order to meet the City's requirement. The hours of operation proposed for the wine bar are opposite the other business in the building. Customers could use the allotted spaces designated to the studio as extra parking. The 2 residential units have 2 parking spaces allotted to them, 1 less than the City's requirement. Recent research for the update to the City's Off-Street Parking Regulations ("Schedule C") found that market rental apartment sites average 0.49 owned vehicles

per unit. This suggests that one vehicle will be owned among occupants of the two residential units. <sup>1</sup>

#### 4.0 PRECEDENT SITE

The 2009 Fernwood Road project recently received a parking variance and is slightly larger in a more densely populated area. The two urban villages are similar as well in size and location.

#### 5.0 ON-STREET PARKING CONDITIONS

On-street parking conditions were reviewed nearby the site (Haultain Street, Belmont Street) in the event that residents seek parking during the weekday daytime or more than one resident vehicle is owned. Conditions were observed over five periods – Thursday, March 2 @ 5:30pm; Friday, March 3 @ 7:30pm; Saturday, March 11 @ 8:00pm, Wednesday, March 15 @ 9:30pm; Friday, March 17 @ 6pm. Only those spaces that could potentially accommodate site residents, employees or customers were considered (no residential parking only spaces).

Results found that the Friday evening observation exhibited the highest on-street parking utilization, when 5 of 12 available spaces were occupied, an occupancy rate of 41% (excluding resident only spaces). This suggests, that on-street parking capacity is not met in the evening and there is space available for the wine bar.

#### 6.0 DEMAND MANAGEMENT

Transportation demand management (TDM) refers to targeted programs to influence individual travel behavior, most commonly applied to reduce single-occupant vehicle travel and support reduced parking demand. The following TDM options will be pursued at the subject site to support non-vehicular travel.

---

<sup>1</sup> Vehicle ownership rate is based on ICBC records of 34 market rental apartment sites in the City of Victoria, from 2013 to 2016.



**1. Bicycle Parking**

There are currently two Class 2 bicycle parking in front of the proposed site.

**2. Hiring within the area**

The goal for the wine bar is to hire staff who live within the area, thus making it a real sense of community. We want the employees to know the customer base and have that relationship defined early.

**3. Existing transit stop**

There is currently a transit stop in front of the proposed site that is serviced by the no.22 bus, which can provide staff and patrons transportation, alleviating the parking demand.

**7.0 SUMMARY**

Parking demand associated with the 1501 Haultain Street site can be accommodated on-site within minimal impact on surrounding on-street parking. By using the on-site parking that will be available from the yoga studio once they have closed as well as the proprietor's adjacent business on-site parking, there will be sufficient space to accommodate the patrons of the proposed wine bar.

