

## ATTACHMENT F



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January 22 2016  
Our File: 1933

Attn: Roger Tinney

### RE: 121 Menzies Street Parking Review

Boulevard Transportation, a division of Watt Consulting Group was retained by Tinney & Associates to undertake a parking review for the residential building at 121 Menzies Street in the City of Victoria. This high level review provides an informed professional opinion regarding parking supply and demand.

#### 1.0 EXISTING BUILDING

The site is located at 121 Menzies Street in the City of Victoria. See **Map 1**. The site was converted into seven light house-keeping units approximately 20 years ago, and has since changed unit types and configuration which requires a rezoning process.

There are a total of 14 units with a mix of bachelor, studio, and one-bedroom units, and range from 134 sq.ft. to 484 sq.ft. Two of the units share a bathroom, the rest are self contained.

There is one off-street parking space and 12 bicycle parking spaces.

#### 2.0 PARKING REQUIREMENT

The site is located in the R-2 Zone: Two Family Dwelling District which requires parking per the City of Victoria's Zoning Bylaw, "Schedule C". See **Table 1**. Total required parking for the site is 18 spaces.

**TABLE 1. PARKING REQUIREMENT**

Unit Type	# of Units	Parking Requirement	Applied to the Site
Light House Keeping Units	2	Buildings converted to housekeeping units	1 space for the first unit + 0.5 space for every unit over 1
Bachelor / One-Bedroom Units	12	Multiple Dwellings located in zones other than R3-1 and R3-2	1.3 spaces / unit
Total Required Parking			18

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## MAP 1. SUBJECT SITE



## 3.0 RESIDENT PARKING DEMAND

### Existing Site

The site has an existing vehicle ownership of 5 vehicles<sup>1</sup>, a demand rate of 0.36 vehicles per unit. The parking space on site is currently being utilized by visitors or maintenance vehicles; residents currently park on-street. Residents regularly utilize bike parking and it is typically seen at high occupancy.

### Representative Sites

Resident parking demand has been estimated based on vehicle ownership information obtained from previous studies. Sites shown in **Table 2** are located on the periphery of downtown and are market rental apartments which are expected to exhibit similar parking demand to the subject site. Average vehicle ownership among sites is 0.37 vehicles per unit and ranges from 0.19 vehicles per unit to 0.56 vehicles per unit. The average vehicle ownership rate applied to the subject site suggests residents will own five vehicles; supporting the existing parking demand.

<sup>1</sup> Information obtained on January 8 2015 from building landlord



TABLE 2. SUMMARY OF VEHICLE OWNERSHIP AT REPRESENTATIVE SITES<sup>2</sup>

Location	Units	Owned Vehicles	Demand Rate (vehicles/unit)
1118 Balmoral Road	24	10	0.42
1635 Cook Street	70	26	0.37
2549 Dowler Place	16	9	0.56
1110 Queens Avenue	16	3	0.19
2136 Ridge Road	32	12	0.38
1039 View Street	160	32	0.20
1147 View Street	22	10	0.45
2523 Wark Street	16	8	0.50
1158 Yates Street	18	4	0.22
Average			0.37

The subject site consists of small units. The sites surveyed were typical rental apartment sites, but not necessarily small units. Smaller units tend to exhibit lower parking demand because of the fewer number of occupants and/or lower income residents.

#### 4.0 VISITOR PARKING DEMAND

Visitor parking demand rates have been demonstrated in the range of 0.05-0.07 vehicles per unit for multi-family residential<sup>3</sup>. Using a conservative estimate of 0.1 vehicles per unit, visitor parking demand is expected to be 1 vehicle.

#### 5.0 ON-STREET PARKING CONDITIONS

On-street parking utilization was observed in the area surrounding the site, including Menzies Street, Niagara Street and Simcoe Street. See **Map 2**. Observations were conducted over two periods to understand on-street parking conditions during weekday PM and weekend daytime; when resident demand is highest.

Residents of the site currently park on-street and it is assumed were accounted for in observations. The likeliest location residents seek parking is Menzies Street adjacent the site in the residential parking only area, which was seen at 88% occupancy with three spaces unoccupied. Total parking was observed at 70% occupancy with 24 spaces unoccupied. Parking that is available to residents was observed at 72% occupancy with 21 spaces unoccupied. Generally, parking is available within a one-block radius of the site.

<sup>2</sup> Data was obtained from ICBC as of September 30, 2013

<sup>3</sup> Based on observations of visitor parking demand conducted in 2015 for two studies of multi-family residential sites (one adjacent 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/regional-planning/PlanningPublications/Apartment\\_Parking\\_Study\\_TechnicalReport.pdf](http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Apartment_Parking_Study_TechnicalReport.pdf)

TABLE 3. SUMMARY OF ON-STREET PARKING CONDITIONS

Street	Restrictions	Parking Supply (spaces)	Vehicles Observed	
			Sun. Jan. 10 @ 2pm	Thurs. Jan. 14 @ 9pm
Menzies St	Simcoe St – Niagara St (E)	1 hr, 8am-6pm, Mon-Fri	3	1
	Res Parking Only	24	21	20
	Simcoe St – Niagara St (W)	No Parking	-	-
	Res Parking Only	12	6	7
Niagara St	Croft St – Menzies St (N)	2 hr, 8am-6pm, Mon-Fri	3	2
	2 Hr, 8am-6pm, Mon-Fri	6	2	4
	Croft St – Menzies St (S)	Pass. Loading Zone	2	0
	Res. Parking Only	11	7	8
	Menzies St – Medana St (N)	No Parking	-	-
	Menzies St – Medana St (S)	2 Hr, 8am-6pm, Mon-Fri	3	3
Simcoe St	Croft St – Menzies St (N)	1 Hr, 8am-6pm, Mon-Fri	4	2
	Pass. Loading Zone	1	0	1
	Croft St – Menzies St (S)	Comm. Loading Zone	1	0
	1 Hr, 8am-6pm, Mon-Fri	4	4	2
	Menzies St – Medana St (N)	No Parking	-	-
	Menzies St – Medana St (S)	Res. Parking Only	5	5
Total		79	54	55

MAP 2. SUMMARY OF ON-STREET PARKING SUPPLY AND RESTRICTIONS



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## 6.0 SUMMARY

Site parking demand is six vehicles (five resident and one visitor) and is not accommodated on site. Site demand is already incorporated into on-street parking demand; suggesting that on-street parking supplies accommodate demand. There is no expected additional parking demand associated with the site.

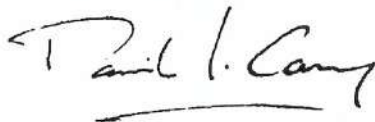
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Please do not hesitate to contact the undersigned if you have comments or questions.

Sincerely,

### BOULEVARD TRANSPORTATION

a division of Watt Consulting Group

per,



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