



1303 Fairfield Road Development

Parking Study

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1.0 INTRODUCTION

Watt Consulting Group was retained by Low Hammond Rowe Architects to conduct a parking study for the proposed development at 1303 Fairfield Road in the City of Victoria. The purpose of this study is to determine if the proposed parking supply will accommodate expected parking demand by considering parking demand at representative sites and identify appropriate parking management and transportation demand management (TDM) approaches.

1.1 SUBJECT SITE

The proposed development site is 1303 Fairfield Road in the City of Victoria. The site is currently zoned R1-B Single Family Dwelling District, however, the applicant will apply to rezone the site. See [Figure 1](#).

FIGURE 1. PROPOSED SITE



1.2 SITE CHARACTERISTICS

The site is located in close proximity to various transportation options and services including the following:

Transit. The closest bus stop to the site is approximately 50 meters away (less than a 1 minute walk) and serves route 7 | Uvic/Downtown which provides service to Uvic and downtown Victoria with connections to local and regional transit routes. A major transit exchange is located within a 20 minute walk of the site, and it provides transit service to the majority of areas and destinations in the Capital Regional District. As identified in the Victoria Transit Future Plan¹, route 7 | Uvic/Downtown is a proposed frequent transit network route, with a service frequency of 15 minutes or better between 7:00AM and 7:00PM.

Walking. The subject site is located in Fairfield, and has adequate sidewalks and crosswalks on the majority of roads surrounding the site. The site has a walkscore of 83², indicating that the majority of errands can be accomplished on foot.

Cycling. Fairfield Road is a part of Phase 3 for the proposed Biketoria project that will provide neighbourhood bikeways to enhance the network with regional and more neighbourhood connections. Moss Street is a neighbourhood bike route that connects cyclists to the Harris Green and Oak Bay area via Fort Street, and to the downtown core via Richardson Street and Dallas Road. These routes will also provide connection to the Galloping Goose Regional Trail.

Carshare. Modo Carshare Co-op is the operator of the carshare program for the Victoria region. The closest carshare vehicle is located on Oxford Street close to the Moss Street / Oxford Street intersection; less than a 5 minute walk from the site. Another vehicle is located at Chapman Street between Linden Avenue and Cook Street.

Services. At the intersection of Fairfield Road and Moss Street, there is an elementary school, medical clinic, café, restaurant and other retail services. Fairfield Plaza and Cook Street Village, both a 10 minute walk from the site offer amenities such as a grocery store, medical services, mailing services, bank, restaurants, cafes and other retail stores. Downtown is located within a 20 minute walk of the site that contains the majority of transportations options and services.

Neighbourhood Characteristics. The site is located in Small Urban Village "Five Points Village" which is defined in the City of Victoria Official Community Plan as a mix of commercial and community services primarily serving the surrounding residential area, in low-rise, ground-oriented multi-unit residential and mixed-use buildings. This village serves as a neighbourhood amenity/focal point and not a destination for the region, suggesting it is mainly intended to be used by residents of Fairfield.

¹ Victoria Region Transit Future Plan, 2011, pg. 38. Available online at: <http://bctransit.com/service/documents/1403641054473>

² As identified on the Walk Score website: <https://www.walkscore.com/score/1303-fairfield-rd-victoria-bc-canada>

2.0 PROPOSED DEVELOPMENT

The proposed development will include 16 one- and two-bedroom multi-family residential units (all apartment rental), 1,597 square feet of commercial floor area, and a church with 150 seats. See Table 1.

TABLE 1. SUMMARY OF PROPOSED DEVELOPMENT

Land Use	Units	Floor Area	
		sq.ft.	m ²
Multi-family (Apartment Rental)	16		
Commercial ³		1,597	
		75 seats ⁴	148
Church		2,617	
		150 seats	243

2.1 PROPOSED PARKING SUPPLY

The proposed parking supply is 16 parking spaces, located in an underground parking garage.

3.0 PARKING REQUIREMENT

The City of Victoria requires parking per Zoning Bylaw No. 80-159, Schedule C Off-Street Parking. See Table 2. Parking requirement for the site is 58 parking spaces; 42 parking spaces more than proposed parking.

TABLE 2. SUMMARY OF PARKING REQUIREMENT

Land Use	Quantity	Parking Requirement		Applied to the Site
Multi-family (Apartment Rental)	16 units	Rental Attached Dwelling	1.4 spaces per dwelling unit	22
Commercial (Café)	38 seats	Eating and Drinking Establishments	1 space per 5 seats	8
Commercial (Retail)	798.5 sq.ft.	Retail stores, banks, personal service establishments or similar users	1 space per 37.5m ² of GFA	2
Church	2,617 sq.ft. 150 seats	Church	1 space per 9.5m ² of floor area used or intended to be used for public assembly purposes	26
Total Parking Requirement				58

³ Commercial tenant has not been finalized, however, it is expected to be one tenant with half the space as retail and half as a cafe.

⁴ As identified by the client via email on August 22. Includes 50 seats inside and 25 seats on the patio – however, half of the floor area is expected to function as a “café” suggesting 38 seats..

4.0 EXPECTED PARKING DEMAND

Expected parking demand for the site is estimated in the following sections to determine if proposed parking supply will adequately accommodate demand. Expected parking demand is based on vehicle ownership information, observations, surveys and research.

4.1 RESIDENT PARKING DEMAND

4.1.1 VEHICLE OWNERSHIP INFORMATION

Vehicle ownership information was assessed for ten apartment rental multi-family sites. Sites selected are in close proximity to the site, or exhibit similar characteristics (similar proximity to downtown and transportation options).

Average vehicle ownership among representative sites is 0.51 vehicles per unit and ranges from 0.22 to 0.74 vehicles per unit. See [Table 3](#). Those sites closest to the subject site (1049 Southgate Street, 967 Collinson Street, and 1025 Linden Street), had an average vehicle ownership of 0.63 vehicles per unit.

TABLE 3. SUMMARY OF VEHICLE OWNERSHIP INFORMATION

Site	Units	Insured Vehicles ⁵	Parking Demand (vehicles/unit)
1049 Southgate Street	29	14	0.48
967 Collinson Street	42	30	0.71
1025 Linden Ave	56	39	0.70
1039 View Street	160	32	0.20
425 Simcoe Street	175	105	0.60
655 Douglas Street	126	54	0.43
535 Niagara Street	65	48	0.74
1147 View Street	22	10	0.45
1158 Yates Street	18	4	0.22
1130 Pandora Avenue	45	24	0.53
			0.51

A study was recently conducted in the City of Victoria that considered parking demand at different types of multi-family sites (condominium and rental) in different locations in the City. Results suggested that of the 19 rental apartment sites that are located in “remaining areas”

⁵ Vehicle ownership information obtained from Insurance Corporation of British Columbia (ICBC). Information is current as of November 30 2013

(those sites not in the downtown core or a large urban village, similar to the subject site⁶) had an average vehicle ownership rate of 0.53 vehicles per unit.

4.1.2 OBSERVATIONS

Observations were conducted at representative multi-family sites where the majority of vehicles could reasonably be attributed to the site, in close proximity to the subject site or in locations that exhibit similar characteristics. Observations were conducted over three periods – Friday August 12 at 9:30pm, Sunday August 14 at 2:00pm, and Tuesday August 16 at 9:30pm. See [Appendix A](#). Reserved resident spaces were observed to determine resident parking demand only.

Peak demand was observed during the Tuesday August 16 at 9:30pm observation. See [Table 4](#). Results suggest an average parking demand rate of 0.52 vehicles per unit and ranges from 0.44 vehicles per unit to 0.62 vehicles per unit.

TABLE 4. SUMMARY OF OBSERVATIONS AT REPRESENTATIVE SITES

Site	Units	Observed Vehicles	Parking Demand (vehicles/unit)
1150 Hilda Street	21	13	0.62
350 Linden Avenue	39	17	0.44
1233 Fairfield Road	64	33	0.52
1250 Richardson Street	15	7	0.47
1300 May Street	18	10	0.56
1030 Pendergast Street	57	32	0.56
1035 Pendergast Street	57	28	0.49
			0.52

4.2 VISITOR PARKING DEMAND

Designated visitor parking spaces were observed at nine representative sites on three different days – Wednesday March 9 at 9:00pm, Friday March 11 at 8:30pm, and Monday April 11 at 8:30pm⁷. See [Appendix B](#).

The peak visitor parking demand occurred during the Friday March 11 at 8:30pm observation. See [Table 5](#). Average visitor parking demand was 0.05 vehicles per unit and ranged from 0.02

⁶ However, the site is located in a Small Urban Village "Five Points Village" as identified in the City of Victoria Official Community Plan, pg. 36, Map 2, <http://www.victoria.ca/assets/Departments/Planning-Development/Community-Planning/OCP/Replaced/Section%206%20Land%20Management%20and%20Development%20-%20June%202016.pdf>

⁷ These observations were conducted as part of the City of Victoria Schedule C Update

to 0.10 vehicles per unit. Seven of the nine sites are at or below the average visitor demand rate.

Of those sites located in James Bay/Cook Street area (535 Niagara Street, 343 Simcoe Street, 655 Douglas Street, 1049 Southgate Street), these sites had an average demand rate of 0.05 vehicles per unit, and ranged from 0.03 to 0.08 vehicles per unit.

TABLE 5. SUMMARY OF VISITOR PARKING OBSERVATIONS

Site	Units	Observed Vehicles	Parking Demand (vehicles/unit)
535 Niagara Street	65	5	0.08
343 Simcoe Street	21	1	0.05
655 Douglas Street	126	5	0.04
1049 Southgate Street	29	1	0.03
921 North Park Street	75	4	0.05
1955 Ashgrove Street	43	1	0.02
3187 Shelbourne Street	62	3	0.05
243 Gorge Road East	99	10	0.10
2533 Dowler Place	45	2	0.04
			0.05

The Shared Parking Manual⁸ recommends time-of-day factors for residential visitors, and identifies peak demand (100%) occurs from 7pm to 10pm; all other times throughout the day, visitor parking will have significantly lower demand. See Figure 3.

4.3 COMMERCIAL

A commercial land use is proposed, although exact tenant/type is unknown. The applicant's expectation is that one tenant will occupy the space using half as retail and half as café.

4.3.1 CAFÉ

The café would be expected to operate as a neighbourhood amenity and would likely target Fairfield residents.

Eleven representative cafés within close proximity to the site were contacted⁹ to determine their peak parking demand. Average parking demand rate was calculated to be 1 vehicle per 15m² and ranged from 1 vehicle per 38m² to 1 vehicle per 5m². See Table 6.

⁸ Based on results from the Shared Parking Manual, Urban Land Institute, pg. 16-19

⁹ Phone conversations occurred with a manager/owner/employee of each café on August 11 and August 12, 2016 with a follow-up phone call on September 13, 2016. Employees estimated the number of vehicles during their busiest time of the day.

TABLE 6 SUMMARY OF CAFE SURVEYS

Site ¹⁰	Floor Area ¹¹ (m ²)	Estimated Vehicles	Parking Demand
Moka House Café 345 Cook Street	260	21	1 vehicle per 12m ²
Starbucks 320 Cook Street	230	6	1 vehicle per 38m ²
Starbucks 1594 Fairfield Road	110	23	1 vehicle per 5m ²
Serious Coffee 230 Cook Street	140	15	1 vehicle per 9m ²
Discovery Coffee 1964 Oak Bay Avenue	110	14	1 vehicle per 8m ²
Moka House Café 19 Dallas Road	260	20	1 vehicle per 13m ²
Nourish Kitchen & Café 225 Quebec Street	150	12	1 vehicle per 13m ²
Cornerstone Café 1301 Gladstone Avenue	160	7	1 vehicle per 23m ²
Serious Coffee 225 Menzies Street	110	8	1 vehicle per 14m ²
Arriba Coffee House 1610 Cook Street	80	4	1 vehicle per 20m ²
Spiral Café 418 Craigflower Road	105	8	1 vehicle per 13m ²
			1 vehicle per 15m²

4.3.2 RETAIL

Retail parking demand is also representative of office parking demand, in the case office occupies the commercial space at the site.

Observations of parking demand were completed at retail sites that are believed to accommodate employee and customer vehicles on site (rather than on-street or elsewhere) and provide a full account of parking demand. Observations were completed over three time periods (1:00pm on Wednesday March 9 2016, 1:30pm on Saturday March 12 2016 and 1:30pm on Saturday April 16 2016) representing peak periods for retail.¹²

The Saturday April 16 observation had an 85th percentile parking demand of 1 vehicle per 50m², which is seen as representative for the site.

¹⁰ All sites assessed did not have their own parking supply

¹¹ Floor area was estimated based on Google Earth

¹² These observations were conducted as part of the City of Victoria Schedule C Update

4.4 CHURCH

4.4.1 EXISTING SITE

The existing church “Fairfield United Church” has been at the site for 125 years and has never had a parking lot. The church has built a reputation as a focal point for the Fairfield neighbourhood and a community gathering spot. The majority of the congregation are residents of the Fairfield neighbourhood, suggesting they do not live a far distance from the site and could walk to Church. Previously, the congregation had over 150 people, however, more recently the typical congregation size is approximately 80 people.

Sunday Service occurs every Sunday throughout the year at 10:00am. Other meetings/activities occur approximately 3 times during the week in the evening. Larger events such as funerals, concerts, etc. occur 3-5 times a year.

As there is no existing parking lot, nor has there ever been, the Church has made relations with adjacent land uses to utilize their parking lots including Fairfield/Gonzales Community Place, and Sir James Douglas School. Congregation members also utilize on-street parking. A carpool program is also in place that facilitates carpooling amongst congregation members who live in close proximity to each other.¹³

Existing parking demand is identified in Table 7.

TABLE 7. SUMMARY OF EXISTING CHURCH PARKING DEMAND

Event/Time	Frequency		Parking Demand
	Annual	Per Week (average)	
Typical Sunday Church	52	1	30
Weekday Evening	156	3	10
Typical Weekday			1
Funeral/Special Event	5		45

4.4.2 OBSERVATIONS

Observations were conducted at church sites in proximity to the subject site that have their own parking lot. Observations were conducted over three different days – Sunday August 7 at 10:30am, Saturday August 13 at 10:30am and Sunday August 14 at 10:30am.

The observation on Sunday August 14 at 10:30am demonstrated the highest parking demand. Results suggest representative parking demands when comparing to the existing site. See Table 8.

¹³ Information was obtained via phone call on August 16.

TABLE 8. SUMMARY OF CHURCH PARKING DEMAND

Location	Seats ¹⁴	Observed Vehicles
St. Mathias Anglican Church 600 Richmond Avenue	230	17
First Church of Christ, Scientist 1205 Pandora Avenue	350	28
St Barnabas Church 1525 Begbie Street	120	34
Grace Lutheran Church 1273 Fort Street	230	17
Ukrainian Catholic Church of St. Nicholas 1112 Caledonia Avenue	120	21

4.5 SUMMARY OF EXPECTED PARKING DEMAND

Results from observations and ICBC vehicle ownership information suggest peak resident parking demand will be 8 vehicles (0.53 vehicles per unit).

Expected visitor parking demand is based on observations and suggests demand will be for 1 vehicle (0.05 vehicles per unit).

Café parking demand was estimated based on surveys at representative sites. Results suggest parking demand at the site will be 1 vehicle per 15m²; 5 vehicles when applied to the site.

Retail parking demand was estimated based on observations. Results suggest a parking demand rate of 1 vehicle per 50m²; 2 vehicles when applied to the site.

Expected church parking demand is based on parking demand at the existing site and supported by observations at representative sites. Varying demand rates exist depending on the event occurring at the church. Typical weekday parking demand is 1 vehicle. Demand during Sunday service and other events may be as high as 45 vehicles.

Parking demand is expected to range from 17 vehicles during a typical day at the church with no event occurring, and up to 61 vehicles during the largest event at the church. See [Table 9](#).

¹⁴ Number of seats was estimated at each location based on the ratio between number of seats and floor area at the proposed site. Floor area was estimated for each site from Google Earth, and the ratio was applied to calculate estimated number of seats.

TABLE 9. SUMMARY OF EXPECTED PARKING DEMAND (Typical Day)

Land Use		Parking Demand Rate	Expected Parking Demand	Parking Requirement
Multi-family Residential	Resident	0.53 vehicles per unit	8	22
	Visitor	0.05 vehicles per unit	1	
Commercial (Café)		1 vehicle per 15m ²	5	8
Commercial (Retail)		1 vehicle per 50m ²	2	2
Church		N/A	1	26
Total			17	58

5.0 PRECEDENT SITES

The site is located in a Small Urban Village ("Five Points Village") that consists of a mix of commercial and community services primarily serving the surrounding residential area (as defined in the City of Victoria Official Community Plan).

A review of commercial tenants in the Village was conducted to determine their parking supply. See [Table 11](#). Results suggest that half of the sites provide zero parking and the remaining sites provide less than the parking requirement (excluding the Fairfield Health and Wellness Clinic). The majority of customers are expected to utilize on-street parking, or other modes, and that parking demand is lower due to the Village being a community amenity and not a regional "destination".

TABLE 11. SUMMARY OF PARKING SUPPLY AT COMMERCIAL SITES

Site	Floor Area (m ²)	Parking Supply	Parking Supply Rate
Fairfield Health and Wellness Clinic	96	3	1 / 32m ²
Cottage Bakery & Cafe	N/A	0	--
Clare Mart Convenience Store	130	2	1 / 65m ²
Fairfield Fish & Chips	N/A	0	--
Duttons Real Estate and Property Management	200	3	1 / 67m ²
Fairfield Market & Cafe	56	0	--
Fairfield Bike Shop	144	2	1 / 72m ²

6.0 ON-STREET PARKING CONDITIONS

On-street parking conditions were observed surrounding the site bounded by Thurlow Road to the north, Masters Road to the east, McKenzie Street to the south and Harbinger Avenue to the west. Observations were conducted during five periods – Thursday August 11 at 9:30pm, Saturday August 13 at 10:45am, Sunday August 14 at 10:45am, Monday August 15 at 10:45am and Tuesday August 16 at 9:30pm. Observations were conducted during the “peak periods” for the various land uses on site, and the neighbourhood itself. This included Sunday during church, weekday evening when residents are at their peak, weekday daytime when commercial is at its peak, and Moss Street Market day. See [Appendix C](#).

Results suggest that peak on-street parking occupancy was Sunday August 14 at 10:45am¹⁵ with a total occupancy of 56% with 39 spaces still available.

Unrestricted parking assessed surrounding the site, had a parking occupancy of 60% with 23 spaces unoccupied. Parking that is unrestricted within a one block radius of the site had a parking occupancy of 53% with 7 spaces unoccupied.

Short-term parking, located on Fairfield Road and Moss Street is restricted to 30 minutes or less had a parking occupancy of 45% with 11 spaces unoccupied. This parking would appeal to church patrons to facilitate pickup/drop off and short stay café customers.

7.0 PARKING MANAGEMENT

The following is the recommended parking management approach for each land use.

7.1 CHURCH

Events at the church vary depending on size, (and thus parking demand) and occur in various frequencies. Church parking demand is expected to be consistent with existing parking demand. As identified in Section 4.1, the existing church utilizes on-street parking and adjacent parking lots surrounding the site including Sir James Douglas School and the Fairfield/Gonzales Community Place, and is proposed to do so in future. All event-related church parking demand will be accommodated off-site. Fairfield/Gonzales Community Place has approximately 8 parking spaces, and Sir James Douglas School has approximately 42 parking spaces.

During the weekday evening events, parking demand is expected to be accommodated at the Fairfield/Gonzales Community Place, accessed off of Fairfield Road and on-street parking. During Sunday service or a funeral/special event, both parking supplies will be required to accommodate demand (or just Sir James Douglas School, however, the Fairfield/Gonzales

¹⁵ Highest total occupancy day, excluding Saturday count during the Moss Street Market as this is not representative of typical conditions.

Community Place parking lot is closer to the site and is seen as more valuable parking spaces). Existing drop-off spaces should remain on Fairfield Road so drivers can drop-off passengers (particularly if they have special mobility needs) and then park in more remote parking areas.

7.2 PARKING ALLOCATION

Eight on-site spaces will be reserved for residents. There may be opportunity for flexibility in terms of the timing the spaces are reserved for. These spaces may be available during the day for the commercial component of the site, as residential parking demand is low.

The remaining spaces should be managed as per the following recommendations during the day. There will be additional parking spaces available at night to accommodate an influx of resident vehicles (although not expected) when commercial parking demand is lower.

The remaining parking spaces (8), will be in a shared pool to be used by residential visitors, commercial (café and retail), and typical church weekday (all other church parking demand will be accommodated off site). The following is the expected parking demand generated from these uses during a typical day:

- Residential Visitor – 1 vehicle
- Church – 1 vehicle
- Café – 5 vehicles
- Retail – 2 vehicles
- Total – 9 vehicles

A time-of-day assessment was undertaken to identify the parking supply needed to accommodate the peak parking demand. Results suggest there will be demand for 8 vehicles, suggesting all parking can be accommodate on site. This suggests a reduction of one vehicle as visitor parking demand is low during the day. However, it is important to consider the functionality of retail, and particularly café parking demand – it is typically for short term parking only, and behaviors suggest many people will seek on-street parking before going on-site to look for parking. Results from the on-street parking assessment suggest that there is available on-street parking within a 1 block radius of the site to accommodate “short-term” parkers.

8.0 CONCLUSIONS

The proposed development is for 16 multi-family apartments, 1,597 sq.ft. of commercial land use (combination of café and retail), and 150 seats for a church. The proposed parking supply is 16 spaces; 42 parking spaces less than the parking requirement.

Expected parking demand was generated based on vehicle ownership information, observations, surveys and research. Results suggest resident parking demand will be 8 vehicles, residential visitor parking demand will be 1 vehicle, café parking demand will be 5 vehicles, retail parking demand will be 2 vehicles and non-event church parking demand will be 1 vehicle. Parking demand during an event at the church varies depending on size.

Eight parking spaces should be reserved for residents. Residential visitor, commercial, and typical weekday church parking demand will be in a shared pool of parking (8 spaces). All larger church related parking demand will be accommodated off site.

8.1 RECOMMENDATIONS

1. Day-to-day parking demand will be accommodated on site with a combination of retail and café uses. Eight parking spaces should be available to residential visitors, retail and café users.
2. Church parking demand should continue to be accommodated off site on on-street parking and at Sir James Douglas School and the Fairfield/Gonzales Community Place; and
3. Eight parking spaces should be assigned to residential units.

APPENDIX A: SUMMARY OF RESIDENT PARKING OBSERVATIONS

1303 Fairfield Parking Study
Multi Family Parking Observations

Road	Units	Friday August 12 9:30pm		Sunday August 14 2:00pm		Tuesday August 16 9:30pm	
		Observed Vehicles	Demand (vehicles/unit)	Observed Vehicles	Demand (vehicles/unit)	Observed Vehicles	Demand (vehicles/unit)
1150 Hilda Street	21	11	0.52	10	0.48	13	0.62
350 Linden Ave	39	14	0.36	16	0.41	17	0.44
1233 Fairfield Road	64	28	0.44	30	0.47	33	0.52
1250 Richardson Street	15	6	0.40	6	0.40	7	0.47
1300 May Street	18	8	0.44	6	0.33	10	0.56
1030 Pendergast Street	57	34	0.60	30	0.53	32	0.56
1035 Pendergast St	57	25	0.44	21	0.37	28	0.49
Average			0.46		0.43		0.52

APPENDIX B: SUMMARY OF VISITOR PARKING OBSERVATIONS

1303 Fairfield Road Parking Study
 Visitor Parking Observations

Site	No. Units	PARKING SUPPLY		OBSERVED VEHICLES (Visitor vehicles only)					
		Total (visitor only)	Rate (spaces / unit)	Wed March 09, 9:00pm		Fri March 11, 8:30pm		Mon April 11, 8:30pm	
				Total	Rate (vehicles/unit)	Total	Rate (vehicles/unit)	Total	Rate (vehicles/unit)
3187 Shelbourne Street "3187 Shelbourne"	62	8	0.13	1	0.02	3	0.05	3	0.05
243 Gorge Road East "Gorge Apartments"	99	14	0.14	8	0.08	10	0.10	3	0.03
2533 Dowler Place "Dowler Place"	45	4	0.09	0	0.00	2	0.04	4	0.09
535 Niagara Street "Niagara Court"	65	9	0.14	4	0.06	5	0.08	1	0.02
343 Simcoe Street "Simcoe/Whitecap"	21	2	0.10	0	0.00	1	0.05	2	0.10
655 Douglas Street "The Q"	126	8	0.06	3	0.02	5	0.04	2	0.02
1049 Southgate Street "Southview Arms"	29	3	0.10	0	0.00	1	0.03	0	0.00
921 North Park Street "Balmoral Garden Court"	75	7	0.09	3	0.04	4	0.05	1	0.01
1955 Ashgrove Street "Madrona Manor"	43	3	0.07	1	0.02	1	0.02	2	0.05
Average			0.10		0.03		0.05		0.04

APPENDIX C: SUMMARY OF ON-STREET PARKING OBSERVATIONS

1303 Fairfield Road Parking Study
On-Street Parking Observations

Street Segment	Side	Parking Restrictions	Parking Supply	Thursday August 11, 2016 9:30pm			Saturday August 13, 2016 10:45am		
				Observed Vehicles	Occupancy (%)	Spaces Remaining	Observed Vehicles	Occupancy (%)	Spaces Remaining
Moss Street, Fairfield Rd to McKenzie Ave	E	No Parking 15 min. at all times	3	0	N/A 0%	3	1	N/A 33%	2
	W	2hr, 8am-6pm, Mon.-Sat.	3	1	33%	2	2	67%	1
Moss Street, Thurlow Rd to Fairfield Rd	E	No Restrictions No Parking	9	6	67% N/A	3	6	67% N/A	3
	W	No Parking, Sat, April-Nov, 8am-4pm	7	5	71%	2	0	0%	7
Fairfield Road, Harbinger Ave to Cornwall St		30 min. at all times	3	0	0%	3	2	67%	1
	N	No Restrictions	8	5	63%	3	7	88%	1
		No Restrictions	6	4	67%	2	6	100%	0
	S	Passenger Loading Zone	2	0	0%	2	1	50%	1
Fairfield Road, Cornwall St to Moss St		No Restrictions	3	1	33%	2	3	100%	0
	N	30 min. at all times	6	0	0%	6	3	50%	3
	S	30 min. 8am-8pm, Mon-Fri	5	3	60%	2	4	80%	1
Fairfield Road, Moss st to Briar Pl	N	No Parking			N/A			N/A	
	S	Passenger Zone 3 min. Max	1		0%	1	1	100%	0
Fairfield Road, Briar Pl to Masters Rd		No Restrictions	6	3	50%	3	5	83%	1
	N	No Parking			N/A			N/A	
	S	No Restrictions	6	4	67%	2	4	67%	2
	N	No Restrictions	8	5	63%	3	6	75%	2
Oscar Street, Mid-block to Moss St		General Loading Zone, 8am-6pm, Mon-Sat	1		0%	1	0	0%	1
	S	No Restrictions	11	6	55%	5	8	73%	3
Total			88	43	49%	45	59	67%	29

1303 Fairfield Road Parking Study
On-Street Parking Observations

Street Segment	Side	Parking Restrictions	Parking Supply	Sunday August 14, 2016 10:45am			Monday August 15 10:45am		
				Observed Vehicles	Occupancy (%)	Spaces Remaining	Observed Vehicles	Occupancy (%)	Spaces Remaining
Moss Street, Fairfield Rd to McKenzie Ave	E	No Parking 15 min. at all times	3	1	N/A 33%	2	1	N/A 33%	2
	W	2hr, 8am-6pm, Mon.- Sat.	3	2	67%	1	1	33%	2
Moss Street, Thurlow Rd to Fairfield Rd	E	No Restrictions No Parking	9	6	67% N/A	3	5	56% N/A	4
	W	No Parking, Sat, April-Nov, 8am-4pm	7	4	57%	3	4	57%	3
Fairfield Road, Harbinger Ave to Cornwall St		30 min. at all times	3	2	67%	1	2	67%	1
	N	No Restrictions	8	4	50%	4	3	38%	5
		No Restrictions	6	3	50%	3	3	50%	3
	S	Passenger Loading Zone	2	1	50%	1	1	50%	1
Fairfield Road, Cornwall St to Moss St		No Restrictions	3	2	67%	1	2	67%	1
	N	30 min. at all times	6	3	50%	3	3	50%	3
	S	30 min. 8am-8pm, Mon-Fri	5	2	40%	3	2	40%	3
Fairfield Road, Moss st to Briar Pl	N	No Parking			N/A			N/A	
	S	Passenger Zone 3 min. Max	1		0%	1	1	100%	0
Fairfield Road, Briar Pl to Masters Rd		No Restrictions	6	2	33%	4	3	50%	3
	N	No Parking			N/A			N/A	
	S	No Restrictions	6	5	83%	1	4	67%	2
	N	No Restrictions	8	6	75%	2	4	50%	4
Oscar Street, Mid-block to Moss St		General Loading Zone, 8am-6pm, Mon-Sat	1		0%	1	1	100%	0
	S	No Restrictions	11	6	55%	5	6	55%	5
Total			88	49	56%	39	46	52%	42

1303 Fairfield Road Parking Study
On-Street Parking Observations

Street Segment	Side	Parking Restrictions	Parking Supply	Tuesday August 16 9:30pm		
				Observed Vehicles	Occupancy (%)	Spaces Remaining
Moss Street, Fairfield Rd to McKenzie Ave	E	No Parking 15 min. at all times	3	0	N/A 0%	3
	W	2hr, 8am-6pm, Mon.-Sat.	3	1	33%	2
	E	No Restrictions No Parking	9	5	56% N/A	4
Moss Street, Thurlow Rd to Fairfield Rd	W	No Parking, Sat, April-Nov, 8am-4pm	7	5	71%	2
	N	30 min. at all times No Restrictions	3 8		0% 75%	3 2
	S	No Restrictions Passenger Loading Zone	6 2	4 1	67% 50%	2 1
Fairfield Road, Cornwall St to Moss St	N	No Restrictions 30 min. at all times	3 6	2 2	67% 33%	1 4
	S	30 min. 8am-8pm, Mon-Fri	5	1	20%	4
	N	No Parking			N/A	
Fairfield Road, Moss st to Briar Pl	S	Passenger Zone 3 min. Max	1	0	0%	1
	N	No Restrictions	6	3	50%	3
	S	No Parking			N/A	
Fairfield Road, Briar Pl to Masters Rd	S	No Restrictions	6	4	67%	2
	N	No Restrictions	8	6	75%	2
	S	General Loading Zone, 8am-6pm, Mon-Sat	1		0%	1
Oscar Street, Mid-block to Moss St		No Restrictions	11	7	64%	4
		Total	88	47	53%	41