

MAR 28 2017

Planning & Development Department
Community Planning Division**Adept Transportation Solutions**
PLANNING AND ENGINEERING

March 15, 2017

Mr. Eric Barker, MAIBC
727 Pandora Street
Victoria, BC V8W1N9**SUBJECT: QUADRA VILLA 3 EXPANSION PROJECT
TRANSPORTATION ASSESSMENT**

Introduction

In 2012 a Transportation Impact Assessment report was prepared for a proposed development scenario that was similar to the project now under consideration for the subject site¹. The assessment found that the site was well served by transit, sidewalks and cycling facilities and was consistent with many policies and objectives set out in the City of Victoria's Official Community Plan (OCP).

The existing "Quadra Villa" rental apartment complex consists of 64 rental apartments including 32 - 2 bedroom and 32 - 3 bedroom units. The smallest units are approximately 830 ft². It is our understanding that the current development plan for the site is for the addition of 34 new units for a total of 98 units. Of the new units, it is planned to develop 12 - 2 bedroom, and 22 - 1 bedroom units. It is planned that there will be a total of 81 off-street parking spaces, including 16 new spaces in parking pods off Fifth Street and Topaz Avenue. Adept Transportation Solutions (Adept) has been engaged by the property owner to determine an appropriate off-street parking supply for the site and to recommend strategies to minimize the parking demand and traffic impacts in support of a Rezoning / Development Permit application.

The Site location is shown in **Figure 1** on the following page.

Traffic Impacts

Trip generation for the project was estimated using the Institute of Transportation Engineering Manual of Trip Generation Rates, 9th Edition. The existing apartments generate 400 vehicle trips per day (vpd) while the proposed new apartments will likely generate an additional 220 vpd. Since the existing driveway from the site to Fifth Street will remain closed, there will be

¹ Bunt & Associates Engineering Ltd, Quadra Villa Site Upgrade & Expansion Project – Updated Parking Demand & Fifth Street Traffic Impact Study, September 2012

very little new traffic on Local roads, as most traffic will be directly to or from Quadra Street. No mitigation is required.

Figure 1 Project Location



On-Street and Off-Street Parking

The current Off-Street Parking Bylaw has a requirement of 1.3 spaces / apartment unit, which includes visitor parking. Applying this rate would result in an additional 47 off-street parking supply being provided. It should be noted that the existing development has an off-street parking supply of 48 stalls, or 0.75 parking spaces per unit.

There is currently unrestricted on-street parallel parking along the north and east frontages of the site. On the north side, there is space for approximately 15 vehicles to park along the southern side of Topaz Avenue; with space for approximately 18 vehicles on the western side of Fifth Street for the section abutting the east side of the site.

Due to it being unrestricted parking along these street sections, the parking is heavily used during weekdays by drivers outside of the neighborhood, and during weekday evenings and weekends by residents of the immediate area. However, some spaces are still left available.

On and off-street parking was surveyed between 11 PM and midnight on March 1, 2017. Forty (40) of the forty eight (48) off-street parking spaces were occupied (0.62 parking spaces per unit). On-street parking on Topaz Avenue and Fifth Street (both sides) was also surveyed during a typical weekday. During the day, forty-two (42) vehicles were parked and fourteen (14) parking spaces were still available. Overnight, thirty-nine (39) vehicles were parked and seventeen (17) spaces were left available.

It was not possible to determine how many of the vehicles parked on-street belonged to residents of Quadra Villa. If one half of the parked vehicles belonged to residents, the effective demand for parking would be 0.9 spaces per unit.

The following Table 1: – Parking Rates: Zone Comparison lists City of Victoria bylaw parking requirements of some other zones on the fringe of the downtown core, relevant to the subject site, where the City has recognized the 'location' and 'unit size' factors in accepting reduced off-street parking rates.

Table 1: Parking Rates - Zone Comparison

PARKING RATES - ZONE COMPARISON			
Project data: Quadra Villa Apartment Expansion - 24 New Units			
Zoning	Name and Address	Comments	Parking Requirement
R3-G	Proposed Development - Quadra Villa Apartments	Standard Parking Requirement for this zone	1.3 stalls / unit
R-36	2860-80 Quadra Street	Across Quadra Street from Subject Site	1.2 stalls / strata unit
R3-2	2747-67 Quadra Street	Directly South of Subject Site	1.3 stalls / unit
R-57	834 Johnson Street	Johnson St. Residential District	65 stalls / unit - underground parking
CD-7	Cook Street Village	Between Oscar and Chapman St	
	Development Area 1 and 2 - studio unit		.75 stalls / unit
	Development Area 1 and 2 - one bedroom unit		1 stalls / unit
	Development Area 2 - live / work unit		1.4 stalls / unit
CD-9	Dockside - Tyee Road	Across Johnson Street Bridge North of Esquimalt Rd	
	affordable housing		0 stalls / unit
	live / work units		1.5 stalls / unit
	multiple residential > or = to 70 m2		1 stalls / unit
	multiple residential < 70 m2		.75 stalls / unit
	studio residential < 40m2		.5 stalls / unit
	seniors housing		.25 stalls / unit
	work / live units		.2 stalls / unit
R3-NP	1025 North Park (Pacifica Housing TH)	Between Cook and Vancouver St	.9 stalls / multiple dwelling unit
RK-15	Proposed 1040 North Park	Along Cook Street near Royal Athletic Park	.55 stalls / unit

Data from other properties has shown similar, low vehicle ownership for small rental properties with good access to alternate travel choice options. The information shown in Table 2 is somewhat dated, but is still believed to be relevant.

Table 2: Vehicle Ownership at Selected Properties in Victoria²

Pertinent Resident Vehicle Ownership Data as at March 31, 2009 and July 31 2012						
Project data: Quadra Villa Apartment Expansion - 34 Total Units						
Location No. on Map	Name of Complex	Type of MFR Unit	Address / Area	Number of Units	Approximate No. of Vehicles Owned by	Vehicle Ownership Rate (vehicles)
1	Quadra Villa (based on tenancy 3 yrs ago)	Rental Apartments	2722 Fifth Street Subject Site: north-east corner of Quadra Street & Topaz Avenue	64	47	0.73
2	Edith Gunning Court	Rental Apartments	125 Wilson Street Adjacent to Victoria West Park & across from Westside Village	33	23	0.70
3	Evergreen Terrace (previously Blanshard Court)	Rental Apartments	Bounded by Hillside Avenue, Dowler Place and Blanshard Street	119	93	0.78
4	Seawind Corners	Rental Apartments	510 Dalton Street At intersection with Esquimalt Road west of Catherine Street	11	5	0.45
5	* Nottingham Court	Rental Apartments	1035 Cook Street across from Castle Building Supply / Cubban Apartment complex	70	47	0.67
6	n/a	CMHC Townhouse Complex Rental	1021 Caledonia Avenue across from Royal Athletic Park	14	6	0.43
Average Rental Vehicle Ownership Rate				Totals:	311.00	221.00
* Indicates the resident vehicle information for this site is not based on the ICBC data.						
7	The Highlander	Strata Ownership Condominiums	1039 Caledonia Avenue across from Royal Athletic Park	12	9	0.75

² Ibid, p 13

Transportation Demand Management (TDM)

In order to reduce tenant vehicle ownership, a number of TDM strategies are recommended:

One potential TDM measure to reduce parking demand is the use of car share programs which can be used to offset the need for residential parking stalls. Current research indicates an offset of up to 5 spaces / car share vehicle is common. In this case, two car share vehicles could allow a reduction in required parking spaces from the bylaw rate of 112 spaces to 102 spaces, of which two spaces would be designated car-share spaces. However, through discussion with the car-share service providers, it is preferable that the car-share vehicles be located on-street to enhance visibility and service awareness. If the city were to consider dedicating two (2) spaces along the site frontage for exclusive use by car-share vehicles, the resultant off-street parking supply requirement would be reduced to 100 spaces.

Quadra Street is identified as a **Frequent Transit Service** route in BC Transit's "Transit Future Plan". While Quadra Street currently exhibits very good transit service, the long-term vision is for improved service and enhanced connectivity to regional and inter-regional destinations. For this particular development project, we feel an additional reduction in parking demand of 10% is reasonable in acknowledgement of future transit service improvements. This equates to a reduction of 10 off-street parking spaces, for a total requirement of 90 spaces.

The City of Victoria is a strong advocate for reducing vehicle traffic, ownership and associated parking demand and are embarking on several new initiatives to promote cycling as a primary travel mode within the city. With the strong commitments to improved transit service, enhanced cycling facilities and amenities; we believe these actions should be accompanied by reduced off-street parking requirements.

The current City of Victoria parking bylaw for the subject site's R3-G Zone does not recognize the important effect that unit size and location has in a reduced 'parking demand' rate for MFR strata projects. The City is currently reviewing these bylaw requirements and it is anticipated that existing requirements may be altered to reflect current planning initiatives in the city and the broader region.

Our recent 'project specific' research findings have determined that a parking variance as per our recommendation is warranted for this project; a reduction in the current 1.3 stalls / unit rate down to 0.8 stalls/per unit.

The justification for our recommended parking variance is as follows:

- Compatibility with the off-street parking requirements of other established zones relevant to this site, i.e. 0.75 spaces per 'studio' unit and 1.0 spaces per one-bedroom unit for the CD-7 COOK STREET VILLAGE DISTRICT zone, and 0.5 (<40m²) / 0.75 (<70m²) / 1.0 (>or =70m²) spaces per unit for the CD-9 DOCKSIDE GREEN DISTRICT in the 'North Harbour' area of Vic West.
- the smaller unit sizes of the subject project with the associated more affordable housing costs;
- proximity to the Quadra Village and Mayfair Shopping Centre (i.e. adjacent to numerous amenities) & relative proximity to the downtown area;

- well serviced by public transit and pedestrian / cycling infrastructure;
- the proposal includes provision of secure, weather protected bicycle parking;
- the rental units are likely mainly to be occupied by one or two people, many of whom may choose not to own an automobile;
- compatibility with the City of Victoria and the CRD adopted strategies for encouraging travel modes other than the automobile; and,
- the reduction in 'parking demand' afforded by implementation of our recommended TDM measures.

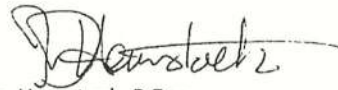
We trust this memo provides sufficient information for future discussions with City of Victoria planning and engineering staff regarding parking and access options for your proposed development site.

Yours truly,

Adept Transportation Solutions



Wayne Gibson, CTech
Principal



Jim Hemstock, P.Eng,
Senior Transportation Engineer