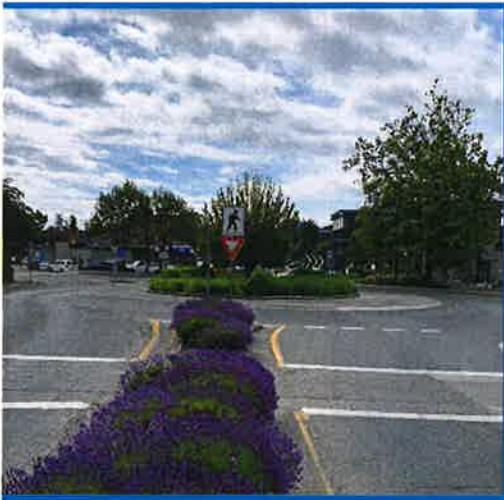




7701 EAST SAANICH ROAD

Parking Study

Groupe Denux



WATT CONSULTING GROUP

2022-May-17

WATT VICTORIA
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TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
1.1	Subject Site.....	1
1.2	Site Characteristics & Policy Considerations.....	2
1.3	Current Land Use.....	7
2.0	PROPOSED DEVELOPMENT.....	7
2.1	Land Use.....	7
2.2	Proposed Parking Supply.....	7
3.0	PARKING REQUIREMENT.....	7
3.1	Vehicle Parking.....	7
3.2	Bicycle Parking.....	8
4.0	EXPECTED PARKING DEMAND.....	9
4.1	Residential Parking Demand.....	9
4.2	Rental / Apartment Parking Demand.....	10
4.3	Townhouse Parking Demand.....	14
4.4	Visitor Parking.....	14
4.5	Summary of Expected Parking Demand.....	15
5.0	ON-STREET PARKING ASSESSMENT.....	15
6.0	CONCLUSIONS.....	16
7.0	RECOMMENDATIONS.....	17



1.0 INTRODUCTION

Watt Consulting Group (WATT) was retained by Groupe Denux to conduct a parking study for the proposed development at 7701 East Saanich Road in The District of Central Saanich, BC. The purpose of this study is to determine the total parking demand for the subject site and – if required – any transportation demand management measures to reduce parking demand, in order to meet the proposed supply.

1.1 SUBJECT SITE

The proposed development is located at 7701 East Saanich Road 300 metres south of Saanichton Village within the District of Central Saanich (See **Figure 1**).



Figure 1. Subject Site



1.2 SITE CHARACTERISTICS & POLICY CONSIDERATIONS

The following provides information regarding services and transportation options in proximity to the subject site (see **Figure 2**). In addition, the District of Central Saanich (The District) Official Community Plan (OCP) and other community policies pertaining to sustainable transportation and parking management are summarised.



COMMUNITY POLICIES

The District's Official Community Plan (OCP) provides policies and objectives to guide decision making for planning and land use management. The District is in the process of updating its OCP; however, the most recent update at the time of this study occurred in June of 2020. The OCP contains several transportation-based sustainability objectives that outline the City's commitment to sustainability including:

- To provide an efficient municipal road system that is safe and accessible to multiple modes of transportation.
- To emphasize walking, cycling, transit use, and other forms of non-automobile travel over private vehicle use for all trips.

While the subject site is not within boundaries of the Saanichton Village Design Plan, it is adjacent to the affected area and will benefit from many of the proposed key community goals including: ¹

- Create more and better pedestrian linkages
- Improving intersections for all transportation modes
- Providing housing options throughout Saanichton Village

These key directions are supported by the following defining policies:

- Creation of pedestrian connections through the 'triangle', and the Municipal Hall site are a high priority.
- Improve pedestrian conditions at the key intersections along Mt. Newton Cross Road.
- Outside of the core, all residential areas will permit multi-unit infill housing, including cottages, suites, and attached housing.

The Saanichton Village Design Plan also includes on-street parking policies including parallel parking being present in streetscape designs to alleviate off-street parking needs. Additionally, there is a policy that indicates the District's

¹ Barefoot Planning + Design & District of Central Saanich (2020). Saanichton Village Design Plan. Available online at <https://letstalkcentralsaanich.ca/Saanichton>



desire to work with developers to identify transportation demand management (TDM) measures for their development to further reduce the need for private off-street parking."



SERVICES

The site has very good access to local services and amenities. The site is within 400 metres (5-minute walk) of the Saanichton Village Centre where there are several amenities including a drug store, a neighbourhood pub, several small-scale restaurants, a liquor store, and several other shops. There is also a grocery store and a bank across the road from the Saanichton Village Centre on Wallace Drive to the northwest; as well as a hardware store on the east side of East Saanich Road adjacent to the Saanichton Village Centre. There are also several parks within walking distance of the subject site.



TRANSIT

The subject site has some access to transit, with two stops within a 250 metre (2-minute) walk to the north – servicing bus route 72 and 75. Furthermore, the site is within 350 metres of the Saanichton Exchange, which is serviced by bus routes 81, 82, and 87.

Route 70 & 72 | Swartz Bay/Downtown, travel northwards to the Swartz Bay Ferry Terminal via Sidney and southwards to Downtown Victoria via Uptown Mall. This route is classified as a local transit route and has northward and southward service on average every 30-minutes.²

Route 75 | Saanichton - Royal Oak Exchange/Downtown, travels southwards from the subject site to Downtown Victoria via Royal Oak and Uptown. This route is classified as a Local route and provides service on average every 30-minutes.³

Route 81 & 82 | Brentwood / Saanichton / Sidney / Swartz Bay, travel northwards to the Swartz Bay Ferry Terminal via Sidney and southwards to the

² BC Transit. (2022). Bus Route 72 Esquimalt/UVic. Available online at: <https://www.bctransit.com/victoria/schedules-and-maps/route-overview?route=72>

³ BC Transit. (2020). Bus Route 75 Esquimalt/UVic. Available online at: <https://www.bctransit.com/victoria/schedules-and-maps/route-overview?route=75>



Brentwood Bay Neighbourhood. This route is classified as a local transit route and has hourly northbound and southbound service.⁴

Route 87 | Saanichton / Sidney via Dean Park, travel northwards to the municipality of Sidney via Victoria International Airport (YYJ). This route is classified as a local transit route and has northbound and southbound service every two hours.⁵

Further, overall transit service is anticipated to improve in Central Saanich once the BC Transit Peninsula Local Area Transit Plan⁶ is adopted and as the Victoria Regional RapidBus Implementation Strategy gets implemented. RapidBus service would have a targeted minimum frequency of every 10 minutes, with higher frequency as demand requires.⁷ The strategy identifies a designated RapidBus transit station at Mt. Newton Cross Road and Highway 17. Even though this is a 20-minute walk from the subject site, it is anticipated that local routes will provide service to the RapidBus transit station, and that bicycle parking will be provided, which will make cycling to/from the subject site (5-minute bike ride) a viable option for those who require rapid transit for their commute.



WALKING

Within the local area to the subject site, sidewalks are present on both sides of East Saanich Road, travelling northwards to the Saanichton Village Centre. These sidewalks extend southwards to Prosser Road where they connect to Centennial Park. According to Walkscore.com, the subject side has a walk score of 47⁸, which suggests that most errands will require a vehicle. Walk Score is a useful tool for determining the walkability of an area, however it is subject to limitations and change as areas develop, amenities are added, and updates are

⁴ BC Transit. (2022). Bus Route 81 Esquimalt/UVic. Available online at: <https://www.bctransit.com/victoria/schedules-and-maps/route-overview?route=81>

⁵ BC Transit. (2022). Bus Route 87 Esquimalt/UVic. Available online at: <https://www.bctransit.com/victoria/schedules-and-maps/route-overview?route=87>

⁶ More information about the plan process is available online at: https://engage.bctransit.com/peninsula2021?tool=news_feed#tool_tab

⁷ BC Transit & Urban Systems. (2021). Victoria Regional RapidBus Implementation Strategy. Available online at: <https://www.bctransit.com/documents/1529712854568>

⁸ Walkscore, (2021). 7701 East Saanich Road Walkscore, more information about the site's Walk Score. Available online at: <https://www.walkscore.com/score/7701-e-saanich-rd-saanichton-bc-canada>



applied to the website. As indicated above, there are a number of amenities in proximity to the site that are within a 5-10 minute walk, which is within a comfortable walking distance if pedestrian infrastructure is in place.



CYCLING

The subject site has good access to cycling facilities, in the form of unbuffered bicycle lanes. These lanes travel along East Saanich Road to the Saanichton Village Centre (with a 200 metre gap between Cultra Ave and Mt. Newton Cross Road) and then eastwards along Mt. Newton Cross Road, connecting to the Lochside Regional Trail. Further, according to the District's Active Transportation Plan, a future on-road cycling facility is proposed on Mount Newton Cross Road, which has been identified as a priority project. If implemented, this is anticipated to improve cycling connectivity for the subject site as it will allow residents to connect to other parts of Central Saanich including more direct access to the Lochside Regional Trail.



CARSHARING

Carsharing programs are an effective way for people to save on the cost of owning a vehicle while having access to a convenient means of motorised transportation. The Modo Car Cooperative (Modo) is a popular carsharing service in Greater Victoria. As of 2021, Modo's Greater Victoria fleet included 108 vehicles. There are two Modo vehicles located 550metres (~6 minute walk) away at the Central Saanich Municipal Hall from the subject site (see [Figure 2](#)).

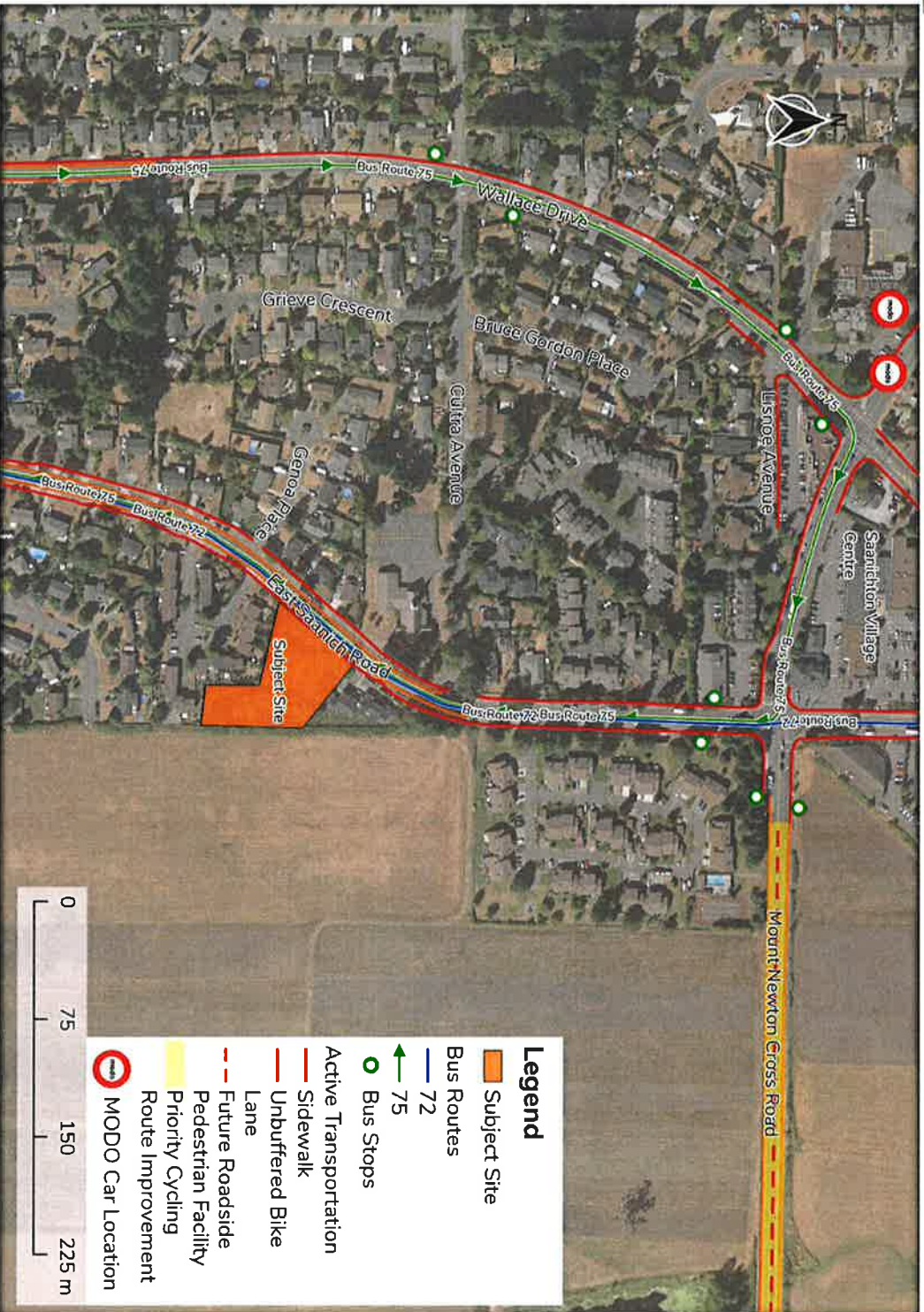


FIGURE 2. TRANSPORTATION OPTIONS IN PROXIMITY TO SITE



1.3 CURRENT LAND USE

The development site is at the lot of 7011 East Saanich Road and is currently zoned as RM-1 Residential Attached. The current land use of 7701 East Saanich Road is a 10-unit rental townhouse complex.

2.0 PROPOSED DEVELOPMENT

2.1 LAND USE

The proposed development is a 61-unit multi-family rental development comprised of nine three-bedroom townhouse units, seven studio units, 26 one-bedroom apartment units, and 19 two-bedroom apartment units.

2.2 PROPOSED PARKING SUPPLY

2.2.1 RESIDENTIAL PARKING

The development is currently providing 86 vehicle parking spaces, which results in 1.41 spaces per unit.

2.2.2 BICYCLE & MOBILITY SCOOTER PARKING

The applicant is currently providing 101 bicycle parking spaces, a rate of 1.66 bicycle space per unit. Additionally, the development will be providing 11 short-term bicycle parking spaces along the main entryway. Furthermore, there are 5 spaces dedicated for mobility e-scooters.

3.0 PARKING REQUIREMENT

3.1 VEHICLE PARKING

The District of Central Saanich's Land-use Bylaw #2072 identifies the parking requirements for the site. Table 2 of Section 5: Required Off-Street Parking, specifies parking requirements based on land use tenures. **Table 1** represents when these rates are applied to the proposed development.



TABLE 1. APPLIED BYLAW #2072 PARKING REQUIREMENTS

Unit Tenure	Required Tenant Parking	Number of Units	Total Required Parking Spaces
Residential Tenant Apartment	1.5/Dwelling Unit	52	78
Residential Tenant Attached	1.5/Dwelling Unit	9	13.5
Visitor Parking	0.25/Dwelling Unit	61	15.25
Total Required Parking Spaces			106.75

By applying these rates, the proposed development must provide a total of 107 parking spaces (106.75 spaces, rounded), 21 greater than the proposed supply.

3.2 BICYCLE PARKING

The District of Central Saanich’s Land-use Bylaw #2072 also specifies long-term bicycle parking spaces will be provided at a rate of 1.5/dwelling unit, while short-term bicycle parking shall be provided as 1/10 required vehicle parking spaces. (See [Table 3](#)).

TABLE 3. APPLIED BYLAW #2072 BICYCLE PARKING REQUIREMENTS

Bicycle Parking Type	Required Tenant Parking	Number of Units	Total Required Parking Spaces
Long-Term	1.5/Dwelling Unit	61	91.50
Short-Term	0.1/Required Space	106.75	10.75

Based on these requirements, the subject site must provide 103 bicycle parking spaces, delineated as 92 long-term and 11 short-term bicycle parking spaces. The proposed development is currently meeting the short-term bicycle parking requirement and exceeding this the long-term bicycle parking requirement by 9 spaces.



4.0 EXPECTED PARKING DEMAND

Expected parking demand for the site is estimated in the following sections to determine if the proposed supply will adequately accommodate demand. Expected parking demand is based on vehicle registration data obtained through the Insurance Corporation of British Columbia (ICBC) and supplemented by observations from other representative multi-family developments within the Capital Regional District, as well as research from past parking studies.

4.1 RESIDENTIAL PARKING DEMAND

4.1.1 REPRESENTATIVE SITES

ICBC vehicle ownership data⁹ was obtained for the eight representative sites representing 351 units, while observations of parked vehicles were completed at two additional representative sites. A total of 561 units are included in the sample. A summary of the representative sites is outlined in **Table 4**. Each location was chosen based on the following criteria:

- **Geographic Location** | All of the representative sites are located within neighbourhoods comparable to that of Saanichton. This is based on walkability, access to transit, and access to commercial / retail amenities and is intended to encapsulate the unique socio-geographic features of the neighbourhood of the proposed development.
- **Walk Score** | This is a tool that ranks the walkability of a location based on its proximity to seven types of amenities: Dining and drinking, groceries, shopping, errands, parks, schools/education, and culture and entertainment. It is a useful tool for determining if a trip will require a vehicle, and may inform parking needs. The Walk Score of this development is 47, and the average Walk Score of the chosen representative sites is 49.

One observation period was conducted—and verified based on previous studies—to assess parking utilisation at representative sites during the peak period for residential

⁹ The ICBC data included registered vehicles for the addresses from 2019 and 2020. For the purposes of the study, the year with the higher number of registered vehicles was utilised to better understand the peak parking demand.



land uses (typically weekday evenings). Observations were conducted on Thursday 03 February 2022, from: 12:00am to 1:30am, this was intended to reduce the number of vehicles that may not have been present at the time of observation.

TABLE 4. SUMMARY OF REPRESENTATIVE SITES

Address	Municipality	Data Source	Walk Score	Housing Tenure
1010 McKenzie Avenue	Saanich	Observations	66	Apartment
3943 Quadra Street	Saanich	ICBC	65	Apartment
2677 Fergus Court	Langford	ICBC	57	Apartment
665 Redington Ave	Langford	ICBC	53	Apartment
691 Hoylake Avenue	Langford	ICBC	52	Apartment
4398 West Saanich Road	Saanich	ICBC	64	Apartment
7088 Wallace Drive	Central Saanich	ICBC	42	Apartment
1230 Verdier Avenue	Central Saanich	ICBC	38	Apartment
1255 Verdier Avenue	Central Saanich	ICBC	22	Apartment
1040 Stelly's Cross Road	Central Saanich	Observations	29	Apartment

4.2 RENTAL / APARTMENT PARKING DEMAND

Parking data from the representative sites was used to calculate parking demand (see [Table 5](#)). The average parking demand is 0.94 spaces per unit.



TABLE 5. SUMMARY OF PARKING DEMAND AT REPRESENTATIVE SITES

Address	Number of Units	Owned Vehicles	Parking Demand Rate
1010 McKenzie Avenue*	70	51	0.73
3943 Quadra Street	32	16	0.50
2677 Fergus Court	35	53	1.51
665 Redington Ave	50	49	0.98
691 Hoylake Avenue	74	78	1.05
4398 West Saanich Road	66	62	0.94
7088 Wallace Drive	34	25	0.74
1230 Verdier Avenue	36	38	1.06
1255 Verdier Avenue	24	32	1.33
1040 Stellys Cross Road*	140	81	0.58
		Average	0.94

* Note: ICBC vehicle ownership data were not available for these sites. As such, observations were conducted between 12:00am and 1:30am to understand peak parking demand.



4.2.1 PARKING DEMAND BY UNIT TYPE

Research has shown that larger rental units have an increased likelihood of increased parking demand.¹⁰ Parking data from rental developments was assessed to reflect unit type using the following steps:

- Parking demand by unit type was calculated based on the demand ratios of bedrooms per unit at each site acquired from the Metro Vancouver Parking Study from 2018; and
- The assumed “ratio differences” (from 2018 Metro Vancouver Parking study) for parking demand between each site was applied to unit data and vehicle observations. These “ratio differences” are as follows.¹¹
 - 1-Bedroom units’ parking demand rates will be 117% higher than studio unit rates;
 - 2-Bedroom units’ parking demand rates will be 26% higher than 1-Bedroom unit rates; and
 - 3-Bedroom units’ parking demand rates will be 23% higher than 2-Bedroom unit rates.

Table 6 illustrates the relevant unit size adjusted average parking demand.

¹⁰ Potoglou, D., & Kanaroglou, P.S. (2008). Modelling car ownership in urban areas: a case study of Hamilton, Canada. *Journal of Transport Geography*, 16(1): 42–54.

¹¹ Metro Vancouver. (2018). *Regional Parking Study – Technical Report*, pg. 18. Available online at: <http://www.metrovancouver.org/services/regional-planning/PlanningPublications/RegionalParkingStudy-TechnicalReport.pdf>



TABLE 6. PARKING DEMAND BY UNIT SIZE AT REPRESENTATIVE RENTAL SITES

Address	Parking Demand Rate	Studio	1-br	2-br
1010 McKenzie Avenue	0.73	0.31	0.67	0.84
3943 Quadra Street	0.50	0.23	0.51	0.64
2677 Fergus Court	1.51	0.56	1.20	1.52
665 Redington Ave	0.98	-	0.90	1.13
691 Hoylake Avenue	1.05	0.59	1.29	1.63
4398 West Saanich Road	0.94	-	0.83	1.04
7088 Wallace Drive	0.74	-	0.69	0.87
1230 Verdier Avenue	1.06	-	0.90	1.13
1255 Verdier Avenue	1.33	-	1.14	1.43
1040 Stellys Cross Road	0.58	-	-	0.58
	Average	0.42	0.90	1.08

Results show that the average parking demand when factored for number of bedrooms and applied to the proposed development, are as follows:

- Studio Units | 0.42 spaces per unit * 7 units = 2.96 spaces
- 1-Bedroom Units | 0.90 spaces per unit * 26 units = 23.47 spaces
- 2-Bedroom Units | 1.08 spaces per unit * 19 units = 20.55 spaces
- **Total Expected Resident Parking Demand = 47 Spaces (46.99 spaces, rounded)**



4.3 TOWNHOUSE PARKING DEMAND

The resident parking demand for townhouses is expected to be aligned with the bylaw requirement of 1.5 spaces per unit. With a total of 9 townhouse units, the expected parking demand for residents of the townhouses is estimated at 14 spaces (13.5 spaces, rounded).

4.4 VISITOR PARKING

Observational visitor parking data was collected at seven of the representative sites, showing a demand rate of 0.08 vehicles per unit. It is important to note that, observations were recorded after midnight and during the COVID-19 pandemic. Despite the fact that COVID-19 public health orders limiting indoor gatherings have been eased in British Columbia, at the time of observations, public wariness may still have an effect on visitor rates. However, these observations are similar to a study conducted by Metro Vancouver that concluded that visitor parking typically has a demand of less than 0.1 vehicles per unit.¹²

Additional findings from similar studies conducted by WATT throughout the Capital Regional District have reported visitor parking to range from 0.04 to 0.15 spaces per unit. These rates have been observed in both urban and rural municipalities, which indicates that visitor parking demand is not strongly linked to location. Due to minimal on-street parking along the frontage of the proposed development, and the more rural nature of Central Saanich, a visitor parking demand of 0.15 is recommended for this development. With 61 units and applying a visitor demand rate of 0.15, the recommended visitor parking is nine spaces (9.15 spaces, rounded).

¹² Metro Vancouver. (2012). The Metro Vancouver Apartment Parking Study, Technical Report. Available online at: http://www.metrovancouver.org/services/regionalplanning/PlanningPublications/Apartment_Parking_Study_TechnicalReport.pdf



4.5 SUMMARY OF EXPECTED PARKING DEMAND

The expected parking demand for the proposed development is 70 vehicle parking spaces delineated as 47 vehicle parking spaces for the rental units (46.99 spaces, rounded), 14 vehicle parking spaces for townhouses (13.5 spaces, rounded), and nine vehicle parking spaces for visitors (9.15 spaces, rounded). This is 16 fewer than the proposed supply of 86 parking spaces.

5.0 ON-STREET PARKING ASSESSMENT

On-street parking conditions were observed to determine parking availability adjacent to the subject site. Observations were conducted on East Saanich Road between Blackthorn Drive and Genoa Place, Genoa Place and Cultra Avenue, and Cultra Avenue to 7768 East Saanich Road; on Cultra Avenue to 1950 Cultra Avenue; as well as on Genoa Place. Observations were conducted during the following periods:

- Tuesday, 01 February 2022, from: 9:30pm to 10:30pm

The observation period was intended to capture the on-street parking condition around the subject site when local residents would have the highest likelihood of being home and/or when visitors may be visiting the neighbourhood.

Utilisation of the on-street parking spaces ranged from 0% to 50% (see [Table 7](#)). This indicates that a very few residents and/or visitors in the area are utilising the available and unrestricted on-street parking. A total of 78 spaces were unutilised within this period indicating that there is a significant amount of available on-street parking during peak times when residents are expected to be home. However, these parking spaces are within the neighbourhood (and not along the site's frontage), which means visitors will have a short walk if they utilise these spaces.



TABLE 7. ON-STREET OBSERVATIONS DURING PEAK OCCUPANCY PERIOD

Street	Segment	Side	Available Spaces	Observed	% Occupied
East Saanich Road	Blackthorn Dr - Genoa PI	E	3	1	33.33%
		W	2	0	0.00%
	Genoa PI - Cultra Ave	E	0	0	0.00%
		W	2	1	50.00%
Genoa Place	Cultra Ave - 7768	E	9	0	0.00%
		W	8	0	0.00%
	To End	N	13	1	7.69%
Cultra Avenue	East Saanich Road - 1950	S	12	0	0.00%
		N	17	1	5.88%
		S	17	1	5.88%
Totals			83	5	6%

6.0 CONCLUSIONS

The proposed development at 7701 East Saanich Road is a 61-unit multi-family development with 86 vehicle parking spaces (1.41 spaces per unit), which is 21 vehicle parking spaces less than the parking requirement (107 spaces). Furthermore, the proposed development includes 101 long-term bicycle parking spaces - 9 greater than the bylaw requirements for long-term bicycle parking requirements - and 11 short-term bicycle parking spaces provided along the main entryway - in line with the bylaw. In addition to this, the development is providing 5 mobility scooter parking spaces. Expected parking demand for this development is estimated as 70 spaces (61 resident and 9 visitor spaces), which is 16 spaces fewer than the proposed 86 spaces.



7.0 RECOMMENDATIONS

Based on the conclusions of this study, the proposed parking supply (86 spaces) is supported if the following recommendations are met:

1. Align bicycle parking with the general direction of the Central Saanich Electric Vehicle and Electric Bike Strategy and the Capital Region Local Government EV + E-bike Infrastructure Planning Guide, by:
 - a. Designing 10% of the long-term bicycle parking spaces to accommodate oversized or non-standard bicycles. These bikes are typically longer than regular bicycles because they can carry cargo and/or multiple passengers and can be a popular option for young families. They include electric cargo bikes and bikes with trailers. The spaces should be designed to be a minimum of 3.0 metres in length and 0.9 metres wide. They should also be provided as ground anchored racks.
 - b. Providing at least 50% of the long-term bicycle parking spaces with direct access to an 110V wall outlet to help facilitate charging for e-bike owners and/or prospective e-bike owners.