MEMO

DATE:	June 25, 2024
PROJECT NO:	08-24-0035
PROJECT:	**2298 Lansdowne Road**
SUBJECT:	**Parking Variance Rationale & High-Level Traffic Assessment**
TO:	Jennifer Travelbea Marking Developments
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1. INTRODUCTION

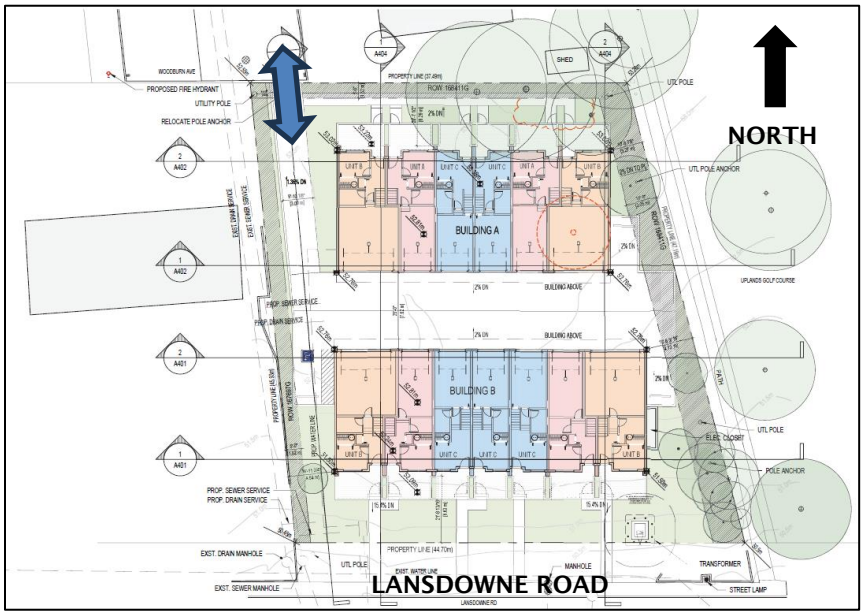
Marking Developments (the developer) is proposing to construct a 13-unit townhouse development at 2298 Lansdowne Road in the District of Oak Bay (Oak Bay), BC. The townhouses will consist of five (5) two-bedroom units and eight (8) three-bedroom units. Each unit will have at least one vehicle parking space, with some of the three-bedroom units having two. Vehicle access to the development will be via Woodburn Avenue. The proposed development is seeking a parking supply variance below the requirements specified in *Bylaw No. 3540* (the bylaw).

Bunt & Associates Engineering Ltd. (Bunt) has been retained to prepare this brief technical memo to review the following:

- Estimated vehicle trip generation and anticipated traffic impact on the surrounding road network;
- The bylaw vehicle parking supply requirements in comparison to the proposed provision; and,
- The appropriateness of the vehicle parking supply, based on transportation context, observed parking demand data, and other municipal bylaws.

The study findings and recommendations are provided herein. **Figure 1.1** illustrates the proposed site plan, with the proposed vehicle access shown with a blue arrow.

Figure 1.1: Proposed Site Plan



1.1 Site Location & Context

The proposed site is in the 'Henderson' neighbourhood of Oak Bay, on the north edge of the Lansdowne Road & Larkdowne Road intersection; no vehicle access to the site is proposed via either of these roads. Vehicle access will instead be via the north edge of the site from Woodburn Avenue, a local road which provides driveway access to single-family homes. **Figure 1.2** illustrates the site location.

As vehicle access to the site will be via Woodburn Avenue, site servicing will also take place via the driveway rather than on Lansdowne Road. A private waste collection contractor that may be used by the strata would not employ vehicles any larger than the municipal vehicles currently used to service the single-family dwellings on Woodburn Avenue, and the turnaround space at the cul-de-sac is sufficient to accommodate these trucks.

Figure 1.2: Site Location

1.1.1 Transportation Context

As with much of Oak Bay, the site is surrounded mainly by single-family homes.

The nearest transit service is located approximately 500 metres to the west (5-minute walk) on Foul Bay Road, which features bus stops for the #7. The #7 runs north-south through Oak Bay and provides service between Downtown Victoria and the University of Victoria (UVic) every 30 minutes. The #4, #8, #9, and #14 routes also have stops 800 metres (10-minute walk) from the site on Richmond Road. The #4 runs between UVic and Downtown Victoria and is classified as a frequent transit route (i.e., 15-minute or better service frequency at commute times).

Lansdowne Road is classified as a 'shared street' for cyclists in the Capital Regional District (CRD) bike map[1]. Henderson Road features painted bike lanes on both sides. Henderson Road intersects with Fort

[1] Capital Regional District. "Bike Map." Crd.bc.ca. Accessed: June 18, 2024. [Online.] Available: https://www.crd.bc.ca/service/commuting-cycling/bike-maps

Street, which has painted bike lanes; Fort Street then connects to the high-quality bike network of Downtown Victoria.

The site is near to two major post-secondary schools: Camosun College Lansdowne Campus (800 metres) and the University of Victoria (1,500 metres). The site is within walking distance of several other key destinations including Lansdowne Middle School (1,000 metres), Hillside Shopping Centre (1,500 metres), and Uplands Park (1,000 metres).

In summary, the site has good transit, cycling, and pedestrian network connectivity. Access to Downtown and other transportation hubs is available via nearby transit or cycling routes, and local amenities can be accessed in a 20-minute or shorter walk.

2. VEHICLE TRIP GENERATION

The proposed development vehicle trip generation was estimated using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. **Tables 2.1** and **2.2** summarize the vehicle rates and resulting trip generation estimate, respectively.

Table 2.1: Peak Hour Vehicle Trip Rates

LAND USE	UNITS	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
ITE 215 – Single-Family Attached Housing	Dwellings	25%	75%	0.48	59%	41%	0.57

Table 2.2: Estimated Peak Hour Site Vehicle Trips

LAND USE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Townhouse (13 Dwellings)	2	4	6	4	3	7

The proposed development is estimated to generate 6 (2 in, 4 out) and 7 (4 in, 3 out) vehicle trips in the AM and PM peak hours, respectively. This equates to approximately 1 new vehicle trip every 10 minutes, on average, during peak hours on the local road network. This level of trip generation is not anticipated to have a significant impact on the traffic performance of the surrounding network. As a result, no road or traffic control improvements are recommended to be implemented due to the proposed development.

3. PARKING SUPPLY REVIEW

3.1 Bylaw Review

Vehicle parking supply requirements are specified in Schedule "A" of *Bylaw No. 3540* (the bylaw). Supply requirements are set out by zone. The proposed site zoning is *RM-3 'Multiple-dwelling use – three storey'*. **Table 3.1** summarizes the bylaw vehicle supply requirement and the proposed provision.

Table 3.1: Vehicle Parking Supply Requirement & Provision

LAND USE	DENSITY	BYLAW RATE	BYLAW SUPPLY REQUIREMENT (SPACES)	PROVIDED (SPACES)	DIFFERENCE (SPACES)
RM-3, Residential	13 units	2 / unit	26 (2 / unit)	17 (1.3 / unit)	-9
RM-3, Visitor	13 units	1 / 4 units, or part thereof	4 (0.31 / unit)	3* (0.23 / unit)	-1

*One of the three visitor parking spaces will be sized and marked as accessible parking.

The proposed development is seeking a supply variance of -9 residential spaces from the bylaw requirement (26 required, 17 proposed) and -1 visitor spaces from the bylaw requirement (4 required, 3 proposed). This equates to the following variances, in terms of supply rate:

- Residential: From a required 2 spaces / unit to a proposed 1.3 spaces / unit; and,
- Visitor: From a required 0.31 / unit to a proposed 0.23 / unit.

The following subsections review the appropriateness of the proposed supply.

3.2 City of Victoria Bylaw Comparison

The City of Victoria (Victoria) is adjacent to Oak Bay and has its own vehicle parking requirements for townhouses. While not directly comparable, the proximity of Victoria to Oak Bay allows its requirements to serve as a useful proxy. **Table 3.2** summarizes the Victoria vehicle parking supply requirements for the townhouse land use.

Table 3.1: Victoria Vehicle Parking Supply Requirement & Provision

MUNICIPALITY, LAND USE	DENSITY	BYLAW RATE	BYLAW SUPPLY REQUIREMENT (SPACES)	PROVIDED (SPACES)	DIFFERENCE (SPACES)
Victoria*, Multiple Dwelling	13 units	1.45 / unit	19	17 (1.3 / unit)	-2
Victoria, Visitor	13 units	0.1 / unit	1	3 (0.23 / unit)	+2

*Note: The City of Victoria adjusts its vehicle parking supply requirement based on unit size and site location. As a conservative measure, the rate shown above is for the category of both the largest unit size and the site locations with the least well-connected transportation context.

If the proposed development were to be in Victoria, it would require 19 residential spaces and 3 visitor spaces. The proposed variance would then be -2 residential spaces and +2 visitor spaces from the bylaw as opposed to -9 spaces and -1 spaces, respectively. The nearest location to the site that is in the City of Victoria is the Hillside Shopping Centre, which is a 5-minute drive, 15-minute transit, 5-minute bike ride, or 20-minute walk from the site.

The travel times between the proposed site and Victoria may account for some discrepancy and parking demand; however, the Victoria parking supply requirements are significantly lower than those of Oak Bay, which indicates that there are existing sites with reduced parking supply requirements in a similar location and context.

3.3 Observed Parking Demand

3.3.1 Residential - Townhouse

Bunt collected existing parking demand data to better understand the future parking demand of the proposed development. Bunt counted the number of both parked vehicles and vacant parking spaces at one (1) townhouse site in the Greater Victoria area. The count was conducted on Wednesday, May 29th, 2024, at 11:00 PM, to capture a typical weekday at a time when most residents would be at home. **Table 3.3** summarizes the parking demand count. A 5% buffer was applied to the count data to account for residents who may not have been parked at the time.

Table 3.3: Observed Parking Demand

SITE	DENSITY	SUPPLY (SPACES)	DEMAND (VEHICLES)
50 Montreal Street, Victoria, BC*	33 units	45 (1.3 / unit)	29 (0.88 / unit)

* Note that the proxy site selected for the parking demand count is not in Oak Bay. Bunt was unable to find an existing townhouse development in Oak Bay which exclusively provided outdoor surface parking (i.e., not underground or in a garage), which is a requirement to be able to collect accurate parking demand data.

The observed parking demand at the proxy townhouse site, with buffer applied, was found to be 0.88 vehicles / unit. The proposed development supply of 1.3 spaces / unit is significantly higher than this.

It should be noted that the proxy site is estimated to have better transportation connectivity than the proposed site; specifically, the proxy site is in a more walkable neighbourhood. This may contribute to a reduced parking demand at the proxy site.

However, it should also be noted that the observed parking demand of less than 1 vehicle / unit indicates that some residents of the proxy site do not have access to a vehicle. The proposed development will provide each unit with at least one vehicle parking space. The ability for each proposed unit to have access to a vehicle is anticipated to account for the difference in transportation connectivity between the proposed and proxy sites. As a result, the proposed vehicle parking supply of 1.3 spaces / unit is anticipated to meet the future demand.

3.3.2 Visitor – Residential

Bunt has collected visitor parking demand at non-townhouse residential sites in the Greater Victoria area as part of previous studies. The data was collected at strata apartments in Victoria and the District of Saanich in Autumn 2020. The number of vehicles parked in visitor spaces and on-street was counted every 30 minutes in the evening hours to capture the typical peak of visitor parking demand.

The 30-minute period with the highest total count was then summarized for each building. This data was then adjusted to estimate the true peak demand for each site. 30% of the on-street parking demand was assumed to be visitor parking demand.

The weighted average of the visitor parking demand at all proxy sites, after adjustments, was found to be **0.06 vehicles / unit**. The proposed visitor parking supply of 0.23 spaces / unit exceeds this and is therefore anticipated to be able to meet the future demand.

It should be noted that the observed visitor parking demand data was collected at strata apartments and not townhouses; however, the proposed supply is still anticipated to be sufficient as it is significantly higher than the surveyed demand. It should also be noted that while the visitor parking demand data was collected in 2020 during the Covid-19 pandemic, the proposed supply of 0.23 spaces / unit is high enough that it is anticipated to still exceed the demand of a non-pandemic year.

3.4 Other Considerations

3.4.1 Existing Sites – 1810 Kings Road

The 1810 Kings Road site in Victoria is an example of a recently constructed townhouse development with a similar vehicle parking supply (1.3 spaces / unit). This site is located 400 metres from the Oak Bay boundary and is therefore estimated to have a similar transportation context to the proposed site. 1810 Kings Road features three and four-bedroom townhomes; some of the four-bedroom townhomes feature only one parking space. This indicates that the 1810 Kings Road site has a higher number of residents than the proposed development but the same parking supply rate. Each of the units has been sold. This indicates that there is a market for multiple-bedroom townhomes with only one parking space and provides precedent for the proposed supply.

3.4.2 Marketing

The proposed townhouse units will be marketed so that prospective buyers are aware of both the number of bedrooms and the number of garages (parking spaces). For example, a buyer of a three-bedroom unit with one parking garage will have known this before purchasing and will be prepared to live a one-car lifestyle. This will allow the parking supply to meet or exceed the demand, as prospective buyers will match their needs with their unit purchase.

4. CONCLUSIONS & RECOMMENDATIONS

4.1 Conclusions

To summarize the study findings:

- The site has good transit, cycling, and pedestrian network connectivity. Access to Downtown and other transportation hubs is available via nearby transit or cycling routes, and local amenities can be accessed in a 20-minute or shorter walk.
- The proposed development is estimated to generate 6 (2 in, 4 out) and 7 (4 in, 3 out) vehicle trips in the AM and PM peak hours, respectively. This equates to approximately 1 new vehicle trip every 10 minutes, on average, during peak hours; this level of traffic is not anticipated to require road or traffic control improvements to the local network.
- The proposed residential and visitor parking supplies are anticipated to be able to meet the future demand for the following reasons:
    - Other bylaw requirements in nearby locations, such as the City of Victoria, have significantly reduced parking supply requirements. This indicates townhouses in a similar context can support less parking.
    - Bunt observed the residential parking demand at a proxy site in Victoria to be 0.88 vehicles / unit. It is noted that the proxy site is estimated to have better transportation connectivity than the proposed site. However, the proposed supply of 1.3 spaces / unit is anticipated to account for this as it will provide all residents with access to at least one vehicle where the proxy site does not.
    - Previously collected visitor parking demand data at strata apartments in the District of Saanich and the City of Victoria indicates that a supply of 0.06 visitor spaces / unit is sufficient. It is noted that the proxy sites were not townhouses. However, the proposed supply of 0.23 visitor spaces / unit is significantly greater than the observed demand and is anticipated to be able to account for any differences due to land use.
    - The existing 1810 Kings Road townhouse site, near Oak Bay (400 metres), provides 1.3 vehicle spaces / unit. Some of the three and four-bedroom townhomes have only one vehicle parking space. All units have been sold, which indicates an active market for the proposed supply rate.
    - The proposed units will be marketed so that prospective buyers of a one-space unit will be prepared to live a one-car lifestyle.

4.2 Recommendations

To summarize the study recommendations:

- No road or traffic control improvements are anticipated to be required due to the introduction of the proposed development; and,
- The proposed residential and visitor parking supplies of 17 spaces (1.3 / unit) and 3 spaces (0.23 / unit), respectively, are anticipated to be able to meet the future demand.