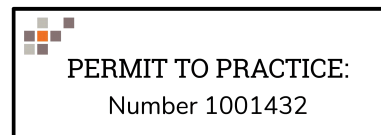




755, 773 CORDOVA BAY ROAD & 5371
ALDERLEY ROAD (TRIO LANDS)
Parking Study



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1.0 INTRODUCTION

Watt Consulting Group (WATT) was retained by Aragon (Cordova Bay) Properties Ltd. to conduct a parking study for the proposed mixed-use development at 755, 773 Cordova Bay Road & 5371 Alderley Road in the District of Saanich, BC; see **Figure 1**. The purpose of this study is to determine the total parking demand for the subject site and identify suitable parking management measures to reduce the total expected parking demand.



Figure 1. Subject Site



1.1 Subject Site

The proposed development consists of four parcels fronting onto Cordova Bay Road in between Alderley Road and Fowler Road. Specifically, the lots included in this study consist of 755 Cordova Bay Road, 773 Cordova Bay Road, and 5371 Alderley Road in the District of Saanich. Within the Sayward Sub-Area, they are currently zoned as M2 Industrial (Wholesale, Warehouse, & Office); P-4 Park; and RM-3TR (Residential Mixed Trio). The lands fall just outside of the Cordova Bay Village boundary per the District's 2024 Official Community Plan. The site is identified as "Trio Comprehensive" in the Cordova Bay Local Area Plan (more information below).

1.2 Site Characteristics and Policy Context

To support the parking analysis and recommendations, a summary of the services and transportation options available in the vicinity of the site is provided in the following sections, accompanied by an overview of the District of Saanich's Official Community Plan (OCP) and other community policies relevant to sustainable transportation and parking demand management.

1.2.1 Planning & Policy Context

The District of Saanich's **Official Community Plan (OCP)**¹, adopted in 2024, provides direction on policies for new developments. The subject site falls under the "Neighbourhoods" land use designation. Neighbourhoods are described as "Saanich's lower-density, low-rise urban residential areas". The OCP also indicates that "these areas are appropriate for low-rise residential intensification and small-scale commercial and local community uses and will benefit from improvements to the active transportation network and transit service."

There are at least three specific policies within the "Neighbourhoods" chapter (section 7.4) that are relevant for this study, as follows:

- Policy 7.4.1 – Within Neighbourhoods, support a mix of housing types, unit sizes, and tenures including non-market, rental, ownership, and co-operative housing.
- Policy 7.4.6 – Enhance neighbourhood connectivity through investments in active transportation infrastructure.

¹ District of Saanich, (2024) Official Community Plan, Available online at: <https://www.saanich.ca/assets/Community/Documents/Planning/Strategic~OCP~Update/OCP-adopted-2024%20May-web.pdf>



- Policy 7.4.11 – Notwithstanding the Neighbourhood designation, support building heights above four storeys at 773 Cordova Bay Road (Trio site) subject to a comprehensive redevelopment plan.

Policy 7.4.11 is a specific policy direction for the subject site and is intended to support greater residential density for the Trio Lands site.

The District of Saanich’s **Cordova Bay Local Area Plan (LAP)** outlines more specifically the objectives and goals for mobility in this community, including multi-modal connectivity, active transportation (walking, cycling, rolling, etc.), transit, personal automobiles, and parking. It also speaks to the relationship between transportation and land use.² The LAP speaks to these topics with more granularity, understanding that existing infrastructure (street layouts, land uses, etc.) act as both opportunities and hinderances to sustainable transportation. According to the LAP, the proposed development falls within the Sayward sub-area, as shown in **Figure 2** below.

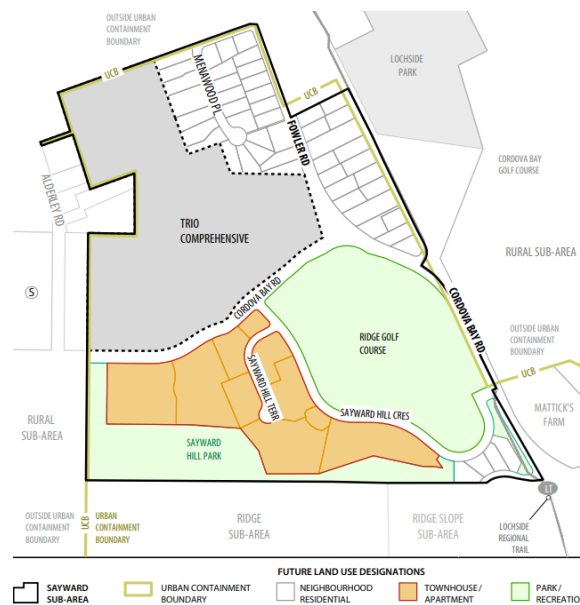


Figure 2. Sayward Sub-Area (Cordova Bay LAP)

² District of Saanich. (2021). Cordova Bay Local Area Plan. Available online at: <https://www.saanich.ca/assets/Community/Documents/Planning/LAP~Updates/LAP-Cordova-Bay-proposed-plan-web2.pdf>



There are many policies in the LAP relevant to this project regarding different forms of mobility – all of which can impact the parking demand and the volume of trips completed by personal automobiles. These policies have been considered in the recommendations of this parking study and are summarized in **Table 1**.

Table 1. Summary of Relevant Policy from the Cordova Bay LAP

District of Saanich Cordova Bay Local Area Plan 2021		
Policy Topic	Policy Section Number & Name	Relevant Policy
Parking	5.2 Housing	5.2.9 Support reducing parking requirements to one parking space per dwelling unit for infill developments within areas designated Neighbourhood Residential, Ridge Attached Residential, and Village Attached Residential in order to reduce impervious surfacing and provide opportunities for trees, outdoor amenity space, and landscaping.
Parking	5.2 Housing	5.2.10 Consider parking variances for multi-unit residential buildings where enhancements are made to active transportation infrastructure, and other community objectives are met such as expanding housing diversity and retaining permeable greenspace.
Parking	5.3 Commercial & Commercial Mixed Use	5.3.5 In limited circumstances, consider neighbourhood-scale commercial outside the Village area if impacts, such as parking and access, are addressed and the development is in scale with neighbourhood character.
Land Use	5.7 Sayward Sub-Area	5.7.3 Support a site-specific comprehensive development plan for the Trio site that addresses well-designed facilities for pedestrian and cycling mobility to and through the site, access to transit, connections to key community destinations, and vehicle circulation including access to Highway 17.
General Mobility & Connectivity	6. Transportation & Mobility	Objective A - Develop a sustainable and balanced transportation network that provides safe and comfortable opportunities for walking, cycling and transit use.
Walking/Walkability	6.1 Network Connectivity	Policy 6.1.1 - As larger properties redevelop, look for opportunities to improve pedestrian connections to and through these sites.
Walking/Walkability	6.2 Walking	Policy 6.2.15 - Ensure the Trio development site provides convenient, well-designed, and well-integrated pedestrian facilities to and through the site as part of a comprehensive development plan.
Biking/Bikeability	6.3 Cycling	Policy 6.3.6 - Ensure the Trio development site provides convenient, well-designed, and well integrated cycling facilities to and through the site as part of a comprehensive development plan.
Biking/Bikeability	6.6 The Cordova Bay-Fowler-Sayward Road Corridor	Policy 6.6.5 - Provide bicycle lanes along both sides of the Cordova Bay-Fowler-Sayward Road corridor.



District of Saanich Cordova Bay Local Area Plan 2021		
Parking	8.2 Housing Affordability	8.2.7 Support the development of not-for-profit rental housing by considering: reduced parking requirements
Parking	8.2 Housing Affordability	8.2.7 Support the development of below-market, affordable rental housing by considering: reduced parking requirements

The **Saanich Housing Strategy (2021)** provides direction on how the municipality plans to address the urgent need to increase housing supply, diversity, and affordability.³ The Strategy provides two action items that pertain to market-rental housing and/or parking:

- Action 2.2A – Explore options to further support and incentivize the development of new purpose-built rental housing
- Action 4.3A – Undertake a comprehensive review of on-site parking requirements in the Zoning Bylaw in order to reduce barriers to development of rental housing

The applicant is proposing a variety of different housing types and tenures and thus, the overall development aligns with the direction of the Housing Strategy. The policies in the Saanich Housing Strategy indicate that parking has been a key barrier to producing a suitable supply of attainable housing that meets the District’s demand. The proposed development includes 130 below-market and non-market rental units to help close this gap in the housing supply. Parking is also a barrier for larger multi-unit developments and increasing the supply of missing-middle housing in the District of Saanich. Additionally, the 1,160 proposed dwelling units will help contribute to Saanich’s provincially mandated housing target of 4,610 new units over the next five years.

1.2.2 Services

The subject site, in its current development context, has access to various amenities. The site has access to a variety of parks including Sayward Hill Park, Lochside Park, Beckton Park, Mattick’s Wood Park, and Fowler Park all within 1km (~15-minute walk). To the southeast and within 1km of the site, along Cordova Bay Road, future residents can access the many services within the Cordova Bay Village Sub-Area including the Lochside Regional Trail; Mattick’s Farm Shopping Centre; a grocery; a spa; medical, dental, and optometry offices; a liquor store; and restaurants. Lakeview Christian School, Elk Lake Baptist Church,

³ District of Saanich. (2021). Saanich Housing Strategy. Available online at: <https://www.saanich.ca/assets/Community/Documents/Planning/housing-strategy-web.pdf>



Children’s Development Centre Daycare, Cordova Bay Preschool, and Cordova Bay Elementary School are all within 1.5km (~20-minute walk). Residents can also access Ridge Golf Course and Cordova Bay Golf Course. Additional services to note within the general vicinity of the site include:

- Beyond a comfortable walking distance (over 1km) to the southeast lies the Cordova Bay Village Core that is planned for residential, commercial, and mixed-use development in the future.
- To the east lies a variety of beach access points that will likely be popular with future residents. Parker, Walema, and Cordova Bay Beaches will all be destination points. These lie outside of comfortable walking distance (~2km), but within a reasonable distance for cycling or transit.
- Within approximately 1.6km (~10 minute bicycle ride) is access to Elk/Beaver Lake Regional Park, Hamsterly Beach, and the Victoria City Rowing Club; however, crossing Patricia Bay Highway is required, which currently acts as a barrier for walking and cycling trips.
- To the south lies Doumac Park and Claremont School, 1.8km and 2.3km away from the subject site respectively. These lie outside of a comfortable walking distance but within a cycle or transit trip.

1.2.3 Transit

The site is well-positioned with respect to transit. There are stops along Cordova Bay Road and Fowler Road, which are easily accessible from the site.

Route 32 | Cordova Bay / Royal Oak Exchange/Downtown is a **local** transit route that travels north/south to and from the subject site from the Royal Oak Exchange and Downtown Victoria along Cordova Bay Road, Royal Oak Drive, Highway 17, and Douglas Street. Along Cordova Bay Road, there are 2 stops (Stop ID 101784 and IB Stop ID 101785) within 400m (5-minute walk) of the site that are serviced weekdays and weekends. Along Fowler Road, there are 3 stops (Stop ID 101788, Stop ID 101803, and Stop ID 101796) within 400m (5-minute walk) of the site that are serviced weekdays and weekends.

The Cordova Bay LAP identifies walking, cycling, and transit as priority modes of transportation to provide for residents. The District of Saanich seeks to provide a balanced transportation network through these priorities including safe, convenient, and reliable public transit. This includes working with BC Transit to move bus stops, alter trip frequencies, improve headway times, and increase pedestrian access.

Phase 2 of the Victoria Regional RapidBus Implementation Strategy includes the assessment and design of the Peninsula Line, which would run past the subject site on the



Patricia Bay Highway (Highway 17). This line would provide a connection between Downtown Victoria and Swartz Bay, and includes a stop at Sayward Road approximately 650m from the subject site (10-20 minute walk depending on origin). The proposal for this service is to have all-day bus transit service along the segment with reliable 5–10 minute headway times. This will provide convenient, fast service between the subject site and the Victoria region.

1.2.4 Walking

Walk Score is a useful tool in determining the current walkability of a location; however, as areas develop and new amenities are added, Walk Score ratings are subject to change. According to Walk Score, the proposed development has a score of 41, suggesting that it is a “car-dependent” area where most errands require a car. As noted in Section 1.2.2, however, various services are accessible from the subject site that are just beyond the walking distance most people are comfortable travelling to. Further, more amenities and destinations will be within walking distance as the subject site and area develop.

Sidewalks are present on one side of Cordova Bay Road for ~530m walking distance and sidewalks on both sides of the corridor are recommended in the Cordova Bay LAP. There are also sidewalks along one side of both Alderley Road and Fowler Road on either side of the development. Saanich’s 2024 Active Transportation Plan includes, as a medium-term priority, 1.4 kilometres of pedestrian and cycling infrastructure improvements on Fowler Road and Sayward Road, which is in proximity to the subject site.

1.2.5 Cycling

Bicycle lanes are not available directly adjacent to the subject site on Cordova Bay Road, however, painted bike lanes are available to the east on Cordova Bay Road running north-south approximately 500m from the subject site. This results in a cycling trip to Mattick’s Farm Shopping Centre being 50% (500m) in a shared lane with motor vehicles and 50% (500m) in the painted bike lane. The painted bike lanes along Cordova Bay Road end just before reaching Cordova Bay Elementary School and thus, the remainder of the trip to more southern destinations is completed in a shared lane with motor vehicles. In addition, to the east, the Lochside Regional Trail can be accessed within 1km. The Lochside Regional Trail connects Saanich to the Peninsula and to the Galloping Goose (which connects to Downtown Victoria and the West Shore Communities) allowing safe active transportation to and from key destinations and amenities.

As indicated above, Saanich’s 2024 Active Transportation Plan includes a recommendation for pedestrian and cycling infrastructure improvements on Fowler Road and Sayward Road



2.0 PROPOSED DEVELOPMENT

2.1 Land Use

The proposed development will accommodate a mixture of residential and commercial uses including 1,160 residential units and a mix of commercial uses.

Table 2. Summary of Proposed Development

Unit Type	Number/Size of Unit
Residential Apartments (Affordable) <ul style="list-style-type: none"> ▪ 116 Below-Market / Non-Market Rental 	116
Residential (Strata) <ul style="list-style-type: none"> ▪ 800 Condominiums ▪ 70 Townhouses 	870
Residential (Market Rental) <ul style="list-style-type: none"> ▪ 174 Apartments 	174
Residential Unit Total	1,160 units
Commercial Space Total	24,542 sqft (2,281m²)



2.2 Proposed Parking Supply

Parking supply was provided by the applicant based on a previous version of the proposed development's site plan that contained an alternative residential unit mix, and 20,250 square feet (1,881 square metres) of commercial GFA (4,292 square feet / 400 square metres less than the current site plan). The current site plan does not specify an exact GFA for each commercial use to allow for flexibility as each development area is planned in detail. As such, the proposed parking supply stated within this report is subject to revision.

2.2.1 Vehicle Parking

The applicant is proposing a total of 1,728 parking spaces for all four phases of the project. The breakdown is as follows:

- Phase 1 – 280 spaces
- Phase 2 – 456 spaces
- Phase 3 – 432 spaces
- Phase 4 – 560 spaces

2.2.2 Bicycle Parking

The applicant is committed to provide the minimum amount of bicycle parking as required by the zoning bylaw. Therefore, a total of 1,165 secured bicycle spaces and 101 Class II spaces will be provided.

3.0 BYLAW PARKING REQUIREMENTS

Parking requirements were calculated based on a previous version of the proposed development's site plan that contained 20,250 square feet (1,881 square metres) of commercial GFA (4,292 square feet / 400 square metres less than the current site plan). The current site plan does not specify an exact GFA for each commercial use to allow for flexibility as each development area is planned in detail. As such, the bylaw parking requirements stated within this report are an approximation at this time. The commercial uses studied for the purposes of this report include childcare, café, office, and medical office. Personal services, restaurant, and commercial retail are also permitted on the site.



3.1 Vehicle Parking

Section 7 of the District of Saanich Zoning Bylaw No. 8200 (“Zoning Bylaw”) outlines off-street parking and loading requirements for new developments.⁴ The District of Saanich recently passed Zoning Bylaw, 2003, Amendment Bylaw, 2024, No. 10071 which removes minimum parking requirements for multi-family developments with more than 12 units, and requires developments to adopt at least two Transportation Demand Management (TDM) Plan Packages based on the proposed development site’s Land Use Category in the OCP.

These ‘interim’ Zoning Bylaw amendments came into effect on January 1, 2025, with some flexibility for in-stream development applications which can opt-in to these new requirements or use old requirements until March 10, 2025.⁵ As it relates to the subject site, effective on January 1, 2025, amendments to the Zoning Bylaw require the following:

- A maximum parking rate of 1.5 parking spaces per dwelling unit for buildings with more than 12 dwelling units – of which, 100% must be electrified.
- Provision of 1 parking space per dwelling unit for ‘Two Family Dwellings’ and ‘Attached Housing with 3-12 dwelling units’ – of which, 100% must be electrified.
- Visitor parking at a rate of 0.3 spaces per dwelling unit, of the total required parking spaces. Up to 15% of required visitor parking can be shared with commercial use parking in mixed residential/commercial developments.
- Commercial parking at a rate of 1 space per 25m² (269 sqft) of gross floor area, of which a minimum of 2 must be provided as energized spaces, based on proposed office use.
- Commercial parking at a rate of 1 space per 10m² (107 sqft) of gross floor area, based on proposed café use.
- Commercial parking at a rate of 1 space per 20m² (215 sqft) of gross floor area, of which a minimum of 5% must be provided as energized spaces, based on proposed medical / dental use.
- 2 commercial parking spaces, plus 1 space per employee, of which a minimum of 5% must be provided as energized spaces, based on proposed daycare use.

⁴ District of Saanich. (2003). District of Saanich Zoning Bylaw No. 8200. Available online at: <https://www.saanich.ca/assets/Local-Government/Documents/Planning/zone8200.pdf>

⁵ District of Saanich. (2024). Updated Parking Requirements Improve Livability and Sustainability. Available online at: <https://www.saanich.ca/EN/main/news-events/news-archives/2024-news/updated-parking-requirements-improve-livability-and-sustainability.html>



- Two prescriptive TDM Packages, including TDM Plan C – Carshare Package (based on the Land Use Category of the site (B)).
- Thirteen residential accessible stalls, of which three must be van accessible, plus 2 commercial accessible stalls (one for office use, one for café use).
- Four ‘Type A’ loading stalls and one ‘Type B’ loading stall based on the number of dwelling units being proposed.

By applying these amendments, the total required vehicle parking for the proposed development with the Zoning Bylaw amendments is 423 spaces (70 residential, 265 residential visitor and 88 commercial). **Table 3** summarizes the vehicle parking requirements and proposed parking supply based on the amended parking requirements. The proposed parking supply represents a surplus of 246 parking stalls.



Table 3. Summary of Vehicle Parking Requirements

Use	Units / Size	Most Applicable Bylaw Use / Rate	Required Spaces
Residential			
Multi-family (Affordable Rental)	116	<u>Maximum</u> 1.5 spaces / unit	0 - 174
Multi-family (Strata)	800	<u>Maximum</u> 1.5 spaces / unit	0 - 1,200
Multi-family (Market Rental)	174	<u>Maximum</u> 1.5 spaces / unit	0 - 261
Townhouse (Strata)	70	1.0 space / unit	70
Sub-total residential			70
Residential Visitor	1,160	0.3 spaces / unit <u>of the required parking spaces</u>	265 (348 – 70 – 13)
Commercial			
Daycare	408.77m ²	1 space per employee plus 2* (6 employees assumed)	8
General Office	882.6m ²	1 space per 25m ²	35
Café	311.22m ²	1 space per 10m ²	31
Medical / Dental Office	278.71m ²	1 space per 20m ²	14
Commercial sub-total			88
Total			335⁶

⁶ This figure includes residential required parking only. Commercial parking figures shown are representative only and will be determined in subsequent phases of the development.



3.2 Bicycle Parking

According to Table 7.4 of the District’s Zoning Bylaw, one bicycle space is required per dwelling unit, as well as a six-space rack at the entrance of each apartment building. By applying these rates to the proposed development, a total of 1,165 secured bicycle spaces and 101 Class II spaces are required for the development.

For the commercial bike parking requirements, the bylaw indicates that one space is required per 250m² GFA for the first 5,000m² and one per 500m² for any additional area. **Table 4** outlines the requirements for general office, café, and medical/dental office uses. For daycare, the most applicable requirement in the bylaw is “elementary” which is one per 10 students. It is assumed that there will be six daycare staff and using a ratio of 1:4 (i.e., one staff per four children), this results in 24 children. This would result in 2 parking spaces of which 50% are Class I (long-term) and 50% as Class II (short-term).

Table 4. Bicycle Parking Requirements & Proposed Supply

Land Use	Bylaw Requirement	Type		Units / m ²	Requirement	
		Class I	Class II		Class I	Class II
Residential	One per unit plus six space rack at each entrance of an apartment	100%	six space rack per entrance	1,160	1,160	96
Commercial (Daycare)	One per 10 students	50%	50%	408.77m ²	1	1
Commercial (Office)	One per 250m ² GFA for the first 5000m ²	50%	50%	882.6m ²	2	2
Commercial (Café)	One per 250m ² GFA for the first 5000m ²	50%	50%	311.22m ²	1	1
Commercial (Medical Office)	One per 250m ² GFA for the first 5000m ²	50%	50%	278.71m ²	1	1
Total					1,165	101



4.0 EXPECTED PARKING DEMAND

Expected parking demand was calculated based on a previous version of the proposed development's site plan that contained 20,250 square feet (1,881 square metres) of commercial GFA (4,292 square feet / 400 square metres less than the current site plan). The current site plan does not specify an exact GFA for each commercial use to allow for flexibility as each development area is planned in detail. As such, the expected parking demand stated within this report is an approximation at this time. The commercial uses studied for the purposes of this report include childcare, café, office, and medical office. Personal services, restaurant, and commercial retail are also permitted on the site.

Expected parking demand for the site is calculated in the following sections to determine the number of parking spaces required for the development. Expected parking demand is based on several different data sources including ICBC vehicle registration data and the Institute of Transportation Engineers (ITE) Parking Generation manual.

4.1 Residential Parking Demand

ICBC vehicle ownership data⁷ was obtained for 36 representative multi-family and townhouse sites (total of 1,982 units). All sites are located within the Greater Victoria region. Each location was chosen based on the following criteria:

- **Geographic Location** | All of the representative sites are located within neighbourhoods comparable to the proposed site area. This is based on walkability, access to transit, and access to commercial / retail amenities.
- **Walk Score** | The Walk Score of the subject site is 41, which is in the “car dependent” category (25-49). This means most errands require a car. Sites were selected if they fell into the “car dependent” category. However, given that the walkability (and therefore Walk Score) of the site is anticipated to improve significantly once the site is fully developed, representative sites were also selected if they were in the “somewhat walkable” category (50-69).
- **Housing Tenure** | The applicant is proposing 130 affordable dwelling units comprising a mix of below market and non-market rental. To determine the parking demand for this tenure, ICBC vehicle ownership data were obtained for seven representative sites all of which are located in a comparable geographic location

⁷ The ICBC data included registered vehicles for the addresses from 2021-2023.



and provide units that are managed in a way that is comparable to the proposed development.

The summary of residential parking demand is in **Table 5** below. The results indicate that parking demand for multi-family market rental and below / non-market rental is comparable at 1.00 vehicles and 0.97 vehicles per unit, respectively. Parking demand for multi-family strata is higher at 1.14 vehicles per unit, and even higher for townhouses / duplexes at 1.63 vehicles per unit.

Table 5. Summary of Residential Parking Demand

Address	Total Units	Total Registered Vehicles	Demand Rate
Affordable (non-market)			
2006 Sooke Road	22	37	1.68
330 Goldstream Avenue	49	61	1.24
713 Treanor Avenue	201	228	1.13
1780 Townley Street	66	61	0.92
2782 Spencer Road	58	34	0.59
506 Grafton Street	39	22	0.56
35 Gorge Road E	68	46	0.68
Arithmetic Mean			0.97
Strata (Condominium)			
3230 Selleck Way	22	37	1.68
286 Wilfert Road	49	61	1.24
2600 Ferguson Road	201	228	1.13
1395 Bear Mountain Parkway	66	61	0.92
1335 Bear Mountain Parkway	61	62	1.02
1311 Lakepoint Way	48	48	1.00
1145 Sikorsky Road	69	70	1.01
4011 Rainbow Hill Lane	26	39	1.50
940 Boulderwood Rise	24	36	1.50
1240 Verdier Avenue	50	59	1.18
Arithmetic Mean			1.14
Market Rental (Apartments)			
1338 Stellys Cross Road	103	111	1.08
7878 East Saanich Road	48	49	1.02
380 Belmont Road	18	14	0.78
2565 Beach Drive	16	16	1.00
2333 Beach Drive	28	22	0.79



Address	Total Units	Total Registered Vehicles	Demand Rate
301 Nursery Hill Drive	72	80	1.11
2699 Peatt Road	81	83	1.02
840 Admirals Road	28	20	0.71
1900 Mayfair Drive	107	105	0.98
284 Belmont Road	48	48	1.00
Arithmetic Mean			1.00
Townhouse			
350 Latoria Boulevard	32	51	1.59
3351 Luxton Road	72	114	1.58
101-124 687 Strandlund Avenue	24	37	1.54
101-126 945 Bear Mountain Parkway	23	42	1.83
101-167 300 Phelps Road	28	53	1.89
2147 Sooke Road	33	42	1.27
1255 Wain Road	75	123	1.64
102-130 2120 Harrow Gate	15	28	1.87
101-112 2957 Alouette Drive	12	21	1.75
Arithmetic Mean			1.63

4.2 Commercial Parking Demand

The ITE *Parking Generation Manual* (6th Edition) was used to calculate the commercial parking demand for the proposed development. The ITE parking demand rates are based on the total floor area of each land use. The gross floor area for each land use from **Table 2** was converted into square metres (m²) and multiplied by the relevant ITE land use parking rate. **Table 6** shows the total expected commercial parking demand as 79 parking spaces.

Table 6. Summary of Commercial Parking Demand

Use	ITE Land Use	Size (m ²)	Demand Rate (1 space/m ²)	Total Spaces
Daycare	Day Care Centre	408.77	41	10
Office	General Office Building	882.6	38	23
Café	Coffee & Donut Shop	311.22	9	35
Doctor / Dentist	Walk-in Medical Clinic	278.71	25	11
Total Commercial Parking Demand				79



4.3 Visitor Parking Demand

Findings from studies conducted by WATT Consulting Group have reported visitor parking in the range of 0.05 to 0.10 across different geographical regions including Duncan, Greater Victoria, the Comox Valley, and Nanaimo. This indicates that visitor parking is not strongly linked to location.

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.⁸

Based on the available research, observational data, and the subject site's rural context, a conservative rate of 0.15 is recommended for the subject site. With 1,160 units and applying a visitor demand rate of 0.15 spaces per unit, the recommended visitor parking is **174 spaces**. Even though this is a high number of visitor spaces, there are opportunities to share the parking with the commercial uses as discussed in **Section 5.0**.

⁸ Metro Vancouver. (2012). The Metro Vancouver Apartment Parking Study. Revised Technical Report. Available online at: https://www2.gov.bc.ca/assets/gov/housing-and-tenancy/tools-for-government/uploads/metro_apartment_parking_study_technical_report.pdf



4.4 Summary of Expected Parking Demand

The total expected parking demand for the subject site is 1,487 spaces.

Table 7. Summary of Total Expected Parking Demand

Land Use	Number/Size of Units	Expected Parking Demand Rate	Total Parking Spaces
Multi-family (Affordable Rental)	116	0.97/unit	113
Multi-family (Strata)	800	1.14/unit	912
Multi-family (Market Rental)	174	1.00/unit	174
Townhouse (Strata)	70	1.63/unit	114
Residential sub-total			1,313
Visitor Parking	1,160	0.15/unit	174
Daycare	408.77m ²	1 space/41m ²	10
Office	882.6m ²	1 space/38m ²	23
Café	311.22m ²	1 space/9m ²	35
Doctor / Dental Office	278.71m ²	1 space/25m ²	11
Commercial sub-total			79
Parking Grand Total			1,487⁹ spaces (1,313 + 174)

⁹ This figure includes residential expected parking demand only. Commercial parking figures shown are representative only and will be determined in subsequent phases of the development.



5.0 PARKING MANAGEMENT (SHARED PARKING)

Expected parking demand was calculated based on a previous version of the proposed development’s site plan that contained 20,250 square feet (1,881 square metres) of commercial GFA (4,292 square feet / 400 square metres less than the current site plan). The current site plan does not specify an exact GFA for each commercial use to allow for flexibility as each development area is planned in detail. As such, the expected parking demand stated within this report is an approximation at this time. The commercial uses studied for the purposes of this report include childcare, café, office, and medical office. Personal services, restaurant, and commercial retail are also permitted on the site. As shared parking is largely tied to commercial parking demand, this section presents a hypothetical scenario that could be pursued by the applicant in subsequent development phases.

5.1 Captive Markets

Captive market refers to visitors to a land use that do not require a vehicle as they are already present on-site. In a shared parking context, this accounts for behaviours at mixed-use sites or areas of high density where a user parks once to access more than one land use. If these users are unaccounted for, parking demand may be “double counted.”

For example, residents living at the subject site that own a vehicle would already be parked in their private residential parking space and could walk to the various commercial uses including the café, daycare, medical clinic, etc. In addition, a portion of customers of one land use (e.g., café) will also be customers of other land uses at the development (e.g., medical clinic).

A 5% reduction in the commercial parking requirement is supported based on potential captive market conditions and professional judgement due to the amount of proposed residential uses on-site, and applied hereafter in the parking demand analysis (see **Table 8**). This reduces the expected commercial parking demand by five spaces from 79 to 74 spaces.

Table 8. Expected Commercial Parking Demand, Captive Market

Use	Expected Parking Demand	Expected Parking Demand
	(per Table 6)	(5% Reduction)
Daycare	10	9
Office	23	22
Café	35	33
Doctor / Dental Office	11	10
Total	79 spaces	74 spaces



5.2 Time-of-Day Analysis

In scenarios where two or more land uses have complementary parking demand patterns with differing peak parking demand times of day, they may opt to share a supply of parking to reduce overall parking supply for a site/area. This “shared parking” concept is often exemplified by office buildings and multi-family residential land uses having complementary parking demands. Office parking demand is typically highest during weekday working hours (9:00a.m-5:00p.m.), while residential and visitor parking demand is highest during weekday evenings and weekends, reducing the likelihood of competition for parking spaces based on the time of day. Parking supplies must be shared (i.e. unreserved) for the shared parking reductions to apply.

The subject site offers significant opportunity for Shared Parking given the mixture of different land uses and the respective times of operation. The combination of residential and commercial uses allows each use to ‘fill in the gaps’ of parking demand for the other uses during different times of peak demand. Implementing shared parking for this site can increase the efficiency and maximize the utility of the parking supply, while reducing unnecessary impermeable area on the site.

The following assumptions were made for the shared parking time-of-day analysis:

- Only undesignated parking spaces in the proposed development can be shared.
- The uses that can share parking include residential visitor, daycare employees and parents, café employees and customers, office employees and customers, and medical employees and patients.
- Residents of the development are likely to have designated (i.e., reserved) parking spaces and have been excluded from the analysis.
- All of these spaces must be unreserved, sited appropriately, and to enable shared parking.

Combining the expected commercial parking demand of 74 from **Table 8** with the expected visitor parking demand of 177 from **Table 7** creates the peak shareable parking demand for the proposed development. This figure indicates that at peak demand, there would be 248 spaces required. However, considering the elements of shared parking and the different peak demands of the land uses, total peak demand is less than 248. This can be observed in **Table 9** where the peak demands of the different land uses occur at different times of day.



Table 9. Summary of Time-of-Day Analysis

Land Use	User Group	Peak Parking Demand (by user)	Time of Day																		
			6am	7am	8am	9am	10am	11am	noon	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm	Midnight
Day Care	Employee	5	0%	50%	75%	90%	90%	90%	90%	90%	90%	100%	100%	100%	60%	40%	10%	0%	0%	0%	0%
	Parents/Guardians	4	0%	75%	100%	100%	20%	20%	20%	20%	20%	75%	100%	100%	0%	0%	0%	0%	0%	0%	0%
Office	Employee	20	3%	15%	50%	90%	100%	100%	85%	85%	95%	95%	85%	60%	25%	15%	5%	3%	1%	0%	0%
	Customer	2	0%	1%	20%	60%	100%	45%	15%	45%	95%	45%	15%	10%	5%	2%	1%	0%	0%	0%	0%
Café	Employee	25	50%	70%	80%	95%	95%	100%	100%	100%	95%	70%	60%	50%	40%	25%	0%	0%	0%	0%	0%
	Customer	8	20%	50%	80%	95%	75%	75%	100%	100%	90%	60%	55%	60%	0%	0%	0%	0%	0%	0%	0%
Dentist's Office	Employee	3	0%	0%	90%	90%	100%	100%	30%	90%	100%	100%	90%	80%	67%	30%	15%	0%	0%	0%	0%
	Customer	7	0%	20%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	30%	15%	0%	0%	0%	0%	0%
Residential	Visitor	174.0	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
TOTAL (combined parking demand with sharing)			15	49	89	104	102	102	98	101	102	95	90	118	129	188	177	175	174	139	87

Note: Time-of-Day demand percentages and parking demand user ratios acquired from Urban Land Institute Shared Parking, 3rd Edition; Page 26-29, Table 2-5.

The time-of-day analysis in **Table 9** shows that peak parking demand would occur between 7pm-8pm where demand would be approximately 188 parking spaces. This is 60 spaces less than the total peak demand without shared parking. Therefore, the applicant can provide 60 fewer parking spaces while still meeting the demand of all land uses.

Implementing this concept means that all 188 parking spaces would need to be signed for “customer / visitor/ daycare drop-off and pick-up parking only” to ensure that they are shared among the residential, commercial, retail, and daycare uses. Employees would need to be directed by their employers to also parking in these spaces. Some spaces in proximity to the daycare may be signed with temporary time constraints for drop-off and pick-up periods to ensure those spaces are available and experience the required turn-over rate. Overall, based on the peak parking demands of the different land uses proposed in the development, it is appropriate to utilize shared parking measures to maximize the efficiency of the available parking.

Based on the shared parking analysis, the total parking demand for the development has been reduced by 60 parking spaces from 1,561 to 1,501 parking spaces. **Table 9**, below, summarizes the revised parking demand for the subject site.



Table 10. Summary of Expected Parking Demand, with sharing

Land Use	Number/Size of Units	Total Parking Spaces (without sharing)	Total Parking Spaces (with sharing)
Multi-family (Affordable Rental)	116	113	113
Multi-family (Strata)	800	912	912
Multi-family (Market Rental)	174	174	174
Townhouse (Strata)	70	114	114
Visitor Parking	1,160	174	188
Daycare	408.77 m ²	9	
General Office	882.6 m ²	22	
Café	311.22 m ²	33	
Doctor / Dental Office	278.71 m ²	10	
Parking Grand Total		1,561	1,501



6.0 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is the application of strategies and policies to influence individual travel choice, most commonly to reduce single-occupancy vehicle dependence. Based on the expected parking demand for the proposed development, the proposed parking supply meets the anticipated demand; additionally, as per the 'interim' Zoning Bylaw amendments, the proposed supply also meets the minimum bylaw requirement. To further reduce parking demand, the applicant is required to provide two TDM packages, (Carshare + Transit, Cycling, or Unbundled Parking). This would have the effect of reducing the overall expected parking demand for the proposed development by improving access to alternative modes and expanding travel-related decision-making for prospective residents. TDM options are outlined below, per the Zoning Bylaw amendments.¹⁰

6.1 Required TDM Package

TDM Plan C – Carshare Package

- i. Provide membership to a two-way carshare service for every dwelling unit for the lifetime of the building; and
- ii. Provide at least the following number of carshare vehicles and corresponding exclusive-use parking spaces:
 - a. One carshare vehicle and parking space for developments with 99 or fewer dwelling units;
 - b. Two carshare vehicles and parking spaces for developments with 100 - 149 dwelling units;
 - c. Three carshare vehicles and parking spaces for developments with 150 - 199 dwelling units; and
 - d. Four carshare vehicles and parking spaces for developments with over 199 dwelling units.
- iii. Provide a letter of intent from a two-way carshare vehicle service operator, indicating their willingness to supply and operate the carshare vehicle(s) on the site upon building occupancy for a period of at least 3 years. The letter should indicate acceptance of the general location, configuration, and accessibility of the carshare vehicle space(s).

¹⁰ District of Saanich. (2024). Zoning Bylaw, 2003, Amendment Bylaw, 2024, No. 10071. Available online at: https://saanich.ca/granicus.com/MetaViewer.php?view_id=1&clip_id=912&meta_id=71512



6.2 Additional TDM Packages

TDM Plan A – Transit Package

- i. Through the EcoPASS program, or any future replacement program for BC Transit, provide every dwelling unit access to a public transit fund equivalent to the value of one monthly Adult pass for a minimum of a 3-year term for every dwelling unit; and
- ii. Provide new residents with a transit welcome packet within 30 days of occupancy containing redeemable benefit codes, and marketing information on program eligibility, specific transit routes, and schedules associated with the project site.

TDM Plan B – Cycling Package

- i. Provide 30% additional Class I bicycle parking spaces above the minimum requirements set out in Table 7.4;
- ii. Provide energized outlets to 50% of Class I bicycle parking spaces;
- iii. Provide 15% additional non-standard bike parking spaces; and
- iv. Provide a secure bicycle repair station, otherwise known as a bike kitchen, within a secured and covered area on the lot, where bicycle maintenance tools and supplies are readily available to complete basic repairs and adjustments.

TDM Plan D – Unbundled Parking Package

- i. Unbundle parking from all dwelling units that are to be sold or leased separately from the dwelling units.



7.0 CONCLUSIONS

The proposed development at 755, 773 Cordova Bay Road & 5371 Alderley Road in the District of Saanich, BC is for a total 1,160 multi-family residential units and various commercial land uses amounting to approximately 24,542 sq.ft. (2,281m²). The total residential expected parking demand for the proposed development is 1,487 vehicle parking spaces. Commercial parking demand associated with subsequent development phases will be provided separately.

8.0 RECOMMENDATIONS

It is recommended that the applicant provide at least 1,487 parking spaces based on the analysis in this study. Additionally, the TDM measures outlined in Bylaw no. 10071 must be implemented to further reduce the parking demand of the development.