

MEMORANDUM

URBAN
SYSTEMS

DATE March 16, 2022 FROM Dan Casey, MCIP RPP
TO Kim Colpman FILE 4601.0004.01
SUBJECT Joffre Street South On-Street Parking Review



1.0 OVERVIEW

Urban Systems was retained by Large & Co. to undertake a review of on-street parking near a prospective development site ("subject site") located at 485 Joffre Street South. The review aimed to understand on-street parking utilization on the streets in the vicinity of the subject site. This review does not consider off-street parking supply or demand.

The subject site is located on the east side of Joffre Street South, one parcel south of Lyall Street in the Township of Esquimalt. Archie Browning Sports Centre, Esquimalt Recreation Centre, Country Grocer, and Esquimalt Town Centre are all located within a two-block radius of the site.

2.0 METHODOLOGY

Two observations of on-street parking occupancy were undertaken at periods of peak parking demand, as follows:

1. The first observation occurred on Saturday March 5th, 2022 at 1:00 PM to understand occupancy during the weekend.
2. The second observation took place on Tuesday March 8th, 2022 at 9:00 PM to record parking occupancy during a weekday evening when most residents are at home.

Observations took place in the area within approximately three blocks of the subject site as shown in **Figure 1**.

Parking restrictions in the area are limited with only portions of Heald Avenue being resident only parking and no parking or stopping along both sides of Lampson Street south of Lyall Street and the eastern side north of Lyall Street. In total, the estimated on-street parking spaces in the study areas is approximately 370 spaces (based on an average of 6.7 metres allocated per parking space).

Figure 1 – Overview of On-Street Parking Supply and Restrictions near the Subject Site



3.0 OBSERVATIONS

The results of the two observation periods are summarized below. Complete results are recorded in **Appendix A**.

Weekday Observation

In the immediate vicinity of the subject site, on-street parking occupancy was variable during the weekday evening observation. Occupancy on Lyall Street east of Joffre Street exceeded 85% on both the north and south side of the street. West of Joffre Street to Swinford Street occupancy along Lyall Street was lower, with the north side of the street at 67% occupancy and the south side at 17%. Results by block are shown in **Figure 2** below.

The block of Joffre Street South immediately adjacent the subject site was observed 56% occupied on the east side and 33% occupied on the west side, with 10 spaces unoccupied.

Weekend Observation

During the weekend observation on-street parking occupancy was variable during the weekday evening observation. Occupancy on Lyall Street east of Joffre Street exceeded 80% on both the north and south side of the street. West of Joffre Street to Swinford Street occupancy along Lyall Street was lower, with the north side of the street at 67% occupancy and the south side at 33%. Results by block are shown in **Figure 2** below.

The block of Joffre Street South immediately adjacent the subject site was observed 44% occupied on the east side and 33% occupied on the west side, with 11 spaces unoccupied.

Across both observation periods, occupancy in resident parking only areas was generally lower than on-street parking in unrestricted blocks. However, given the limited number of parking restricted areas, it is unclear if this is a consistent trend.

4.0 CLOSING

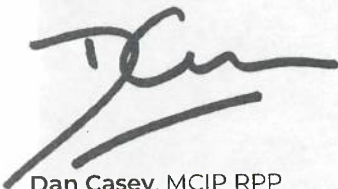
The preceding summary demonstrates that the occupancy rate was observed at approximately 40%-45% for all on-street parking spaces within the study area, with the majority of the blocks in the vicinity of the subject site experiencing occupancy rates at less than 50%.

No less than ten (10) spaces were observed unoccupied on the block of Joffre Street South immediately adjacent to the subject site.

We trust this provides the necessary understanding of on-street parking conditions near the subject site. Should any questions arise from the findings of this review, please do not hesitate to contact the undersigned.

Sincerely,

URBAN SYSTEMS LTD.



Dan Casey, MCIP RPP
Senior Transportation Planner

cc: Owen Sieffert, Community Planner, Urban Systems

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Enclosure

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Figure 2 – Weekday On-Street Parking Occupancy (March 8, 2022)



Figure 3 – Weekend On-Street Parking Occupancy (March 5, 2022)



APPENDIX A - OBSERVATIONS

Street	Segment	Estimated Supply	Weekend Observation	Weekend Occupancy	Weekday Observation	Weekday Occupancy	Restrictions
Dunsmuir St	Lampson St to Head St (North Side)	22	9	41%	6	27%	No Parking Restriction
	Lampson St to Head St (South Side)	25	9	36%	11	44%	No Parking Restriction
	South of Lyall St (East Side)	9	2	22%	1	11%	Residential Parking Only
	South of Lyall St (West Side)	7	1	14%	1	14%	Residential Parking Only
Heald Ave	Cul-de-sac Resident Only Parking (South Side)	4	2	50%	1	25%	Residential Parking Only
	West of Swinford St (North Side)	13	4	31%	7	54%	No Parking Restriction
	Swinford St to Kinver Rd (North Side)	10	6	60%	5	50%	No Parking Restriction
	West of Kinver Rd (South Side)	18	3	17%	6	33%	No Parking Restriction
	East of Kinver Rd (South Side)	2	1	50%	1	50%	No Parking Restriction
	Esquimalt Rd to Lyall St (East Side)	24	8	33%	15	63%	No Parking Restriction
Joffre St	Esquimalt Rd to Lyall St (West Side)	27	14	52%	14	52%	No Parking Restriction
	Lyall St to Heald Ave (East Side)	9	4	44%	5	56%	No Parking Restriction

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Street	Segment	Estimated Supply	Weekend Observation	Weekend Occupancy	Weekday Observation	Weekday Occupancy	Restrictions
Kinver Rd	Lyall St to Heald Ave (West Side)	9	3	33%	3	33%	No Parking Restriction
	Heald Ave to Wychbury Ave (East Side)	7	3	43%	1	14%	No Parking Restriction
	Heald Ave to Wychbury Ave (West Side)	9	1	11%	4	44%	No Parking Restriction
Lampson St	Esquimalt Rd to Lyall St (East Side)	0	0	0%	0	0%	Stopping & Parking Restriction
	Esquimalt Rd to Lyall St (West Side)	19	9	47%	11	58%	No Parking Restriction
	Lyall St to Wychbury Ave (East Side)	0	0	0%	0	0%	Stopping & Parking Restriction
	Lyall St to Wychbury Ave (West Side)	0	0	0%	0	0%	Stopping & Parking Restriction
Lyall St	Fraser St to Heald Ave (North Side)	9	1	11%	1	11%	No Parking Restriction
	Fraser St to Heald Ave (South Side)	5	2	40%	1	20%	No Parking Restriction
	Heald Ave to Swinford St (North Side)	20	9	45%	6	30%	No Parking Restriction
	Heald Ave to Swinford St (South Side)	9	3	33%	5	56%	No Parking Restriction
	Swinford St to Joffre St (North Side)	6	4	67%	4	67%	No Parking Restriction

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Street	Segment	Estimated Supply	Weekend Observation	Weekend Occupancy	Weekday Observation	Weekday Occupancy	Restrictions
Lyall St	Swinford St to Joffre St S (South Side)	6	2	33%	1	17%	No Parking Restriction
	Joffre St to Lampson St (North Side)	5	4	80%	5	100%	No Parking Restriction
	Joffre St S to Lampson St (South Side)	8	6	75%	7	88%	No Parking Restriction
	Lampson St to Head St (North Side)	20	9	45%	8	40%	No Parking Restriction
	Lampson St to Head St (South Side)	18	6	33%	8	44%	No Parking Restriction
Swinford St	Lyall St to Heald Ave (East Side)	10	1	10%	2	20%	No Parking Restriction
	Lyall St to Heald Ave (West Side)	8	4	50%	4	50%	No Parking Restriction
Wollaston St	Lampson St to Head St (North Side)	12	5	42%	5	42%	No Parking Restriction
	Lampson St to Head St (South Side)	22	18	82%	19	86%	No Parking Restriction