



# 7840 LOCHSIDE DRIVE

## Parking Study

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## 1.0 INTRODUCTION

Watt Consulting Group (WATT) was retained by Starlight Developments Ltd. to conduct a parking study for the proposed development at 7840 Lochside Drive in the District of Central Saanich. The purpose of this study is to determine the total parking demand for the subject site and how that compares to the proposed supply.

### 1.1 SUBJECT SITE

The proposed development site is located at 7840 Lochside Drive in the District of Central Saanich (see **Figure 1**).



**Figure 1: Subject Site**



## 1.2 SITE CHARACTERISTICS & POLICY CONSIDERATIONS

The following section provides information regarding services and transportation options in proximity to the subject site.



### SERVICES

The site is located at the north-eastern boundary of the District of Central Saanich and it has access to a small number of commercial and retail amenities. Within 400m (about a 5-minute walk) of the site, residents can access a small number of amenities (Tim Hortons Café, McDonald's, Shell Gas station, Waddling Dog Pub, Marigold Cafe). The Saanich Peninsula Hospital is located 1.3 km away from the site. Saanichton Village is 2km away from the site (about a 4-minute drive, 10-minute transit ride, 8-minute bike ride, and 25-minute walk) and offers a more comprehensive set of amenities and services, including a grocery store, pharmacy, liquor store, medical services, office buildings, and restaurants.

There are also amenities directly on the Marigolds Lands including the Marigold Café.



### TRANSIT

There are two bus stops—within 150m (about a 2-minute walk) of the subject site. The bus stops are served by two bus routes (#81 – Brentwood / Saanichton / Sidney / Swartz Bay, #82 – Sidney / Saanichton via Stautw) that provide service to employment hubs and destinations within the region including Swartz Bay, Sidney, Saanichton, and Brentwood Bay.



The Victoria Region Transit Future Plan<sup>1</sup> provides guidance on future transit networks in the Victoria Region. The subject site is in proximity to the proposed Park & Ride facility and associated bus stops at the intersection of Mount Newton Cross Road and Highway 1. In addition, BC Transit has identified Mt. Newton as part of the Peninsula RapidBus Line, which will receive Rapid Transit Frequency<sup>2</sup>. RapidBus will be a connected, frequent, fast, and reliable service. BC Transit is proposing to implement the first RapidBus line between Westshore and downtown Victoria within the next three years followed by the Peninsula RapidBus thereafter. Specifically, as identified in the Peninsula Local Area Transit Plan, the initial implementation of the Peninsula RapidBus Line is one of the medium-term service priorities. There would be improvements to Route 70 to achieve 30-minute all day service, seven days a week. This would require 17,500 hours of new service and 7 buses.<sup>3</sup>

In 2022, the Ministry of Transportation and Infrastructure installed transit queue jump lanes at the intersection of Highway 17 and Mount Newton Cross Road. The queue jump lanes will continue to enhance transit service along the Highway 1 corridor.



### WALKING

The subject site can be described as car-dependent with a walk score of 44, suggesting that almost all errands require a vehicle.<sup>4</sup> However, it is expected that the walk score will increase over the near future as the

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<sup>1</sup> BC Transit. (2011). Transit Future Plan Victoria Region. Executive Summary. Available online at: <https://www.bctransit.com/documents/1507213421003>

<sup>2</sup> RapidBus service would have a targeted minimum frequency of every 10 minutes, with higher frequency as demand requires. More information about RapidBus is available online at: [https://engage.bctransit.com/peninsula2021?tool=news\\_feed#tool\\_tab](https://engage.bctransit.com/peninsula2021?tool=news_feed#tool_tab)

<sup>3</sup> More information about the Peninsula Local Area Transit Plan is available online at: <https://www.bctransit.com/documents/1529716646896>

<sup>4</sup> More information about walk score is available online at: <https://www.walkscore.com/score/7840-lochside-dr-saanichton-bc-canada>



nearby development of Marigold Lands get build-out, providing some services steps away from the proposed development. While the subject site’s walkability is currently poor, the District of Central Saanich Official Community Plan (OCP) contains several active transportation policies that direct the District to prioritize walking and pedestrian infrastructure improvements.<sup>5</sup>

Further, in March 2025, the District implemented the first phase of the multi-use pathway (MUP) along Mount Newton Cross Road. The second phase will include a pathway along Mount Newton Cross Road from the highway to Saanichton Village, improving connectivity between the village, STÁUTW, and the growing Lochside-Turgoose neighbourhood. These active transportation facilities are anticipated to improve the walkability and bikeability of the site and enhance overall connections to key destinations such as Saanichton Village.<sup>6,7</sup>



### CYCLING

There are bike lanes on both sides of Lochside Drive. The site also benefits from direct proximity to the Lochside Regional Trail connecting to both Sidney and Victoria. This is a convenient, efficient and safe trail network to encourage users in the Capital Region to use alternative modes of transportation. As indicated above, the multi-use pathway along Mount Newton Cross Road will make cycling to/from the site easier—and safer—for residents.

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<sup>5</sup> More information about the OCP is available online at: <https://letstalkcentralsaanich.ca/OCP>

<sup>6</sup> District of Central Saanich & Urban Systems. (2021). Central Saanich Active Transportation Plan. Available online at: [https://www.centralsaanich.ca/sites/default/files/uploads/documents/dcs\\_active\\_transportation\\_plan.pdf](https://www.centralsaanich.ca/sites/default/files/uploads/documents/dcs_active_transportation_plan.pdf)

<sup>7</sup> More information about the Mount Newton Cross Road multi-use pathway is available online at: <https://www.centralsaanich.ca/our-community/news/first-phase-multi-use-pathway-opens-mount-newton-cross-road>



## 2.0 PROPOSED DEVELOPMENT

### 2.1 LAND USE

The proposed development is for a 129-unit multi-family market rental building and a 183.75m<sup>2</sup> commercial / retail space. The proposed development is located on the same site with two existing market-rental buildings (7840 Lochside Drive & 2530 Mt Newton Cross Road) that have a total of 126 units. These two buildings will be retained. Therefore, the total number of residential units is 255 (existing and proposed units combined).

**Table 1: Summary of Proposed Development**

Land Use	Unit Count
<b>Residential</b>	
Studio	15
1 bedroom	121
1 bedroom + den	14
2 bedroom	93
3 bedroom	12
<b>Total</b>	<b>255</b>
<b>Commercial</b>	<b>183.75 m<sup>2</sup></b>



## 2.2 PARKING SUPPLY

### 2.2.1 VEHICLE PARKING

The proposed development includes a total of 316 vehicle parking spaces.

### 2.2.2 BICYCLE PARKING

The proposed development includes a total of 389 long-term bicycle parking spaces and 52 short-term bicycle parking spaces.

## 3.0 PARKING BYLAW REQUIREMENTS

### 3.1 VEHICLE PARKING

The District of Central Saanich Zoning Bylaw No. 2180 determines the minimum parking supply requirement. Per the Bylaw, the required parking supply for this site is 1.5 spaces per dwelling unit plus 0.1 spaces per unit for visitor parking. Also, the commercial/retail area within the site would be required to provide parking at a rate of 1 space per 22m<sup>2</sup>. Therefore, the parking requirement for the entire site is 416 parking spaces. See **Table 2**. The proposed development is short 100 parking spaces from the parking requirement.

**Table 2: Minimum Vehicle Parking Supply Requirement**

Land Use	Bylaw Rate	Quantity (Units / Floor Area)	Required Spaces Required Spaces
Residential Apartment	1.5 spaces / dwelling unit	255	382.5
Visitor	0.1 spaces / dwelling unit	255	25.5
Retail	1 per 22m <sup>2</sup> of GFA	183.75	8.35
<b>Total</b>			<b>416</b> (416.35, rounded)
<b>Proposed Parking</b>			<b>316 spaces</b>
<b>Difference</b>			<b>-100</b>



### 3.2 BICYCLE PARKING

The District also requires 1 short-term bicycle parking (i.e., Class 2 in the form of bicycle rack) per 10 required vehicular parking spaces and 1.5 long-term (i.e., Class 1) bicycle parking spaces per unit. The two existing market-rental buildings (7840 Lochside Drive & 2530 Mt Newton Cross Road), however, are not required to provide long-term bicycle parking. Therefore, the bike requirements are summarized as follows:

- Total long-term bicycle parking = 194 spaces (129 units x 1.5 spaces per unit)
- Total short-term bicycle parking = 24 spaces (234 units x 0.1 spaces per unit)

A summary of the bicycle parking requirements is in **Table 3** below.

**Table 3: Minimum Bicycle Parking Supply Requirement**

Type	Requirement	Units	Required	Proposed
Long-term	1.5 spaces / dwelling unit	129	194	298
Short-term	0.1 spaces / dwelling unit	234	24	52
<b>Total</b>			<b>218</b>	<b>350</b>
<b>Existing Long-term Spaces</b>				<b>91</b>
<b>Total Long-term (existing + new)</b>				<b>389 (298 + 91)</b>
<b>Total Bicycle Parking (short-term + long-term)</b>				<b>441 (389 + 52)</b>



## 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 ICBC vehicle ownership data (2022 to 2023) for representative multi-family apartment building sites in the District of Central Saanich, District of Saanich, and the West Shore.

### 4.1 RESIDENT PARKING DEMAND

ICBC vehicle ownership data was obtained for 10 representative multi-family residential sites representing 530 units (see **Table 4**). Sites were selected based on having comparable walk scores, transit access, and located in a more semi-urban / suburban setting. The average parking demand is **0.96 spaces per unit**.

**Table 4: Vehicle Ownership Rates at Representative Sites**

Site	Walk Score	Units	Number of Vehicles	Parking Demand Rate (vehicles per unit)
1085 Goldstream Avenue	56	166	134	0.81
665 Redington Avenue	66	50	59	1.18
7878 East Saanich Rd	61	48	49	1.02
910 McKenzie Avenue	56	13	10	0.77
301 Nursery Hill Drive	44	78	80	1.03
840 Admirals Rd	41	22	20	0.91
4060 Corners Place	68	18	15	0.83
837 Ellery Street	64	40	37	0.93
691 Hoylake Avenue	71	74	83	1.12
992 Gorge Road West	69	21	20	0.95
<b>Arithmetic Mean</b>				<b>0.96</b>



## 4.2 VISITOR PARKING DEMAND

Visitor parking demand rates have been demonstrated in the range of 0.05 to 0.07 vehicles per unit for multi-residential buildings across the Greater Victoria region. In addition, other parking studies completed by WATT have found visitor parking to be in the range of 0.07-0.12 per unit in Lanford, Colwood, and Saanich, which indicates that visitor parking demand is not strongly influenced by location.

Based on past parking studies, a rate of 0.1 spaces per unit is recommended for visitor parking.

## 4.3 COMMERCIAL / RETAIL PARKING

The applicant is proposing a commercial-retail unit that is 183.75m<sup>2</sup>. At the time of completing this report, the applicant has not finalized the specific use. Therefore, to be conservative, the use was assumed to be a convenience market, which has a high parking generation rate. The Institute of Transportation Engineers (ITE) Parking Generation Manual (5th edition) was utilized. Specifically, land use code 851 (convenience market) was selected. The average parking demand for this use is 5.44 spaces per 1,000 square feet (93m<sup>2</sup>). This translates into a demand of 1 space per 17m<sup>2</sup>, which is recommended for the site.



#### 4.4 SUMMARY OF EXPECTED PARKING DEMAND

Results from the analysis of expected parking demand for the proposed development is presented in **Table 5**. The total demand is 281 spaces, which is 35 spaces less than the proposed parking supply (316).

**Table 5: Summary of Expected Parking Demand**

Land Use	Quantity	Demand Rate	Total Parking Spaces
Residential Apartment	255 units	0.96 spaces / dwelling unit	244.8
Visitor	255 units	0.1 spaces / dwelling unit	25.5
Retail	183.75 m <sup>2</sup>	1 per 17m <sup>2</sup> of GFA	10.8
<b>Total Expected Parking Demand</b>			<b>281</b> (281.1, rounded)
<b>Total Parking Supply</b>			<b>316</b>
<b>Difference</b>			<b>+35</b>



## 5.0 ON-STREET PARKING ASSESSMENT

An on-street parking analysis was conducted in the area surrounding the subject site. Two counts were completed to capture the peak periods. The first count was completed on Wednesday October 11<sup>th</sup>, 2023 at 11:30am, which captures the peak time for a typical convenience market. Parking demand for the Marigold Café peaks during this time and it was therefore important to understand the on-street parking conditions surrounding the café. A second count was completed on Wednesday October 11<sup>th</sup>, 2023 at 9:30pm to capture residential peak parking demand (i.e., when residents are most likely to be home). Counts were completed on the following street segments:

- **Lochside Drive** (Mt. Newton Cross Road – Ferguson Road)
- **Lochside Drive** (Ferguson Road – Hackett Crescent South)
- **Hackett Crescent** (Lochside Drive – Lochside Drive)

A total of 56 on-street spaces were observed. On-street parking utilization was highest during the morning (11:30am) period where 78% (44 out of 56 spaces) were occupied. The evening count was less busy with a parking occupancy of 55%. This indicates that the on-street parking conditions are well utilized in the morning.

Further, the on-street parking conditions on the segment of Lochside Drive from Mt. Newton Cross Road to Ferguson Road were highly utilized with 100% occupancy during both count periods. In addition, when isolating the analysis to Hackett Crescent only, the parking occupancy is 83% during the morning period, suggesting that even less parking is available during the busier time.



## 6.0 CONCLUSIONS

The proposed development is for a 129-unit multi-family market rental building and a 183.75m<sup>2</sup> commercial / retail space. The proposed development is located on the same site with two existing market-rental buildings (7840 Lochside Drive & 2530 Mt Newton Cross Road) that have a total of 126 units. Combined, a total of 255 residential units are proposed for the development.

The parking analysis determined that the total expected parking demand for the site is 281 parking spaces, which is 35 spaces less than the proposed parking supply (316). The on-street parking analysis found that the streets surrounding the site are well occupied, especially during the morning period. Therefore, there is little capacity for parking spillover.

## 7.0 RECOMMENDATIONS

The proposed vehicle parking supply of 316 is supported based on the findings in this study. It is therefore recommended that the District grant the variance request to the applicant.