

# University of Victoria

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*Centre for Athletics, Recreation and Special Abilities  
(CARSA)*

*Parkade Options (Step 2) Open Houses Summary Report  
Submitted April 12, 2012*



Figure 1: CARSA Parkade Options Open House

**Submitted to:**

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PLANNING DESIGN SUSTAINABILITY  
A Member of the Golder Group of Companies

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# 1.0 Introduction



## Report Purpose

This report summarizes three public Open Houses that were hosted by the University of Victoria in March 2012 to consult with the community on parkade options for the Centre for Athletics and Special Abilities (CARSA) project. In response to these “Step 2” Open Houses, participants filled out ‘Feedback Forms,’ which were available in printed form and online at <http://www.uvic.ca/carsa/>.

## Open House Context

The Open Houses were designed to address the District of Saanich and community concerns that public consultation on the CARSA project and the attached parkade was insufficient. The specific consultation concerns were outlined in a January 19, 2012, report by HB Lanarc-Golder, titled *Better Neighbours: A plan for improved CARSA project consultation efforts by UVic*. The *Better Neighbours* report is located here: <http://www.uvic.ca/carsa/assets/docs/betterneighbors.pdf>. Additional background information on the CARSA project can be viewed at <http://www.uvic.ca/carsa/>.



The *Better Neighbours* report recommended a five-step consultation process for the CARSA project that would run from February to June 2012 (illustrated above). The three Open Houses fulfilled 'Step 2' of the process, by gathering meaningful public input on options for the CARSA project parkade, as indicated with the arrow.

## Open House Objectives

The community Open Houses were intended to meet the following objectives:

- Provide an opportunity for meaningful community input into the future design of the CARSA parkade, particularly regarding siting, massing, height, and design;
- Seek comment on five possible options for a revised parkade design and/or siting;
- Seek comment on the most important factors that UVic should consider in moving towards a preferred parkade option;
- Inform a revised CARSA project application that responds to content issues raised by the community; and,
- Inform community members on issues of concern such as traffic flow on McKenzie Avenue, coordination with future BC Transit plans, and UVic's transportation demand management program.



## Open House Location & Promotion

The Open houses were held at locations in the community chosen to best involve and include UVic's neighbouring residents in a meaningful dialogue about the CARSA project. Open houses were held on the following dates and locations:

- Thursday March 8<sup>th</sup> at Lambrick Park Secondary from 5-8pm
- Saturday March 10<sup>th</sup> at St. Aidan's United Church from 12-3pm
- Wednesday March 14<sup>th</sup> at Queenswood from 4 -8pm

The Open Houses were advertised in the community through the following means:

- Direct mail service delivery to residences and businesses neighbouring UVic;
- Newspaper ads in Saanich News and Times Colonist;
- Posters in public community places (recreation centres, library, community bulletin boards, etc)
- Press release
- Emails sent to existing networks by UVic and community associations
- Personal invitations by UVic students at athletic events, and at public community plazas.

As well, an invitation card was sent via mail delivery to 13,698 residences in UVic's surrounding neighbourhoods. The image below shows what the card looked like:



**Three Open Houses, all using a 'drop-in' format.  
Come on the date and time that suits you, and stay for as long as you like.**

Thursday March 8, 2012  
Lambrick Park Secondary  
Multipurpose Room  
4139 Torquay Drive  
5:00pm-8:00pm

Saturday March 10, 2012  
St. Aidan's United Church  
3703 St. Aidan's Street  
12:00pm-3:00pm

Wednesday March 14, 2012  
Queenswood  
2494 Arbutus Road  
4:00pm-8:00pm

**Come and learn all about CARSA and  
give us your feedback on parkade options and traffic.**

## Open House Activities

The Open houses included UVic staff and subject matter experts, who were available as resource people to discuss the project with the community. A set of 25 poster boards provided an overview of the CARSA project, key issues and the five parkade options. The full set of poster boards is included in Appendix A.

The poster boards summarized the following topics:

- CARSA consultation process and purpose (1 board)
- CARSA project, it's location and proposed facilities (4 boards)

- Traffic management for CARSA, planned District of Saanich 2012 McKenzie Ave upgrades, BC Transit plans for a future bus exchange on campus, UVic's Transportation Demand Management strategies and current parking lots on campus (5 boards)
- UVic's tree replacement commitment along McKenzie Ave (1 board)
- Previous parkade design, five alternate options for the community to provide feedback on their preferences, and a summary table comparing the 5 options characteristics regarding height, total parking spaces, and costs (13 boards)
- Final thank-you poster board requesting feedback (1 board)



Figure 2: Reviewing parkade options with residents at Open House

## Open House Results

The three Open Houses hosted 229 attendees (Lambrick 40, St Aidans 67 and Queenswood 122). At the Open houses, participants were asked to give feedback on their preferred CARSA parkade option by filling in a formatted comment sheet (Appendix B). A comment sheet was provided to each attendee when they signed in at the entrance of the Open House. The parkade options were also posted on UVic's CARSA website, along with an online feedback form. A total of 211 feedback forms were received between March 8<sup>th</sup> (the first Open House) and March 30<sup>th</sup> (the closing date for all feedback forms).

The rest of this report summarizes the findings of the feedback forms. The table below lists the number of feedback forms received by source:

Number of Comment Sheets Received, by source	Total #
Lambrick Open House – March 8 <sup>th</sup>	29
St Aidans Open House – March 10 <sup>th</sup>	42
Queenswood Open House – March 14 <sup>th</sup>	81
Mailed in to UVic	6
Completed online via CARSA website	53
<b>Total feedback forms received</b>	<b>211</b>

## 2.0 Results: Preferred Parkade Options

The principal objective of the consultation was to receive meaningful community input on a preferred parkade redesign option for the CARSA project. To gather input from the community, five parkade options were presented (on 2 poster boards each), along with the previous parkade design, for comparison. A poster board summary table (shown below) was also presented to help Open House participants compare and evaluate the parkade options.

### Summary of Parkade Options\*



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	Option	Height (m)	Total Parking Spaces	Cost Estimate Per New Stall	Total Project Cost (project cost + other services)
	Previous Design Lot 3 attached to CARSA	19.5 m	509	\$73,000	\$20.1M
	Option A: Reduce by 2 levels Lot 3 attached to CARSA	13.1 m	353	\$148,000	\$17.6M
	Option B: Bury by 2 levels Lot 3 attached to CARSA	14.0 m	496	\$86,300	\$22.6M
	Option C: Relocate to Lot 2 Lot 2 across from CARSA	14.0 m	649	\$98,900	\$24.7M
	Option D: Split Lot 2 and Lot 3 Lot 2 and Lot 3 attached to CARSA	14.0 m	753	\$103,800	\$38.5M
	Option E: Split Lot 4 and Lot 3 Lot 4 and Lot 3 attached to CARSA	14.0 m	753	\$108,200	\$38.5M

\*All numbers approximate

The following question was asked in the feedback form to gain input on the community's preferred parkade option:

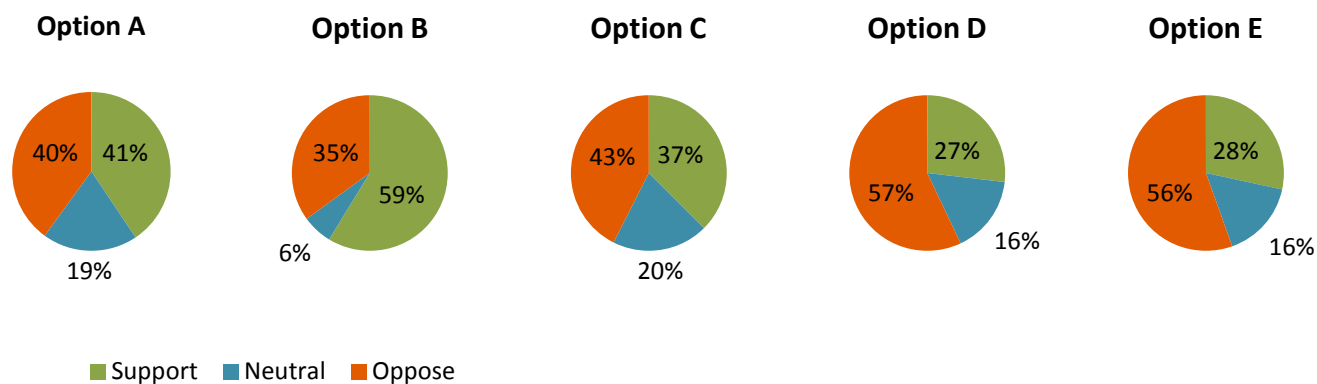
*Q-7 UVic is seeking input on options for a future CARSA parkade. Five options were presented at the open house. Please provide feedback on each option.*

		Strongly Support	Somewhat Support	Neutral	Somewhat Oppose	Strongly Oppose
	Option A - Reduce by 2 levels					
	Option B - Bury by 2 levels					
	Option C - Relocate to lot 2					
	Option D - Split lot 2 and lot 3					
	Option E - Split lot 4 and lot 3					

Comment on your preferences: \_\_\_\_\_

## Summary Results: Preferred Parkade Option

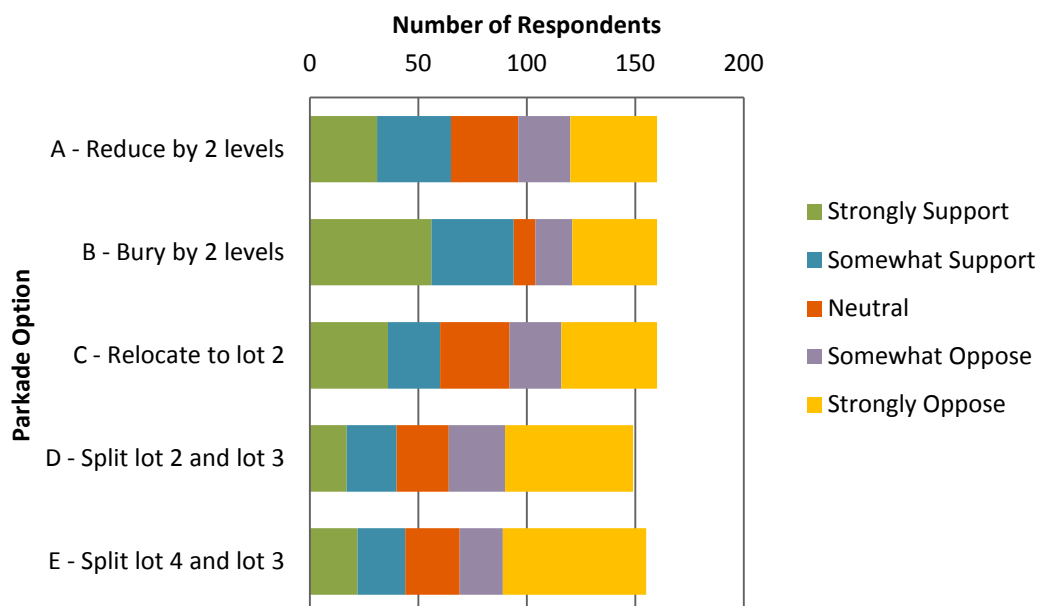
The results of the question 7 (preferred parkade option) overall were:



The pie charts indicate that Option B was most supported overall (and least opposed), and Options D and E were least supported (and most opposed).

Although approximately 20% of survey respondents chose not to rank their preferred option or provide comments using the table provided (see Question 7 on the previous page or refer to Feedback Form in Appendix II), 80% of respondents *did* indicate which of the five options they most supported and most opposed.

For the 80% of respondents who did rank or comment, the results were as follows:



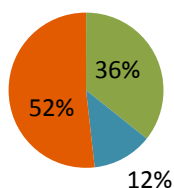
## Preferred Parkade Option by Neighbourhood

The following pie charts illustrate option preferences in relation to respondents' reported neighbourhood.

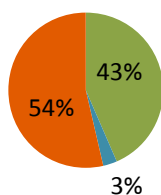
### Cadboro Bay

Respondents from Cadboro Bay (77 people) supported Option B the most, with A and C tying for second. Options D and E were most opposed. Responses from Cadboro Bay showed the highest level of opposition to any option, generally.

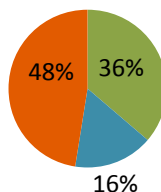
**Option A**



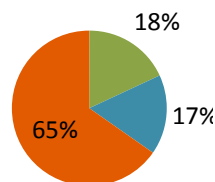
**Option B**



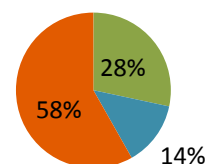
**Option C**



**Option D**



**Option E**

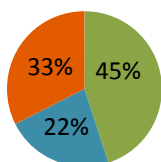


■ Support ■ Neutral ■ Oppose

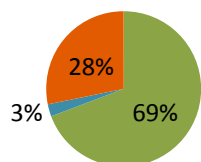
### Gordon Head

Respondents from Gordon Head (51 people) strongly preferred option B, followed by option A. They were most opposed to options D, E, and C.

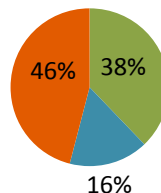
**Option A**



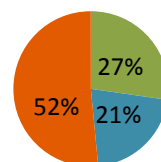
**Option B**



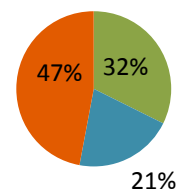
**Option C**



**Option D**



**Option E**



■ Support ■ Neutral ■ Oppose

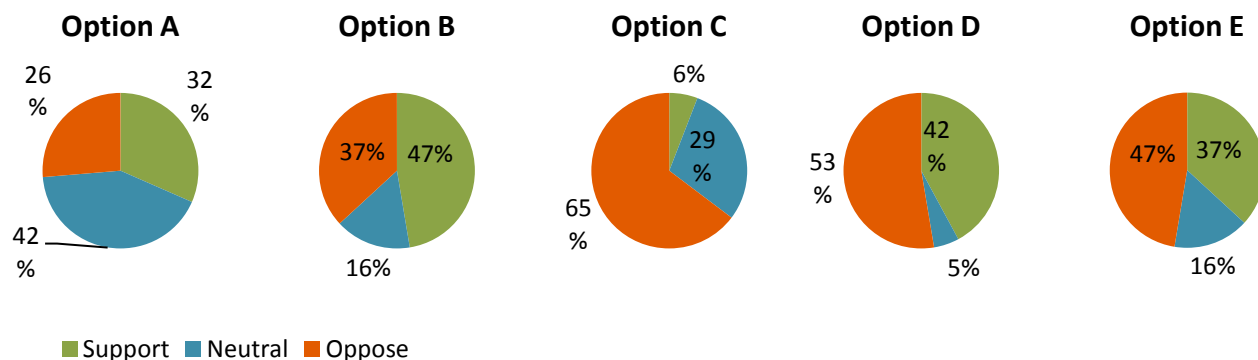
### Henderson

Only one participant responded from Henderson. He or she strongly supported Option A.



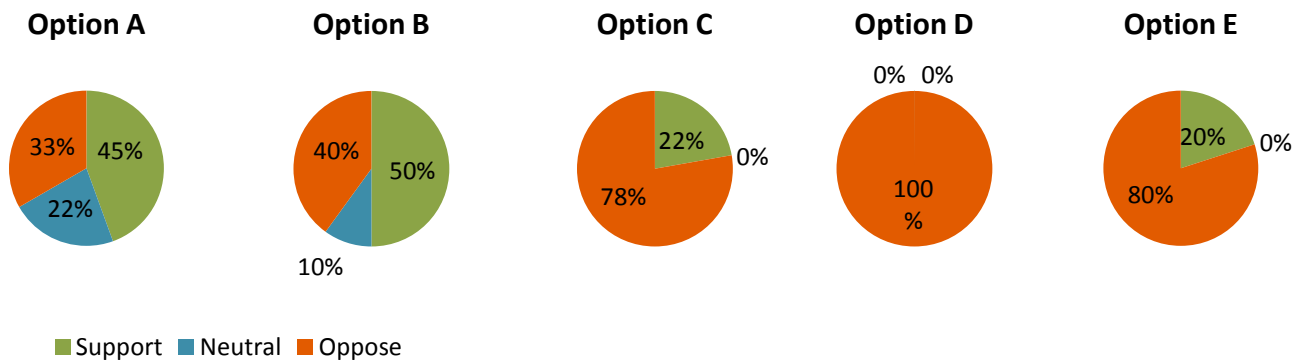
## Mt. Tolmie

Respondents from Mt. Tolmie (20 people) supported Option B the most, and strongly opposed Option C.



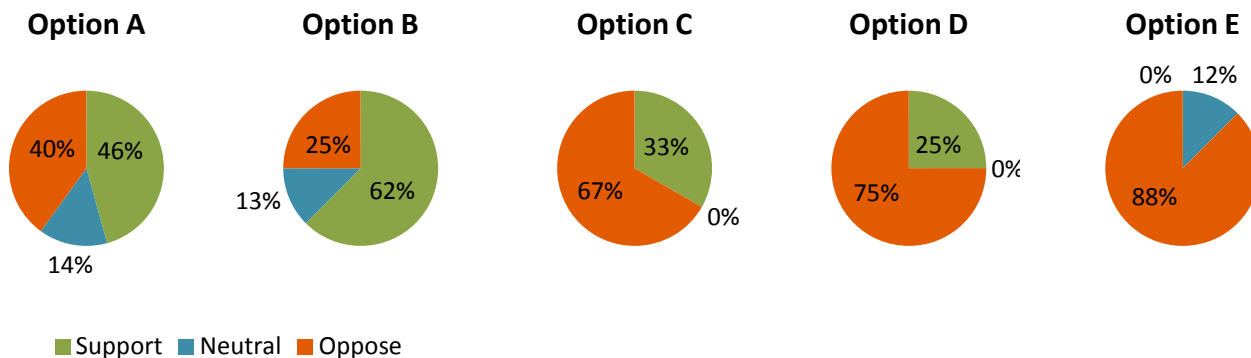
## Oak Bay

Respondents from Oak Bay (10 people) supported option B the most, closely followed by option A. They heavily opposed options C, D, and E.



## Other

Respondents from other neighbourhoods (46 people) supported Option B the most, followed by option A. These respondents opposed option E the most, followed by option D and C.



## Proposed Alternatives to the 5 Options

Respondents also took the opportunity to suggest other parkade options:

- Lot 4 only for all parking to better distribute traffic flow on campus (19 suggestions; please note that Lot 4 is located adjacent to Centennial Stadium and the Administrative Services Building).
- Split the parking on Lot 2 or Lot 3 in a manner alternative to proposed design (3 suggestions).
- Original design to be resurrected (9 suggestions). Rationales given include the total cost and maximization of parking spots in building footprint.

Other comments on the parkade options included:

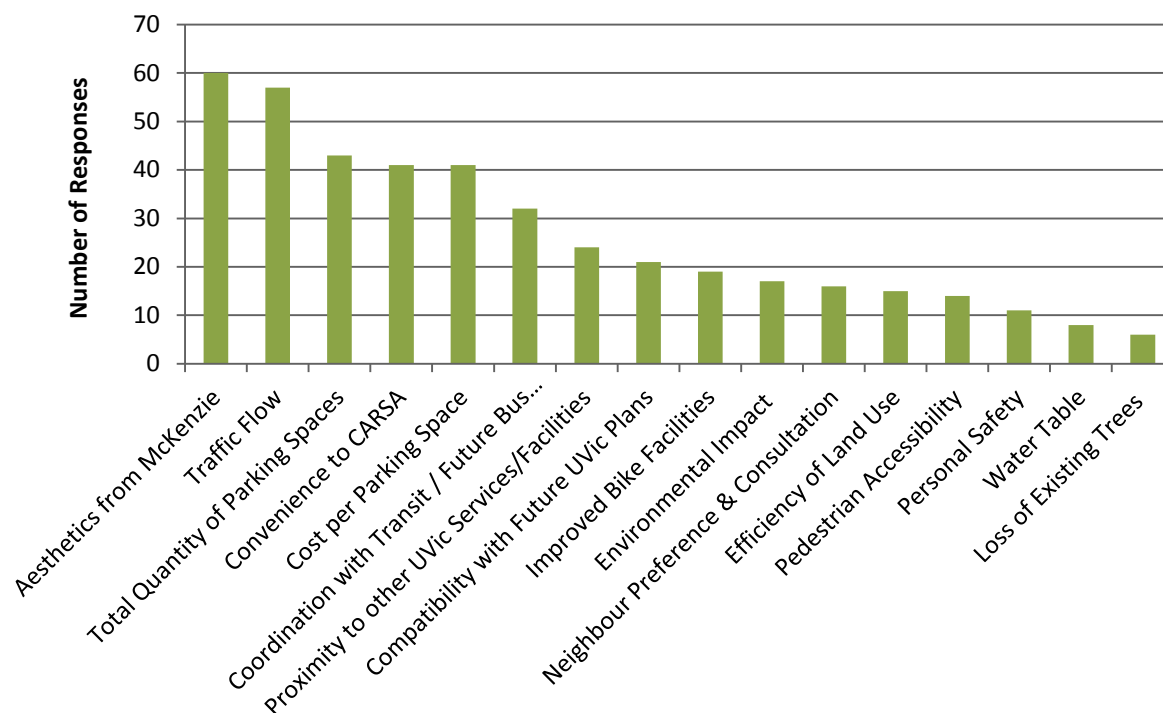
- Distribute parking across campus, by building it under new buildings for example (4 suggestions)
- Build no more parking and invest in alternative transportation (21 suggestions)
- Build more parking to prepare for future growth and alleviate parking in neighbourhoods (4 suggestions)
- Combine Options A and B (2 suggestions)

## Proposed Criteria for Selecting Options

The feedback form asked participants for further guidance on how UVic should move ahead with a preferred parkade option. The following question was asked:

*Q-8 In your view, which are the most important factors UVic should consider in moving towards a preferred parkade option:*

The following responses were received, in order of frequency:



To summarize the previous chart, the most popular factors suggested by respondents included:

- Appearance of the parkade from McKenzie;
- How the parkade would impact traffic flow;
- Total number of parking spaces added by the parkade;
- Convenience of the parkade to CARSA;
- Cost per parking space of the parkade; and,
- How well parkade would coordinate with transit and future bus exchange.

Additional factors (not included on the previous chart) suggested by participants include:

- Resilient design that is prepared for climate change and peak oil (3)
- Importance of parkade in defining the University's entrance (3)
- Architectural compatibility with other buildings on campus (2)

Other comments included:

- Divisive comments on whether CBRA represents the community's views (7)
- Increased consultation with students, staff, and faculty before consultation with Gordon Head and Mt. Tolmie Communities (2)
- Ask District of Saanich to present about the new road at the next Open House (1)

## Summary

Option B was most supported overall, and Options D and E were least supported (and most opposed).

- Cadboro Bay most opposed to any option, though Option B was preferred
- Over two-thirds of respondents in Oak Bay and "other areas" opposed Options C, D, and E. However, Option B was most preferred in these areas, too.
- Most respondents from Mt. Tolmie and Gordon Hill opposed Options C, D, and E. Option B was most supported. Residents of Gordon Head and "other areas" supported Option B the most.

Generally speaking, rationales expressed for supporting Option B included: the potential for a transit hub, cost-effectiveness, and appearance. Option A was supported because it is closest to CARSA and uses space efficiently. Respondents who opposed Option A or B (and tended to prefer Option C) were concerned about the parkade's impact on traffic on McKenzie, as well as the "monolithic" appearance of the parkade.

Many respondents are curious about Saanich, BC Transit, and the University's plan for pedestrian, bike, and transit infrastructure. Comments indicated that some respondents are concerned about climate change, peak oil, long-term parking capacity, congestion, and the efficient use of land, which would all be addressed by increased active transportation service provision. Some respondents emphasized that the parkade as an object (design and architectural implications) and as a symbol (car versus active transportation emphasis) define the University's entrance and send an important message.

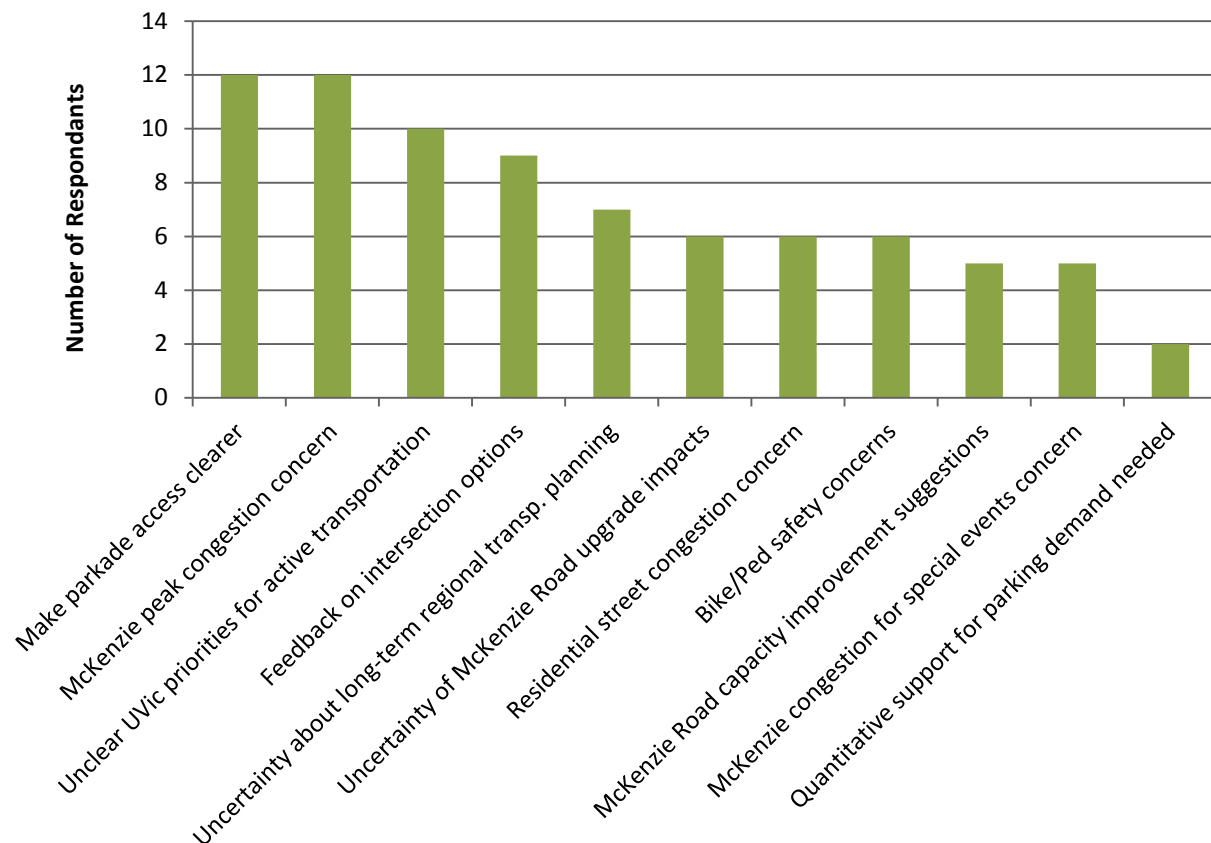
A few respondents supported the parkade wholeheartedly, recognizing that increased parking on campus would increase residential parking supply. However, it was noted that protection of residential parking spots could also be achieved via special parking permits. Many residents expressed concern that the parkade would increase congestion on residential streets and McKenzie road during peak hours and special events.

## 3.0 Traffic Related Issues

Traffic flow and was identified as a critical issue for many respondents. The following question was asked in the survey:

*Q6 – Do you have any additional traffic-related questions or concerns based on information presented at the Open House? If so, please let us know what they are:*

The following responses were received, in order of frequency:



In general, comments indicated a desire for:

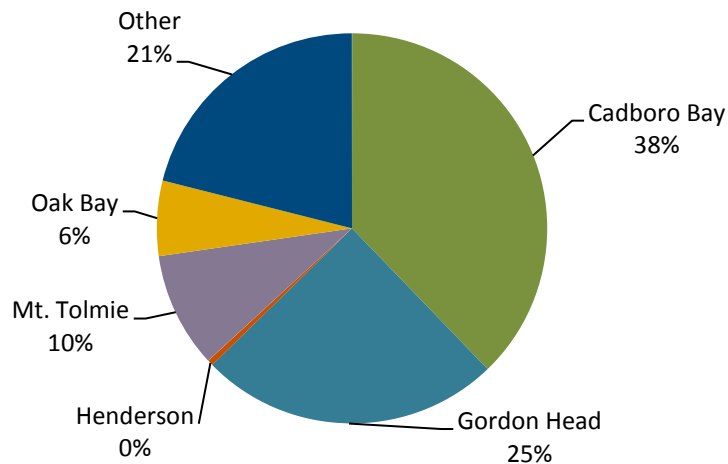
- Clear indication of automobile and active transportation access to proposed facilities, and estimates of how the varied access from option to option would impact surrounding roads during regular, peak, and special event times.
- Clear explanation of Saanich's McKenzie road upgrades, including design and timing. Many comments dealt directly with the road upgrade timeline or design suggestions
- Discussion of intersection options, and tradeoffs between traffic flow and bike/pedestrian safety
- Clear presentation of long-term active transportation plans for the area by University and BC Transit

## 4.0 Other Feedback Form Results

### Where respondents live

Comment sheet responses were received from residents who indicated they lived in the following neighbourhoods:

**Neighbourhoods where participants live**



Other neighbourhoods written in by respondents included:

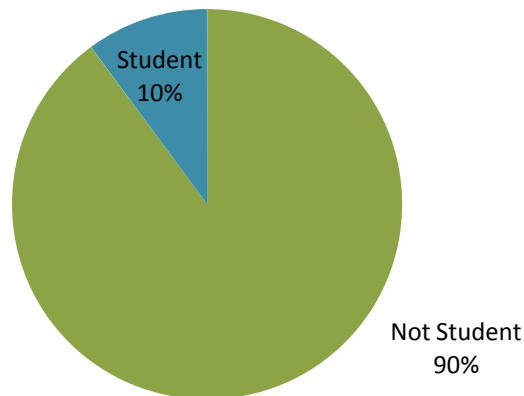
- Broadmead
- Cadboro Bay / Gordon Head Border
- Camosun Community
- Cedar Hill
- Cordova Bay
- Downtown Victoria
- Esquimalt
- Fairfield
- North Saanich
- On Finnerty Rd
- Prospect lake
- Quadra / Cedar Hill
- Queenswood
- Saanich - Tillicum
- Saanichton
- Shelbourne & Hillside
- Vic West



## Respondents who are students

Of the 211 respondents, 16 respondents indicated that they are a UVic student.

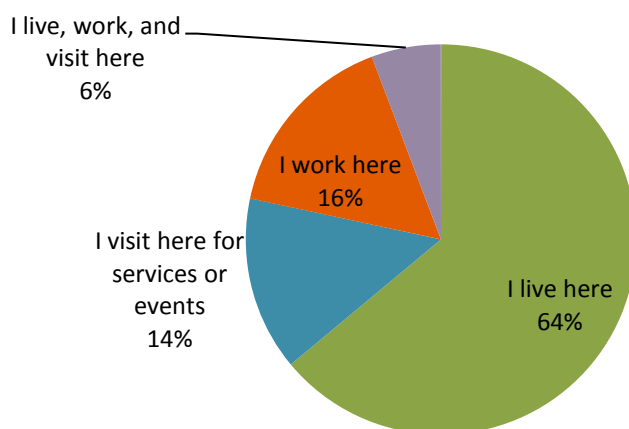
**Percentage of participants who are students**



## Respondent relationship to site

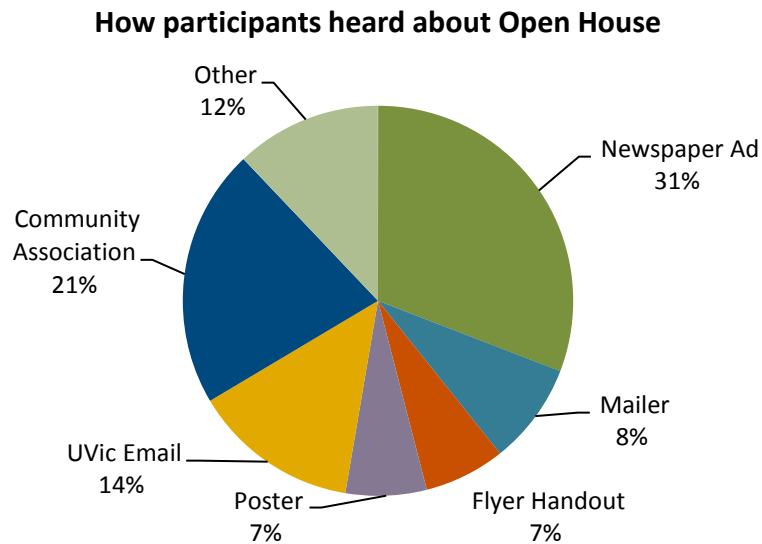
The feedback form asked respondents to identify “What best describes your relationship to the area.” The results show that almost two-thirds of respondents are residents. Elsewhere in the survey, respondents suggested increasing consultation with University staff, faculty, and students.

**Participants' relationship to the area**



## How respondents heard about the Open House

For future consultations, it would be helpful for UVic to know how Open House attendees and feedback form respondents heard about the Open Houses. Newspaper advertisements and word of mouth/email, utilizing existing community networks like community associations, were particularly effective.

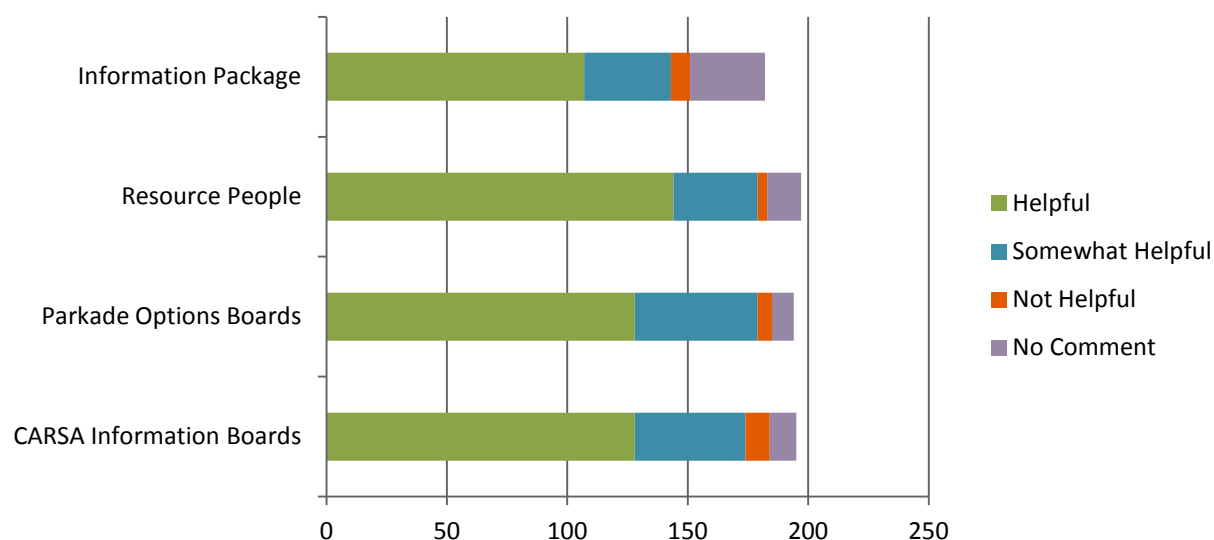


Other methods of hearing about the Open House included:

- Article in paper
- Facebook
- Friend or word of mouth
- Online Newspaper
- Radio news
- Staff meeting
- University of Victoria website

## Effectiveness of the Open House resources

The feedback forms asked respondents to “Rate the helpfulness of the Open House information.” The results indicate that all resources were helpful, especially staff who attended the event:



Respondents requested additional information about:

- Future active transportation and road improvements by BC Transit and Saanich
- University of Victoria’s future plans to support active transportation
- Future road improvements
- Parking cost impacts for staff and faculty
- Alternative options, including: the original option, an option without a parkade, and any other options
- Details of the consultation process to date
- Letters from neighbourhood associations outlining their concerns
- Architectural / floor plan details about the buildings
- Growth projections to justify parking requirement
- Keeping the hut designated as heritage

Respondents also suggested process improvements, including:

- Direct notices from the University to adjacent residents
- Earlier consultation before choices were limited
- “Kitchen Table” discussions among residents before the Open House
- Regular updates

## 5.0 Conclusions

The high level of community awareness, interest and participation in Step 2 of the CARSA consultation effort currently underway has been matched by the large amount and high quality of input gathered from Open House attendees and online contributors. This input will be very helpful to UVic in Steps 3 and 4 of the process, where UVic will develop and then seek further input on a revised parkade design and location that balances the needs of the University, the functions of the CARSA facility, and the concerns of local residents.

Earlier identification of key issues of concern to neighbouring residents and community representatives seems to have been very useful in shaping the five parkade options that were discussed in this step of the consultation process. Materials presented and the choices and trade-offs each option represented were generally well-received and thoroughly discussed by participants.

Most attendees appreciated the effort UVic had made to date in this expanded consultation process, but it is the work to be undertaken by UVic in Step 3 (Revise CARSA Parkade Design) that is most crucial to maintaining a high level of community understanding and trust.

To guide the work in Step 3, the Open Houses and online input opportunities in Step 2 focused comments on a set of five parkade options. The main findings of Step 2 are as follows:

- Option B (bury 2 levels) received the greatest support overall and across all neighbourhoods
- Option A (reduced by 2 levels) received the second greatest level of support
- Option D (split between lot 2 and 3) received the least support and generated the most opposition
- Option E (split between lot 4 and 3) received almost as little support and generated almost as much opposition
- Option C (relocate to lot 2) received slightly less support than opposition

This input seems to reflect a concern that the parkade be made smaller (less “massive”) and less visually impactful, and a concern that the location “make sense” in terms of serving CARSA users without precluding other campus planning options.

Going forward into Step 3, and seeking to be a “better neighbour,” UVic will develop a parkade design and location that substantially reflects these findings while continuing to respond to concerns raised.

Otherwise, participants asked for:

- More student/staff/faculty consultation;
- Increased participation from Saanich and BC Transit to explain McKenzie upgrade plans and long-term active transportation plans; and,
- Clear direction from the University regarding its vision for transportation over the next 20 years.

Some of these requests can be addressed in the way that UVic delivers on Step 4 of the consultation process while other elements may have to be addressed in future campus planning efforts. These include the upcoming creation of a consistent “consultation framework” for future development planning, and the update of the Campus Land Use plan (scheduled for 2014).

## Appendix A:

### Open House Poster Boards and Parkade Options



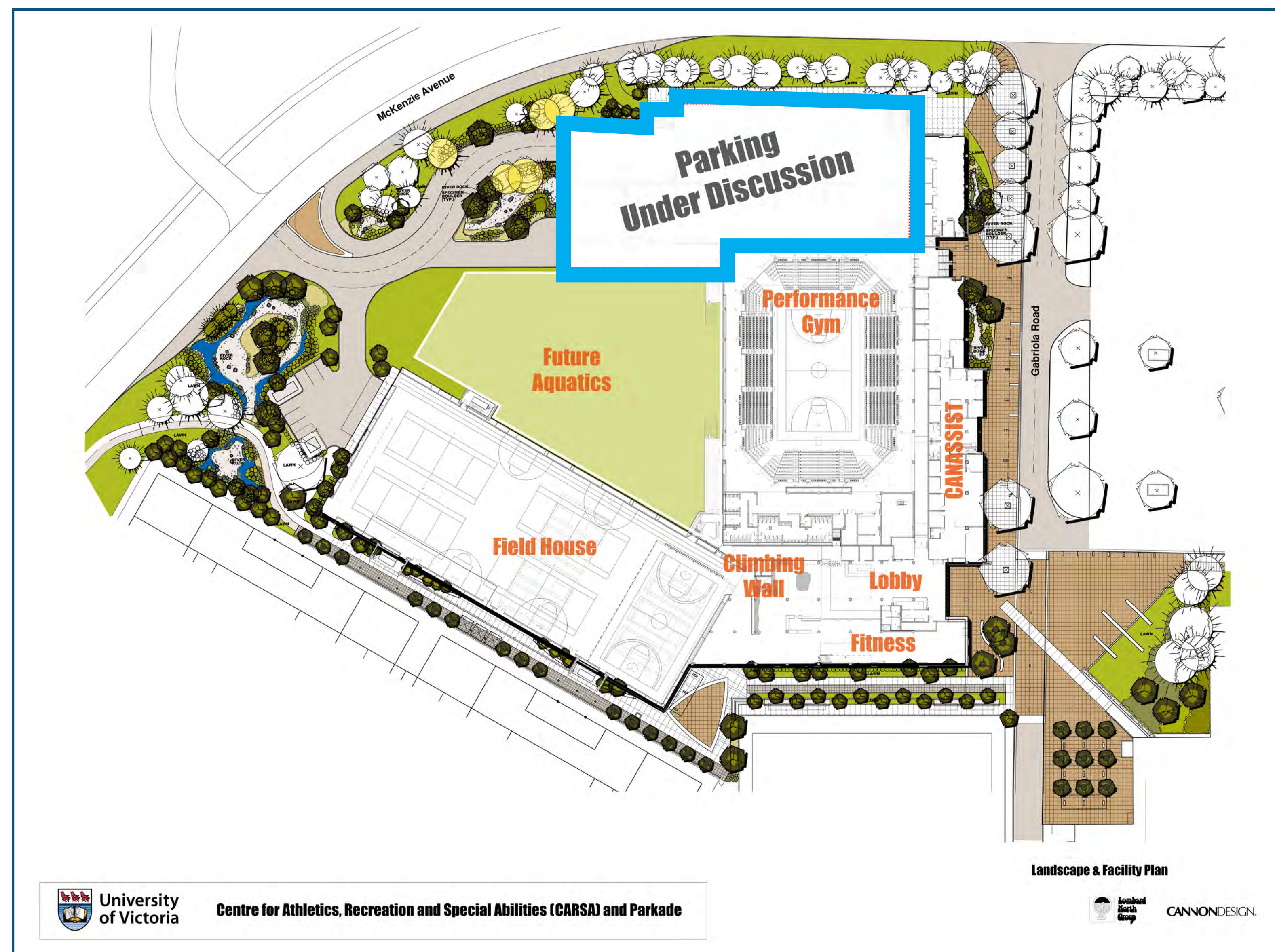
# Welcome!



University  
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Thank-you for joining the CARSA project consultation.  
In this open house series, UVic would like to get your feedback on the CARSA project and on parkade options for the new athletics facility.

## The CARSA site:



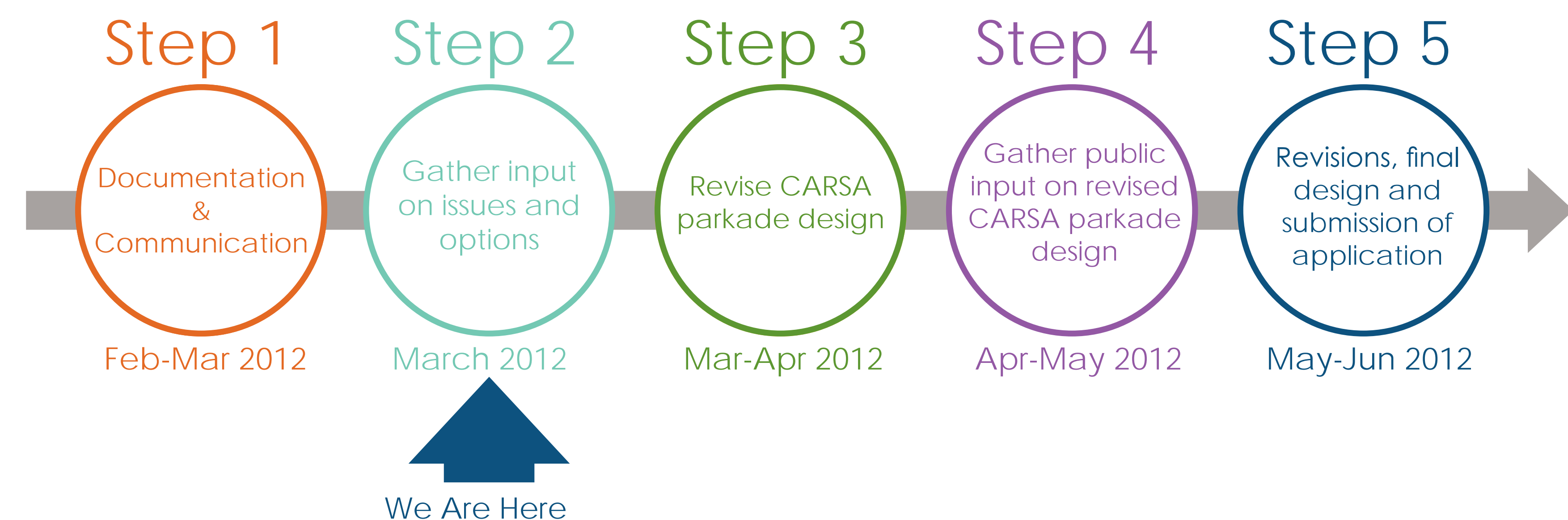
## This first Open House Series:

Thursday March 8, 2012  
Lambrick Park Secondary  
Multipurpose Room  
4139 Torquay Drive  
5:00pm-8:00pm

Saturday March 10, 2012  
St. Aidan's United Church  
3703 St. Aidan's Street  
12:00pm-3:00pm

Wednesday March 14, 2012  
Queenswood  
2494 Arbutus Road  
4:00pm-8:00pm

## The Process:



## Open House - March 2012

**CARSA**  
Centre for Athletics, Recreation  
and Special Abilities



# What is CARSA?



University  
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## Introduction to CARSA:

The Centre for Athletics, Recreation and Special Abilities (CARSA) will address increasing demands for athletics and recreational space and programs, providing a new home for UVic's Department of Athletics and Recreation and for CanAssist.



CARSA is a world-class venue allowing athletes to have the best training facilities possible, helping them to reach their full potential on the domestic and international stage.



CARSA will offer more than 190,000 square feet of floor space to students and community members committed to sports, inclusivity and healthy living. CARSA will include a technology development and community engagement space for CanAssist.



Situated just off a major road for easy community access, and in proximity to the McKinnon Building, student residences and nearby playing fields, CARSA is strategically located to serve the needs of its campus and community users.



The CARSA facility will meet the LEED Gold building standard. The current CARSA plan will protect as much green space as possible, being built primarily on an existing parking lot.

Open House - March 2012

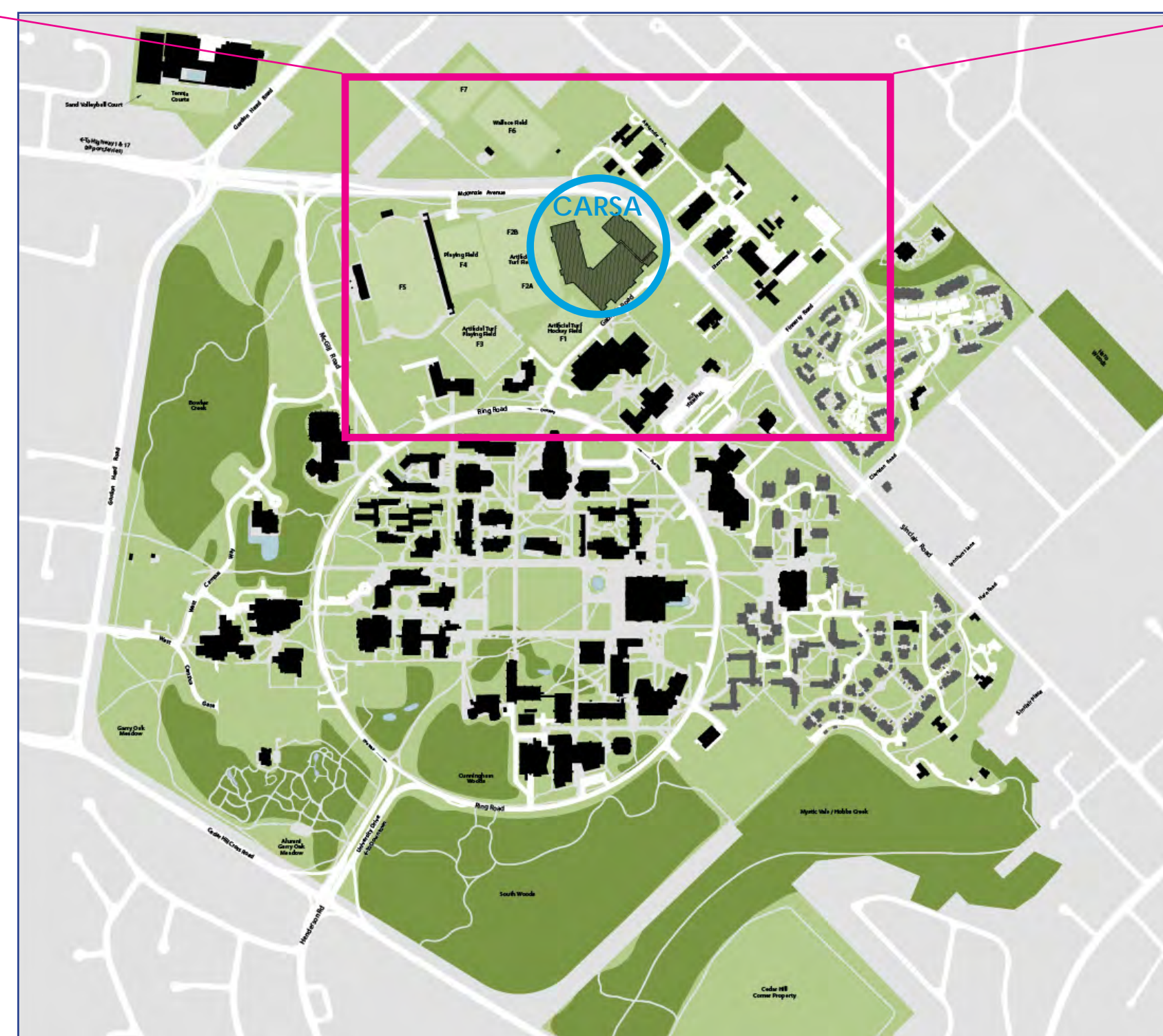
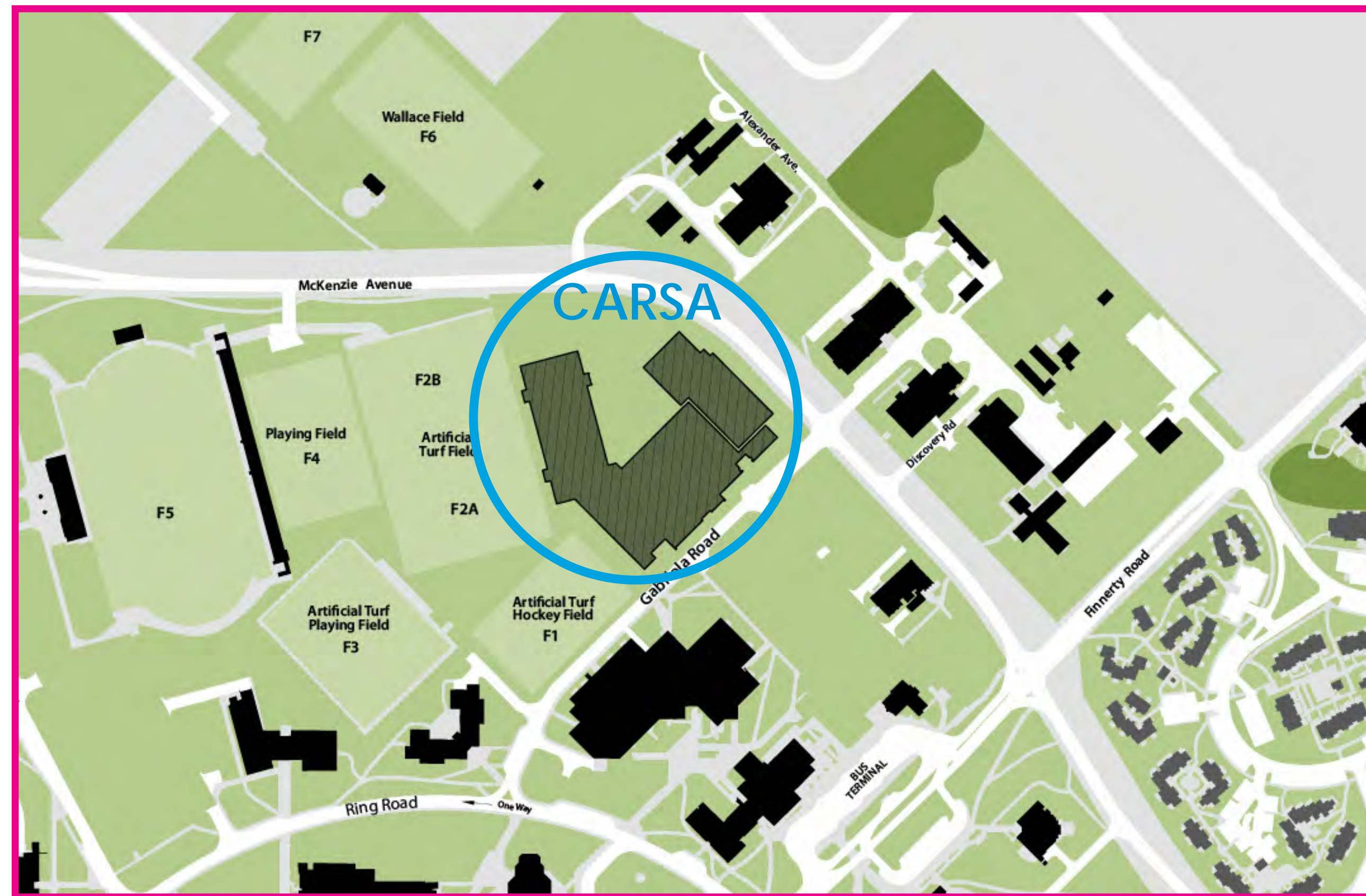
**CARSA**  
Centre for Athletics, Recreation  
and Special Abilities



# Where is CARSA Located?



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The CARSA site is located at the north side of the campus adjacent to McKenzie Ave and the university's sport fields and across Gabriola Road from the McKinnon gym. The site is currently used as parking lot no. 3.



Open House - March 2012

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and Special Abilities



# CARSA Elevations\*

\*Elevations are shown with parkade design under discussion



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Open House - March 2012

CARSA  
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and Special Abilities



# CARSA Facilities + Facts



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## New CARSA facilities will...



Include a 2,000 seat spectator gym.



Include a multi-purpose field house (flexible sport court and activity space).



Include space for community recreation and fitness programs.



Allow users, students, faculty and staff to operate in an integrated fashion.



Include squash and racquetball courts.



Include a climbing tower.



Include related office and activity spaces.



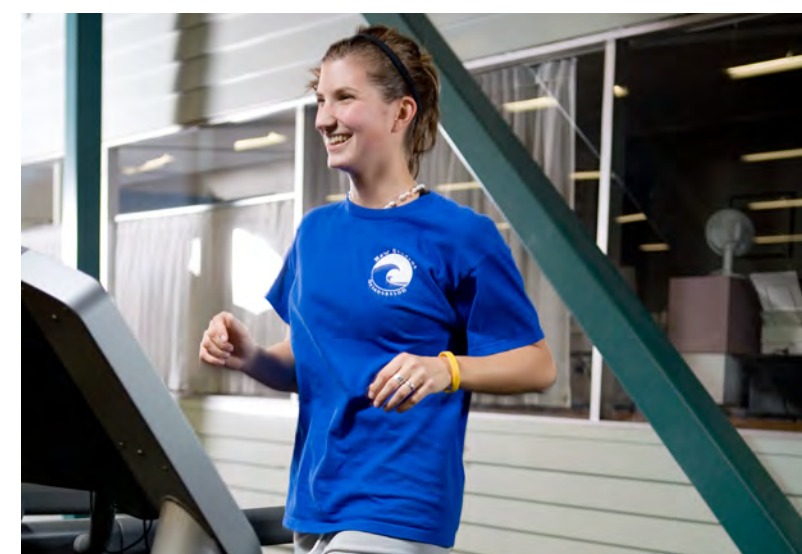
Dramatically increase opportunities for students and community members at all levels.



Include office and laboratory space for CanAssist.



Accommodate local sports clubs, community organizations and nonprofit groups.



Provide leading-edge purpose-built space for student athlete and recreational users.



Include a new aquatic facility with a 50 metre competition and leisure pool. **(In future phases)**

## CARSA Facts:

Training facilities that include the Ian Stewart Complex and the McKinnon Building are long past their prime and cannot serve future needs. Once CARSA opens, the Ian Stewart Complex will be closed, except for the ice arena and front office space.

More than 3,500 students from virtually every discipline on campus have been, or are currently involved in CanAssist.

Renovations will be made to the McKinnon Building to provide research, teaching and office space for the School of Exercise Science, Physical and Health Education.

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# Traffic Management



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Boulevard Transportation Group prepared a Transportation Assessment for CARSA in 2011.

*The recommendations for transportation included providing:*

- Signal at parkade access and McKenzie Ave
- Roundabout at Finnerty Rd and McKenzie Ave
- Pick-up / drop-off loading bay on Gabriola Road at front of CARSA
- Area between building and drop-off should be designed wide enough to serve as wait area and pedestrian passage
- Curb drops and accessibility features require special consideration for CanAssist users

*Recommendations for pedestrian and cycling improvements:*

- Proposed McKenzie bike lanes for cyclists
- Proposed sidewalks and chip trail for pedestrians
- Streetscaping on McKenzie to improve aesthetic and safety

Location Map



Transportation Assessment Area

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# McKenzie Ave - Road Upgrades



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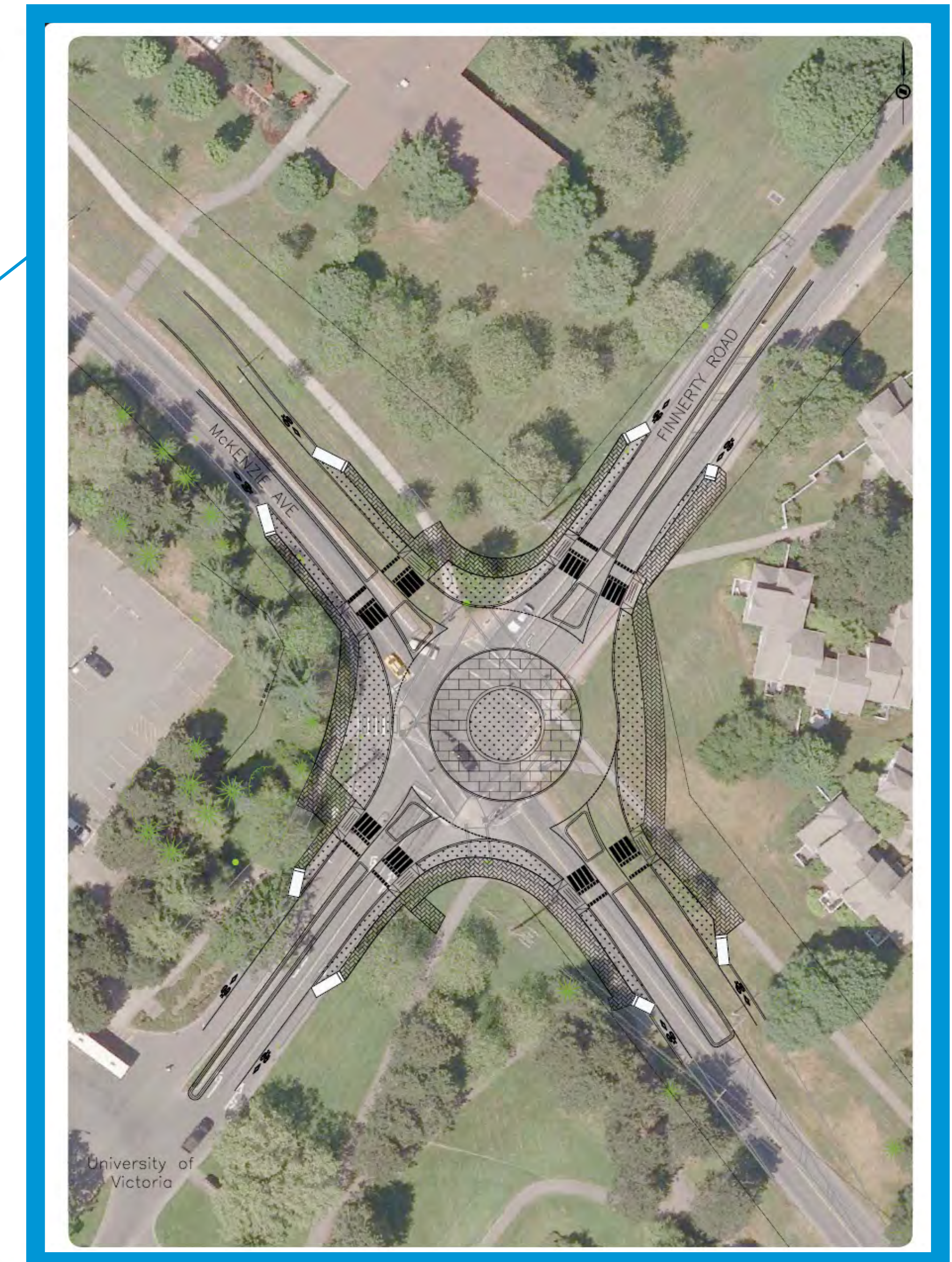
In the summer of 2012, the District of Saanich will be redeveloping McKenzie Avenue from McGill Road to Haro Road to improve transportation for all road users.

The upgrades will include sidewalks, crosswalks, bike lanes, left turn lanes, storm water management medians and a traffic roundabout at the intersection of McKenzie Avenue and Finnerty Road. These measures will improve traffic flow and safety.



Source: Saanich Engineering

The Boulevard Transportation Group's Transportation Assessment indicates that with the upgrades, McKenzie Avenue will have plenty of spare capacity to accommodate future demands, including CARSA demand. The upgrades will provide 20,000 vehicle per day capacity vs. 13,500 vehicle per day expected volume. The parking options for CARSA provide for a range of 200 to 400 new parking spaces.



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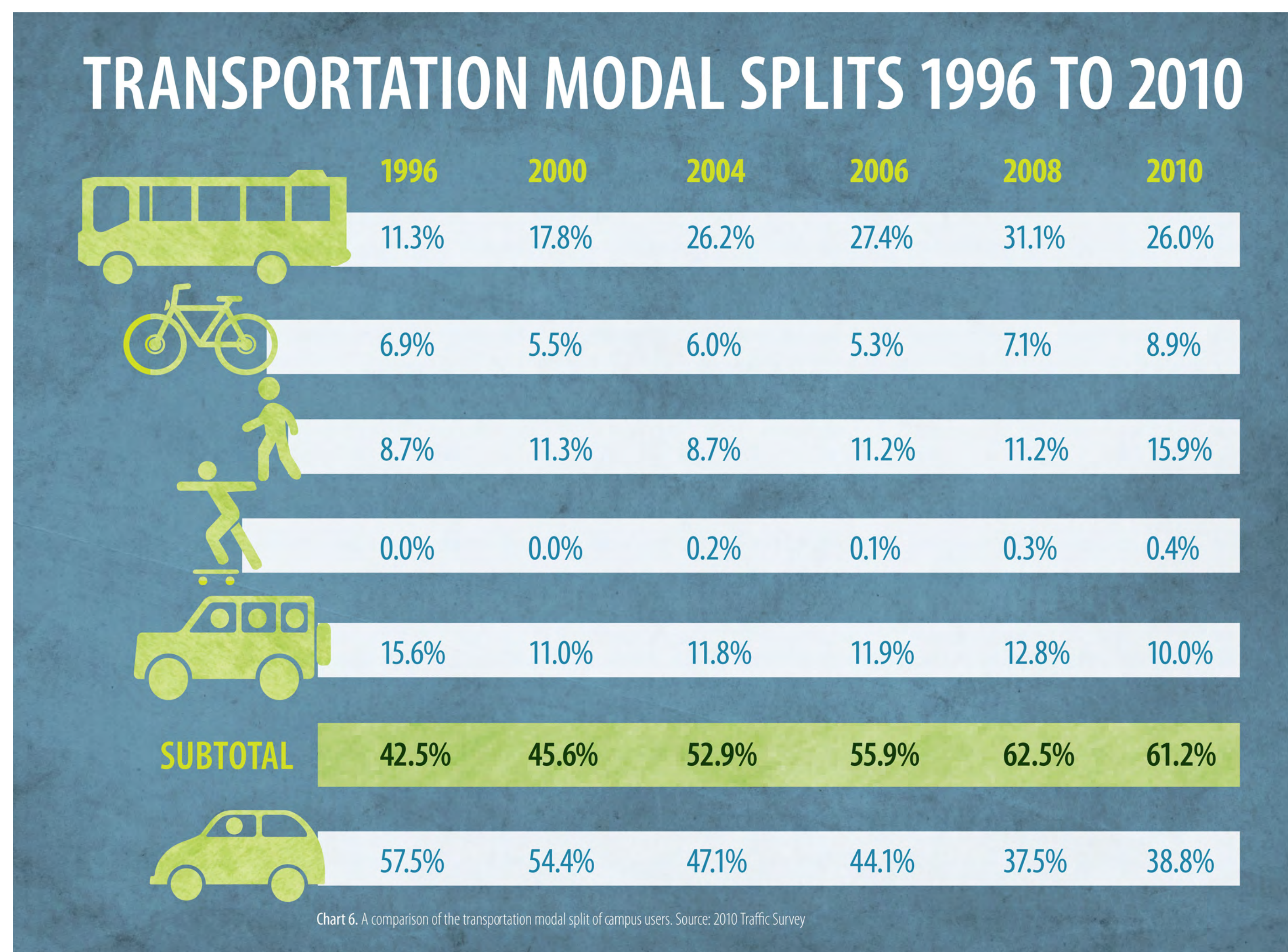


# Transportation Demand Management (TDM)



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UVic has been very successful over the past 14 years in using TDM strategies to reduce car travel and increase the use of transit, cycling and other sustainable modes of travel to campus, the results of which can be seen in the chart below:



\*2010 Campus Traffic Survey

## UVic's TDM strategies include:



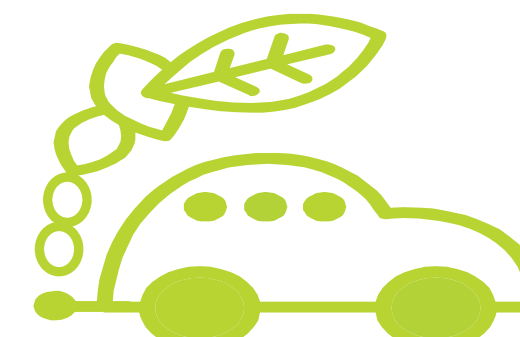
- A universal bus pass (U-Pass) system and subsidized transit pass program for all students, faculty and staff.
- Transit service improvements with over 800 buses coming and going from campus daily

Between 1996 and 2010, the percentage of people taking transit more than doubled (11% versus 26%)\*



- An extensive system of bicycle lockers and racks, end of trip facilities, and a 24/7 bike repair kiosk.
- Support of the SPOKES Bike Bursary Program that loans free refurbished bikes to students and staff

Since 1996, the number of people cycling to campus increased by almost 30%\*



- A partnership with the Victoria Car Share Co-op that provides free memberships to employees and university-owned fleet vehicles available for short term employee rentals
- Parking fees that have increased annually to discourage vehicle trips.

Over the past 14 years, the percentage of people traveling to campus by single occupancy vehicle has fallen by 33%\*



# Transit Plan



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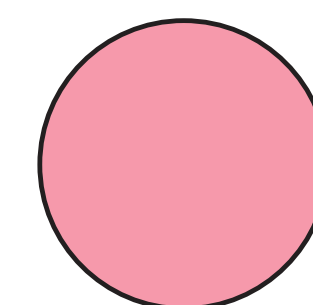
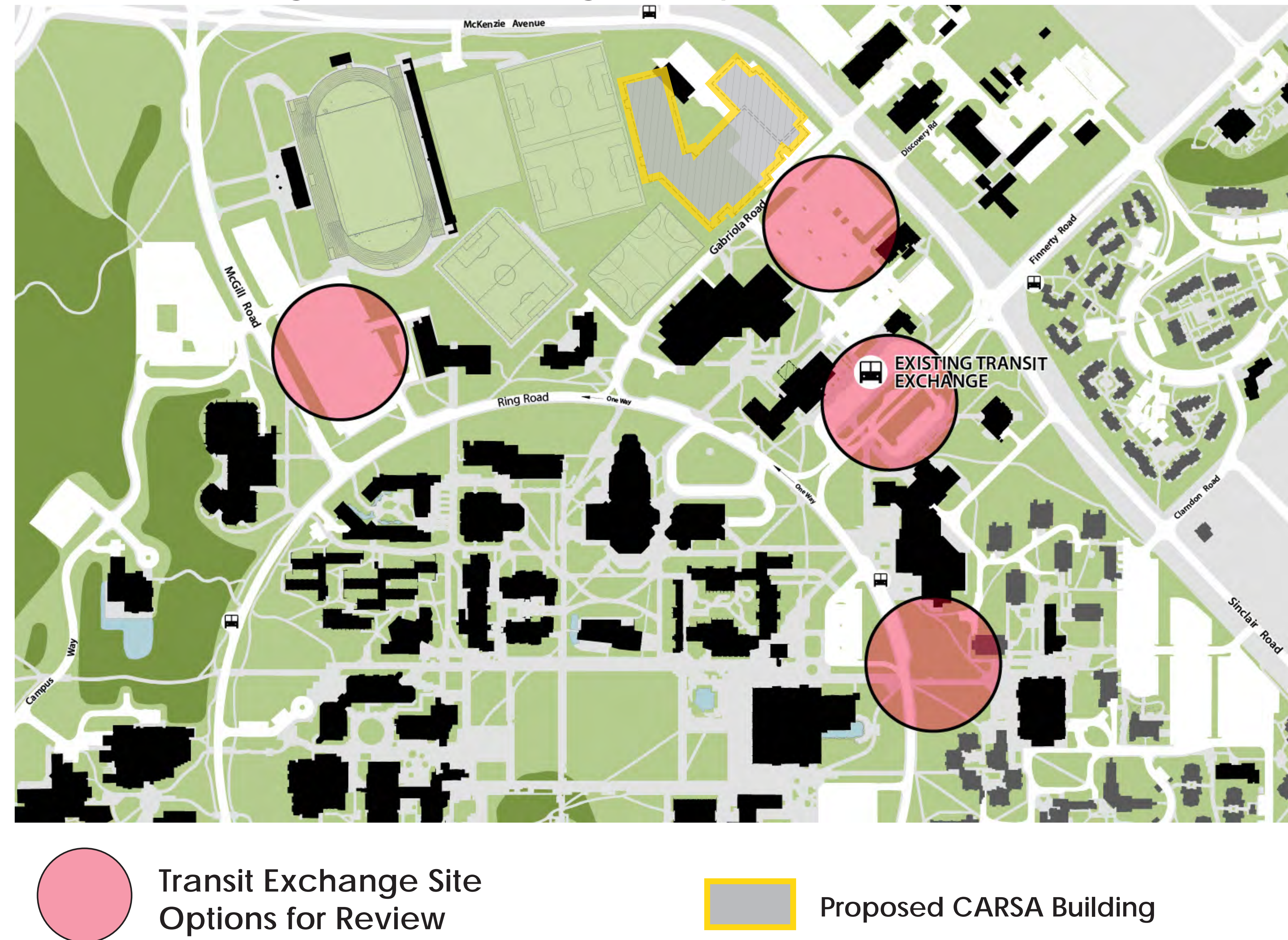
## UVic and BC Transit Working Together

UVic and BC Transit have been working together to prepare a Campus Transit Plan. In 2011, the Campus Transit Planning process included the university and students in initial discussions on possible locations for an expanded transit exchange; desired bus routes and stops to and through campus; and how to address increasing issues with bus pass-ups and reliability of transit service.

BC Transit has chosen four preferred locations for long-term transit exchange options that will be considered as part of UVic's 2014 Campus Plan review.

The current primary and secondary exchange provides 14 bus bays and its expected there will be a need for 21 bus bays in the long term. BC Transit's 25-year Transit Future Plan for the Victoria Regional Transit System recognizes UVic as the largest transit market outside of the downtown and includes plans for rapid transit and increased service frequency to / from the university.

## BC Transit Exchange - Transit Exchange Site Options for Review



Transit Exchange Site  
Options for Review



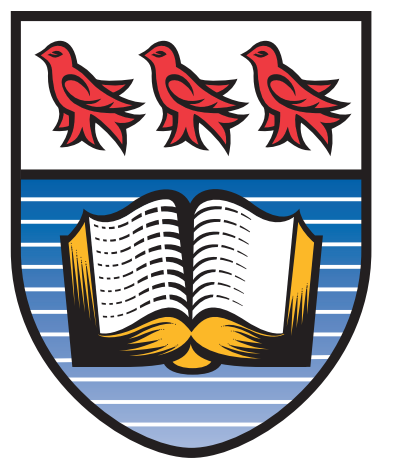
Proposed CARSA Building

Open House - March 2012 kim@acumenpr.ca

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# Parking



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## Parking at UVic

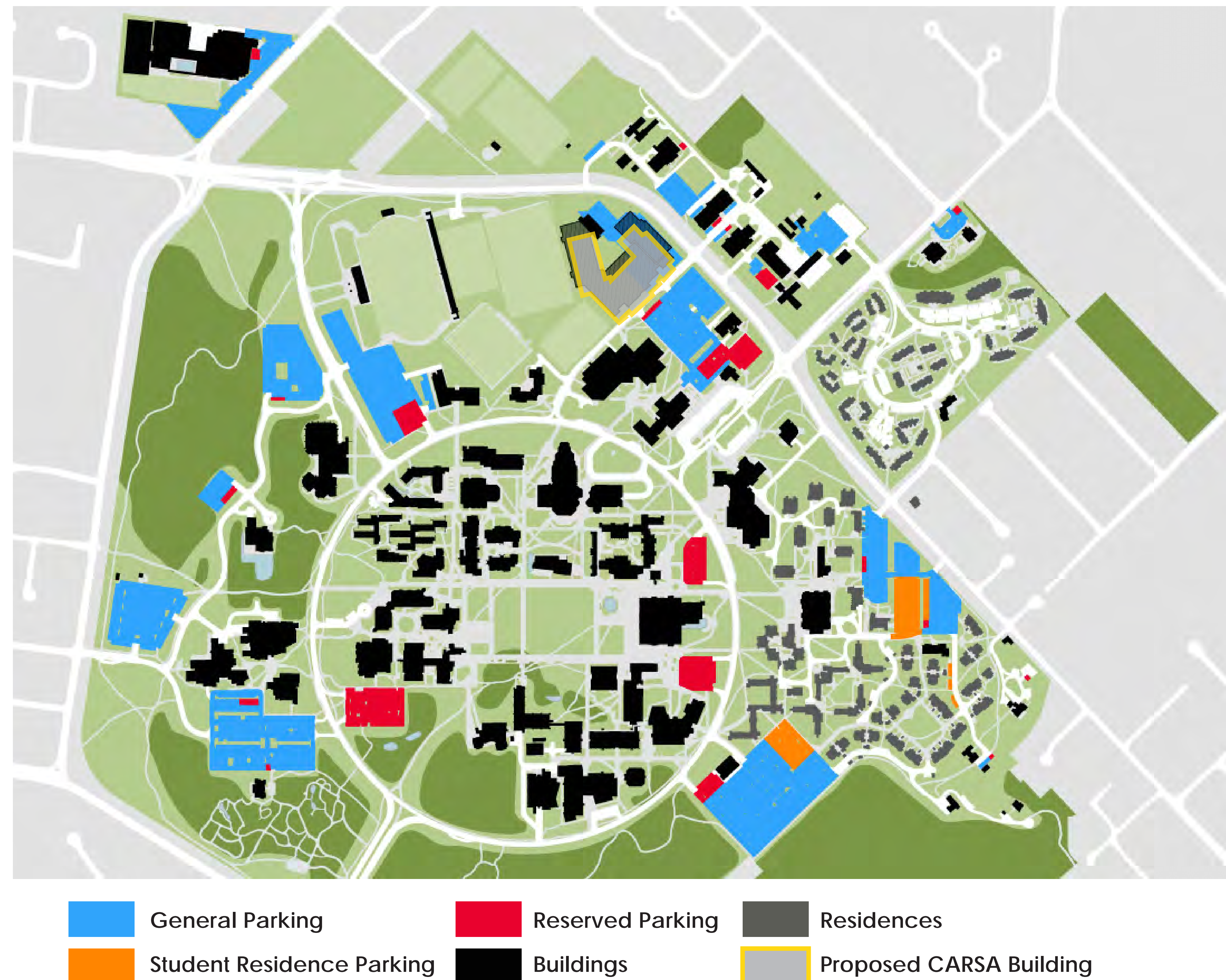
There are 4163 parking spaces currently located on UVic's campus. UVic's long-term campus parking strategy is to consolidate and eliminate surface parking and accommodate future campus growth without creating parking spillover into neighbourhoods.

UVic has been successful in reducing vehicle parking demand over the years, however, parking is still required. For new building projects, the Saanich Zoning Bylaw requires that 1 new parking space per 50m<sup>2</sup> (538ft<sup>2</sup>) of gross floor area of building be provided.

The size of the CARSA project would require that 354 new parking spaces be constructed. The previously proposed parkade on parking lot 3 would displace 234 parking spaces, making the total parking required of 588 spaces.

The previous design for the parkade for the CARSA project provided a total of 509 spaces or a net new supply of 275 spaces for the facility.

## Campus Parking Map

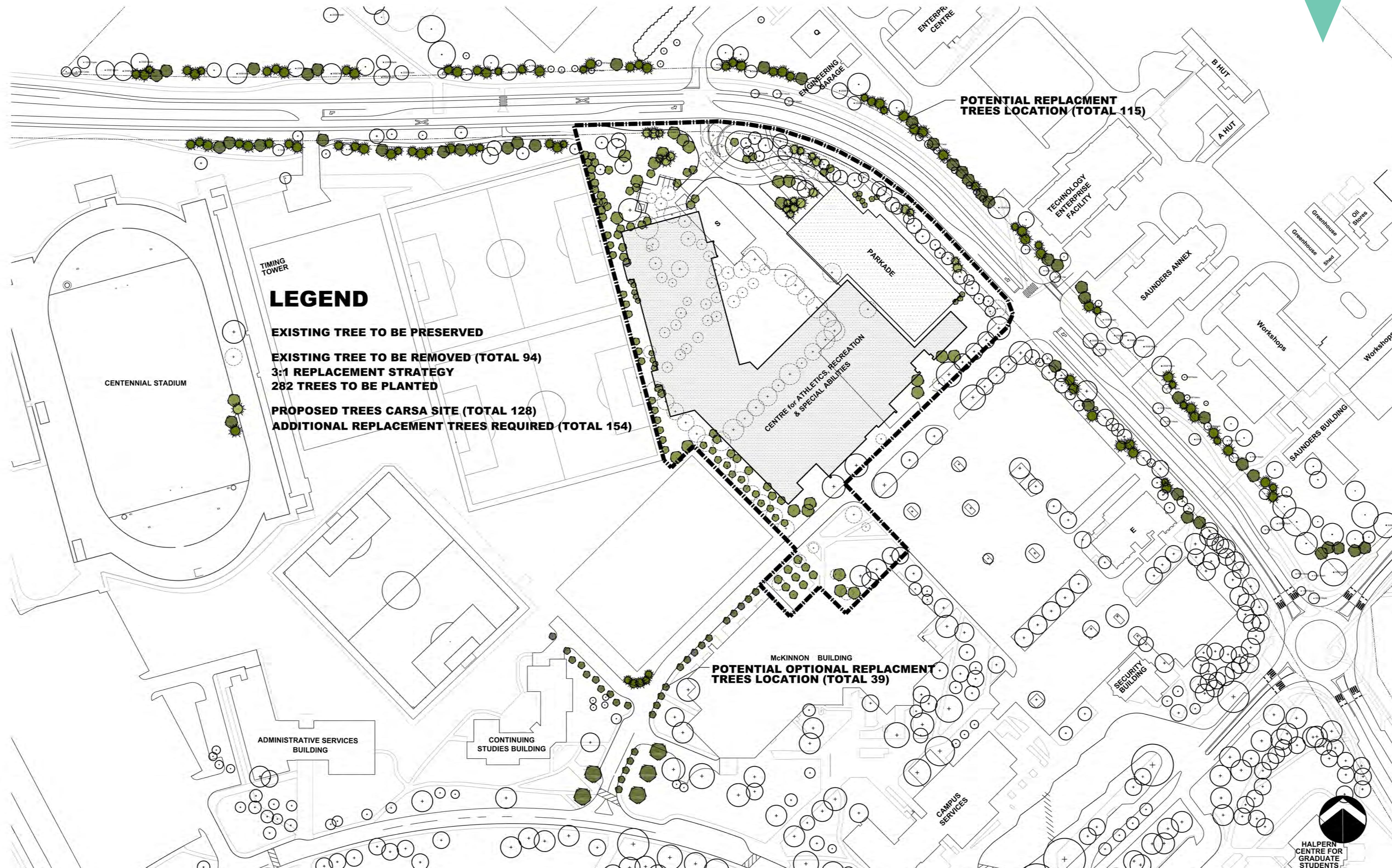




# Tree Replacement Commitment



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94 trees will be removed during this project. UVic is committed to replacing these trees at a 3 to 1 ratio. 282 new trees will be planted at the CARSA site.

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# Previous Design - Lot 3



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## Height:

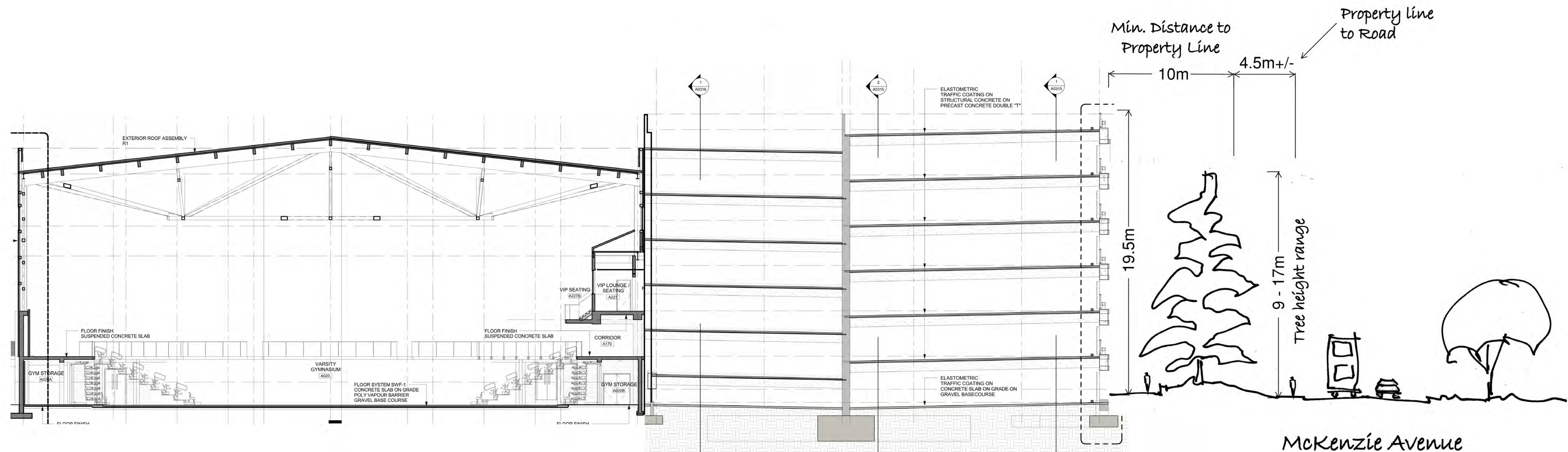
- 6 storeys/7 levels above ground
- Parkade 19.5 metres high
- Bylaw variance = 17.2 metres (based on climbing tower 27.2m)

## Parking:

- 6 surface parking stalls
- 503 parkade parking stalls
- 509 total parking spaces
- Bylaw variance= 79 parking stalls (less than 588 stalls required)
- Lot 3 existing parking spaces = 234
- Total new stalls = 275

## Cost Estimates:

- Project cost: \$17.6M
- Other Services: \$2.5M
- Cost Per New Stall: \$73,000

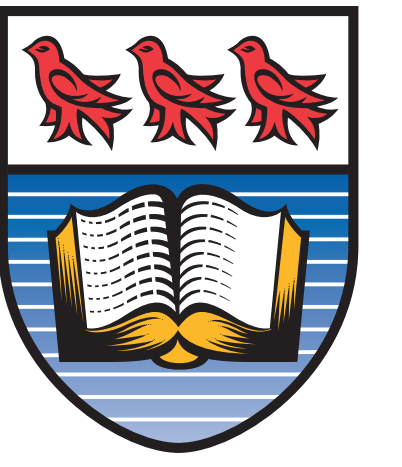


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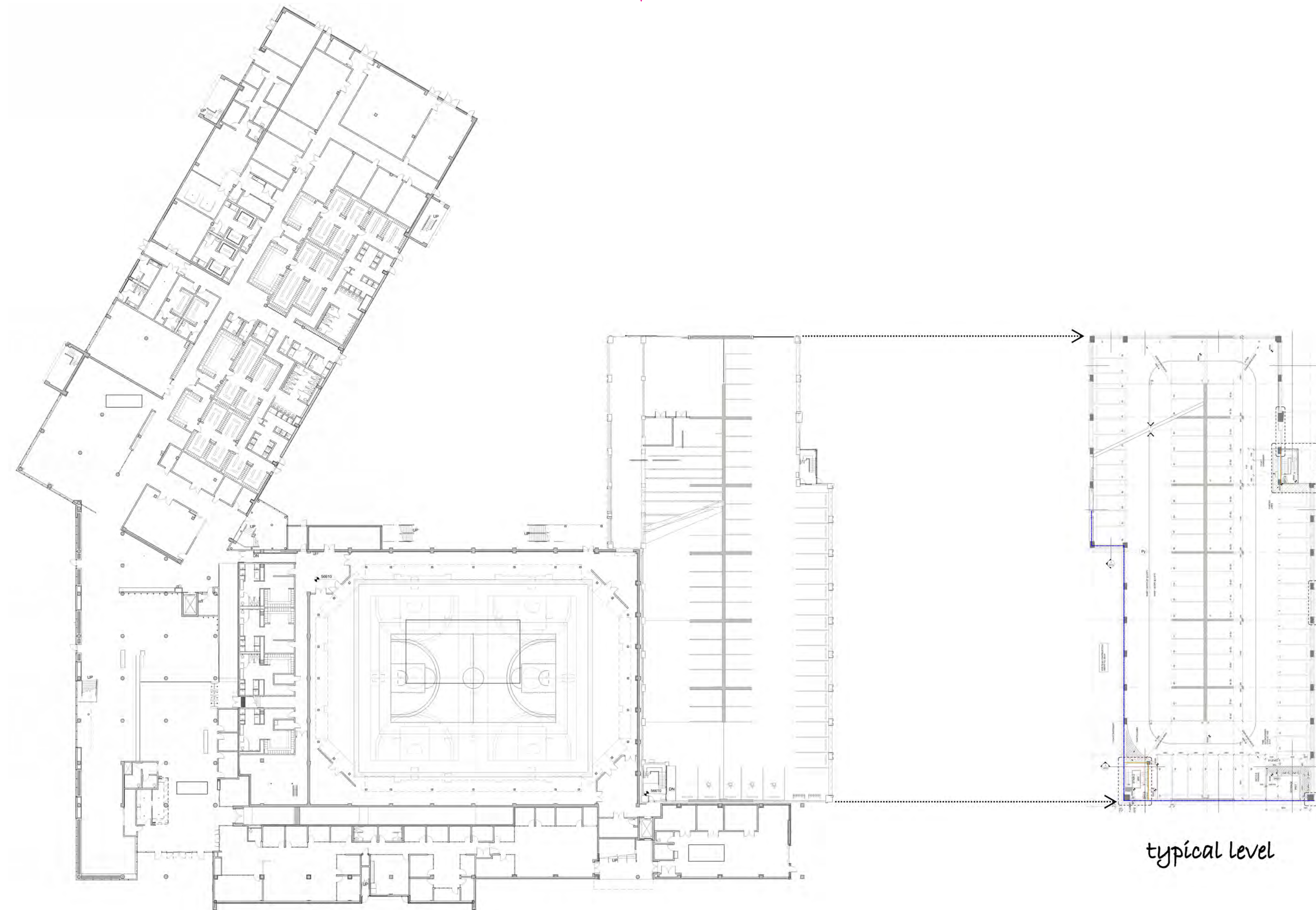
# Previous Design - Lot 3



University  
of Victoria

## Design Implications:

- Connected to CARSA providing direct access to the facility
- Consistent with Campus Plan
- Environmental: no impact on water table, no additional trees removed
- Efficiencies in land use
- Visibility from McKenzie Avenue
- No personal safety concerns
- Close to campus amenities: University Centre, McKinnon Gym, Student Union Building, Cinecenta Theatre
- Neighbourhood overflow parking potential is minimized



Ground Floor Plan

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# Option A: Reduce by 2 Levels



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## Height:

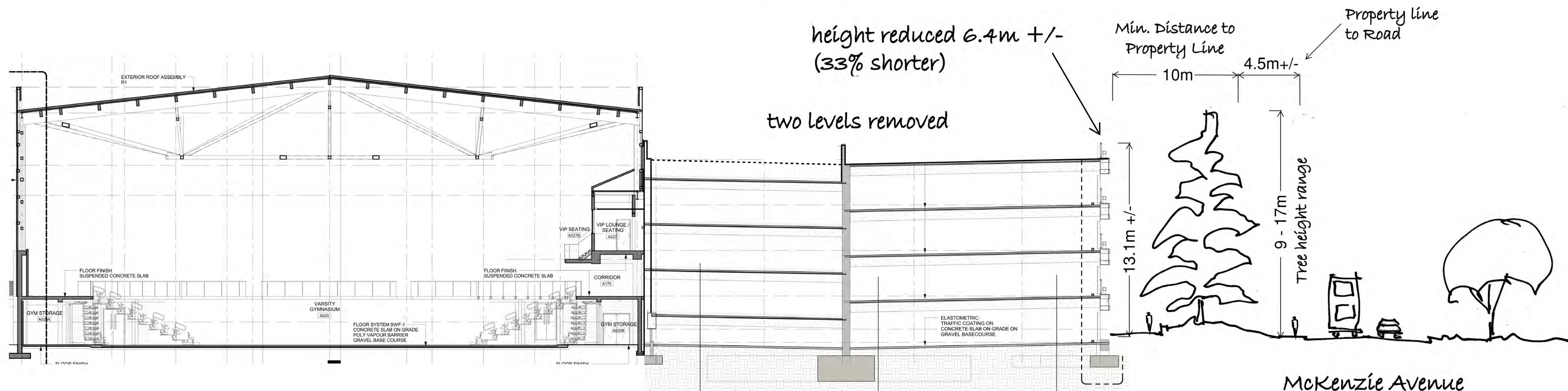
- 4 storeys/5 levels above ground
- Parkade 13.1 metres high
- Bylaw variance = 17.2 metres (based on climbing tower 27.2m)

## Parking:

- 6 surface parking stalls
- 347 parkade parking stalls
- 353 total parking spaces
- Bylaw variance= 235 parking stalls (less than 588 stalls required)
- Lot 3 existing parking spaces = 234
- Total new stalls = 119

## Cost Estimates:

- Project cost: \$15.1M
- Other Services: \$2.5M
- Cost Per New Stall: \$148,000



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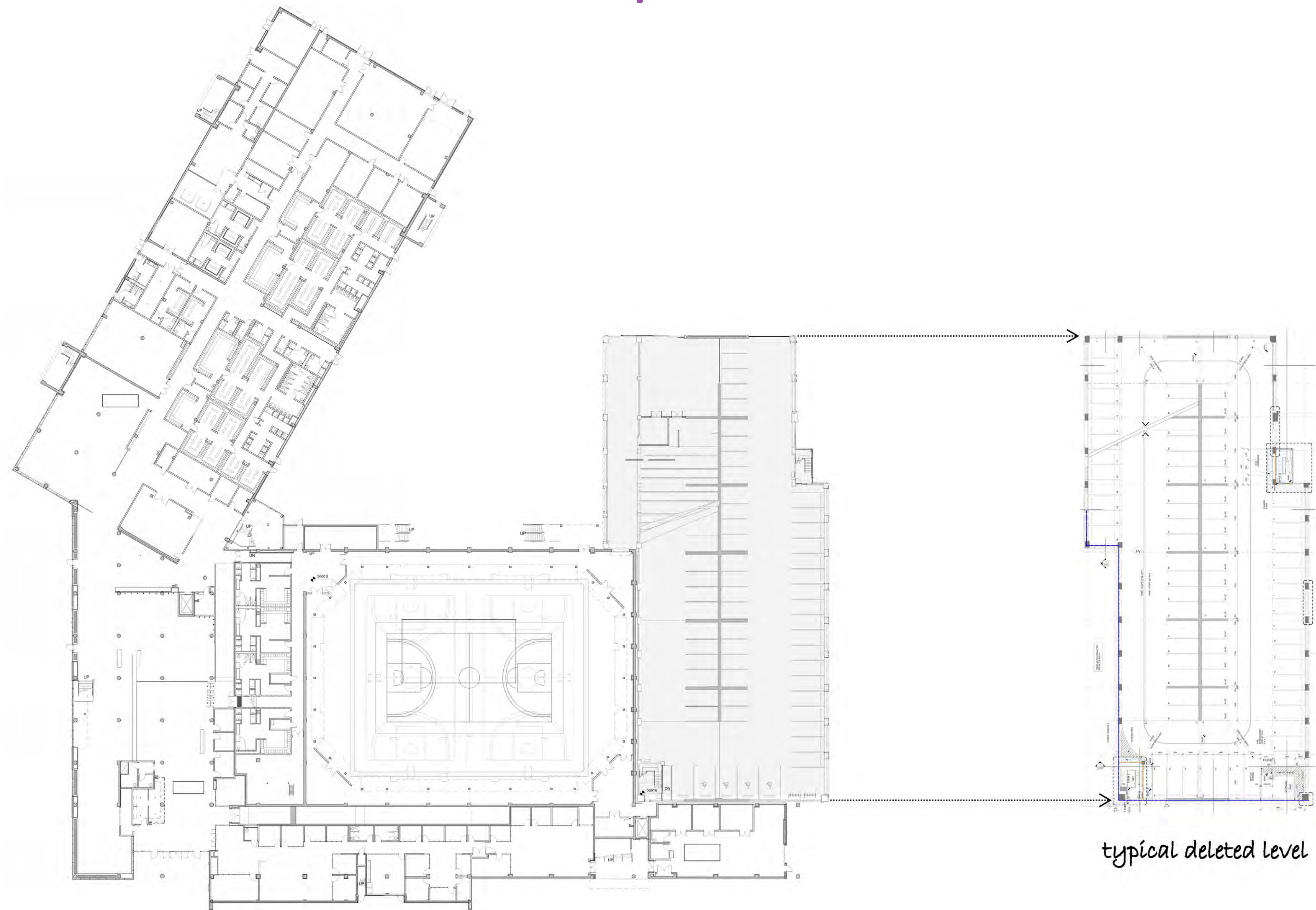
# Option A: Reduce by 2 Levels



University  
of Victoria

## Design Implications:

- Connected to CARSA providing direct access to the facility
- Consistent with Campus Plan
- Environmental: no impact on water table, no additional trees removed
- Efficiencies in land use
- Less visible from McKenzie Avenue
- No personal safety concerns
- Close to campus amenities: University Centre, McKinnon Gym, Student Union Building, Cinecenta Theatre
- Less available event parking near facility
- Potential overflow parking issue into neighbourhood



Ground Floor Plan



# Option B: Bury 2 Levels



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## Height:

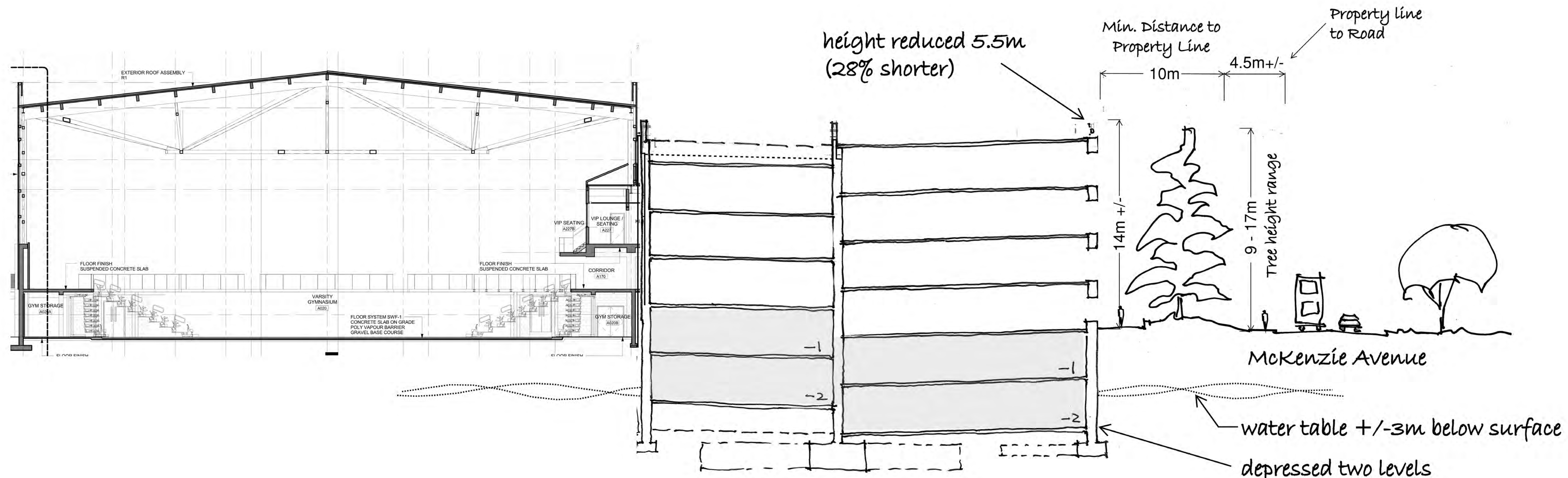
- 4 storeys/5 levels above ground
- 2 Levels below grade
- Parkade 14.0 metres high
- Bylaw variance = 17.2 metres (based on climbing tower 27.2m)

## Parking:

- 6 surface parking stalls
- 347 parkade parking stalls above grade
- 143 parking stalls below grade
- 496 total parking spaces
- Bylaw variance= 92 parking stalls (less than 588 stalls required)
- Lot 3 existing parking spaces = 234
- Total new stalls =262

## Cost Estimates:

- Project cost: \$19.7M
- Other Services: \$2.9M
- Cost Per New Stall: \$86,300



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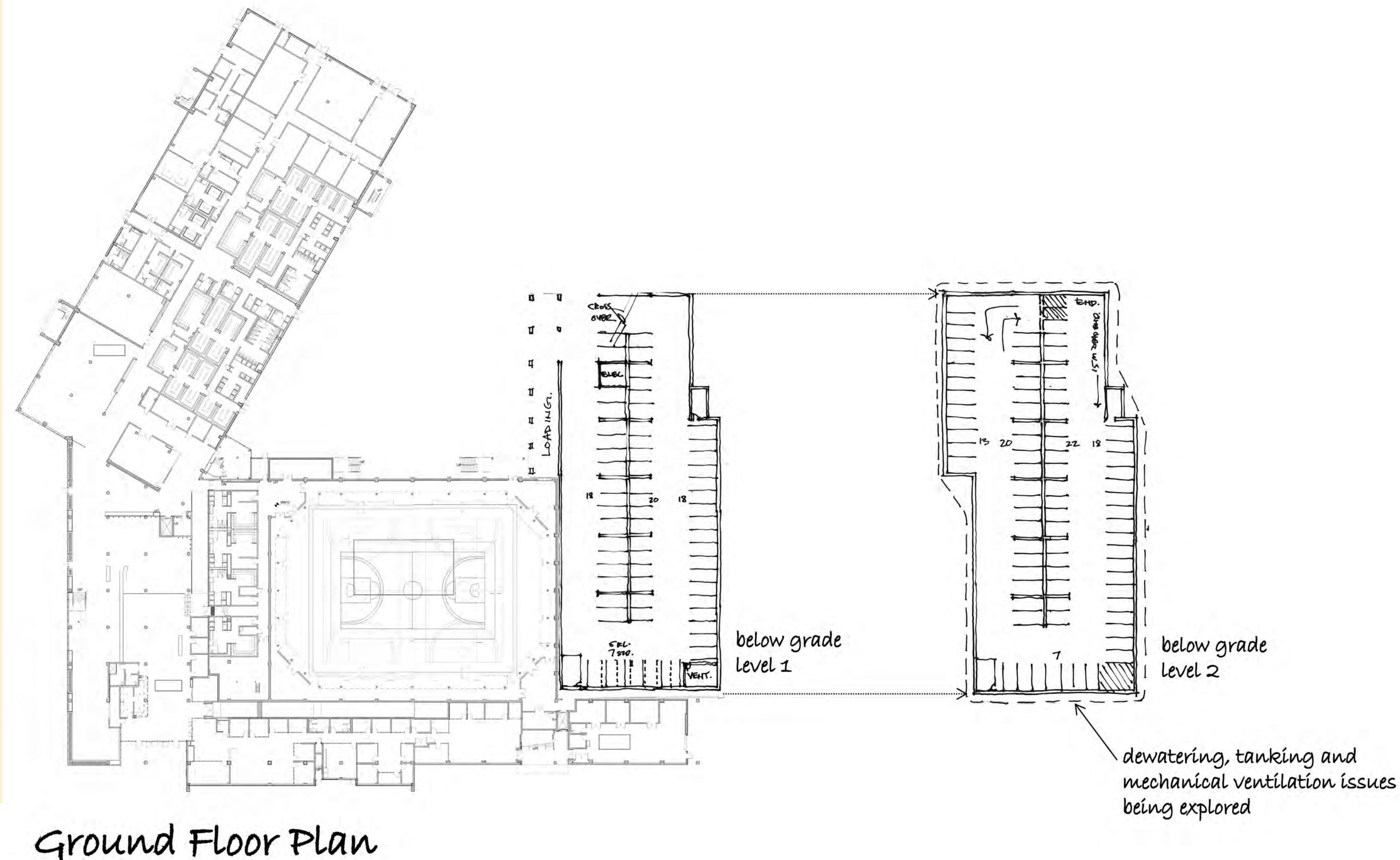
# Option B: Bury 2 Levels



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## Design Implications:

- Connected to CARSA providing direct access to the facility
- Consistent with Campus Plan
- Environmental: no additional trees removed, no significant impact on water table
- Efficiencies in land use
- Less visible from McKenzie Avenue
- Personal safety concerns with parking underground
- Close to campus amenities: University Centre, McKinnon Gym, Student Union Building, Cinecenta Theatre
- Neighbourhood overflow parking potential is minimized, meets recommended parking numbers
- Technical issues with waterproofing
- Increased use of electricity due to lower level ventilation and lighting





# Option C: Relocate to Lot 2



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## Height:

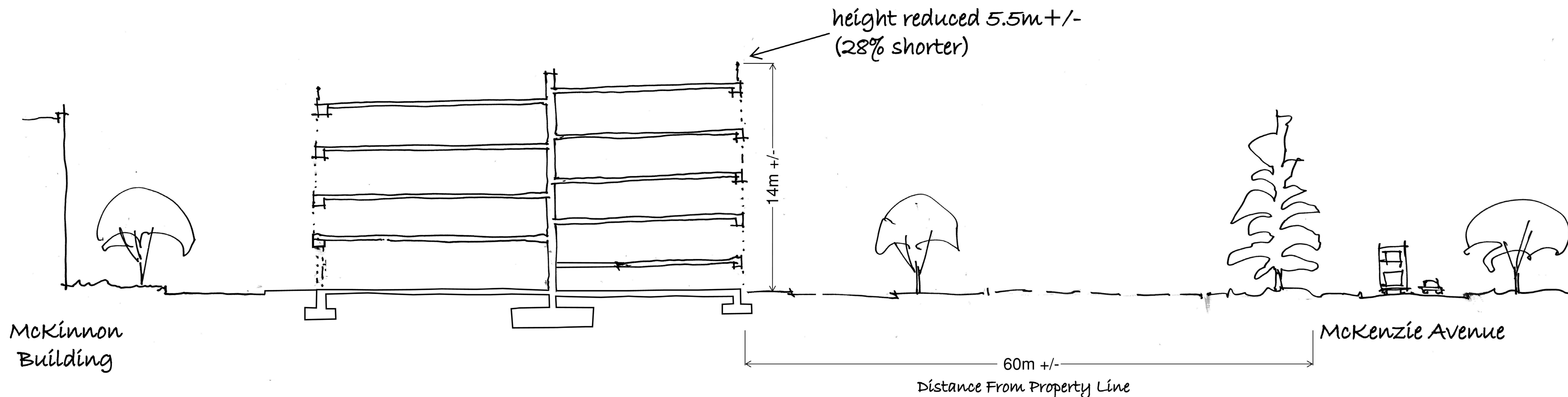
- 4 storeys/5 levels above ground
- Below grade levels to be determined
- Parkade 14.0 metres high
- Bylaw variance = 4.0 metres (maximum allowable height 10m)

## Parking:

- 6 surface parking stalls
- 643 parkade parking stalls above grade
- 649 total parking spaces
- Bylaw variance= 104 parking stalls (less than 588+165 stalls required)
- Lot 3 existing parking spaces = 234
- Lot 2 existing parking spaces = 165
- Total new stalls = 250

## Cost Estimates:

- Project cost: \$20.2M
- Other Services: \$3.0M
- Cost Per New Stall: \$98,900



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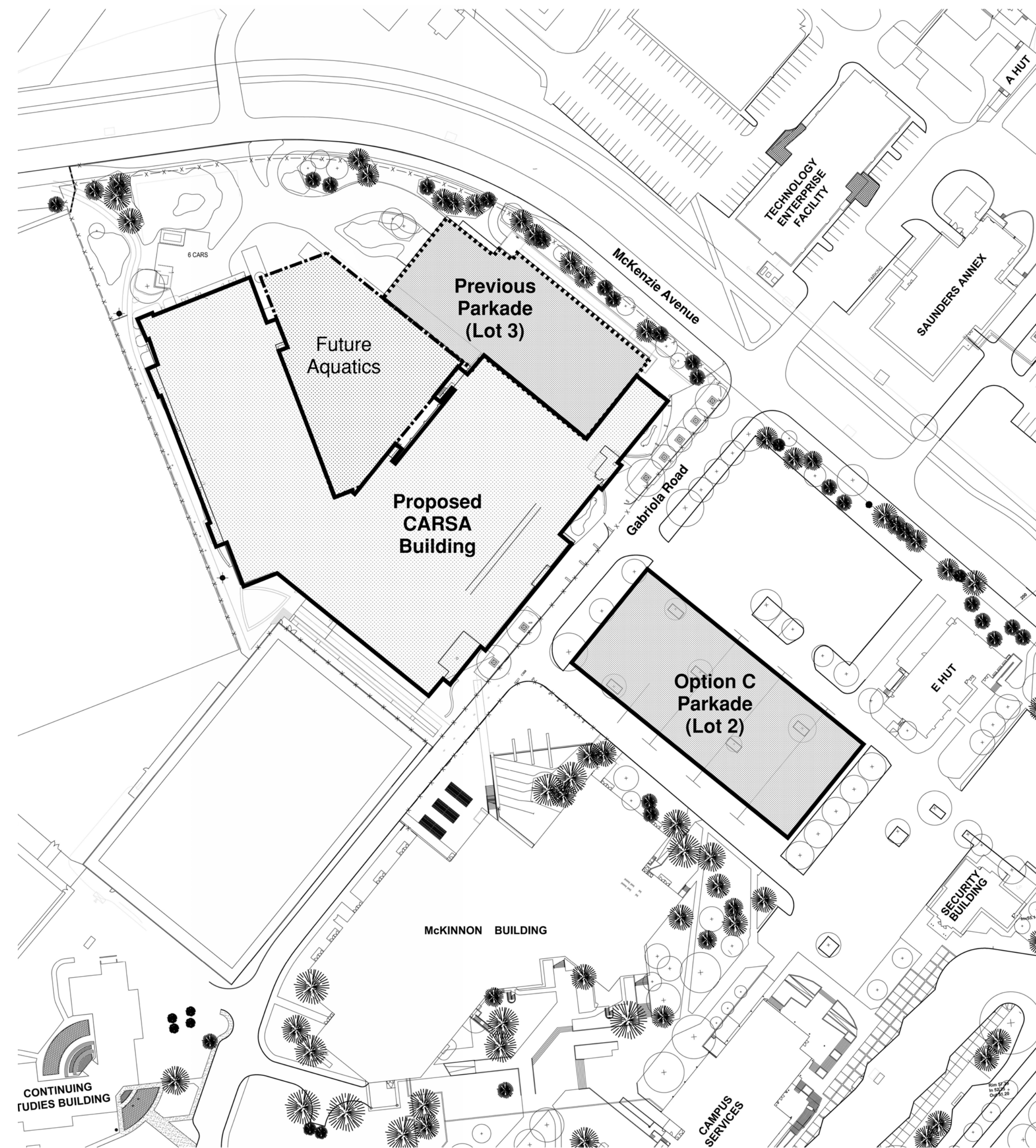
# Option C: Relocate to Lot 2



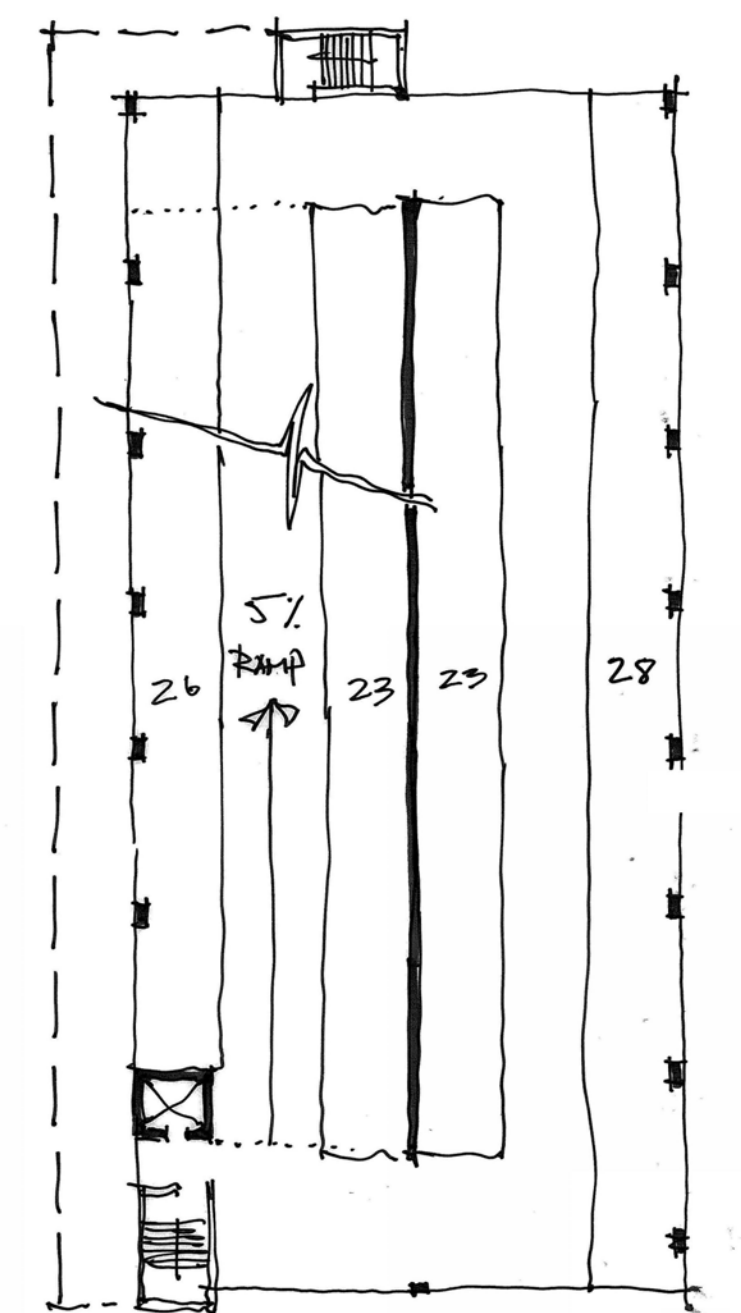
University  
of Victoria

## Design Implications:

- No direct connection to CARSA facility
- No shared opportunities with elevator, stairs, lobby
- Consistent with Campus Plan
- Environmental: no impact on water table, no additional trees removed
- Less efficient land use with stand alone structure
- Less visible from McKenzie Avenue
- No personal safety concerns
- Close to campus amenities: University Centre, McKinnon Gym, Student Union Building, Cinecenta Theatre
- Neighbourhood overflow parking potential is minimized
- All parking traffic on Gabriola Road
- Reduces future development opportunities such as BC Transit hub, Village Centre concept
- Previous parkade location on Lot 3 could potentially serve as surface parking



Context Plan



typical level



# Option D: Split Lot 2 and Lot 3



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## Height:

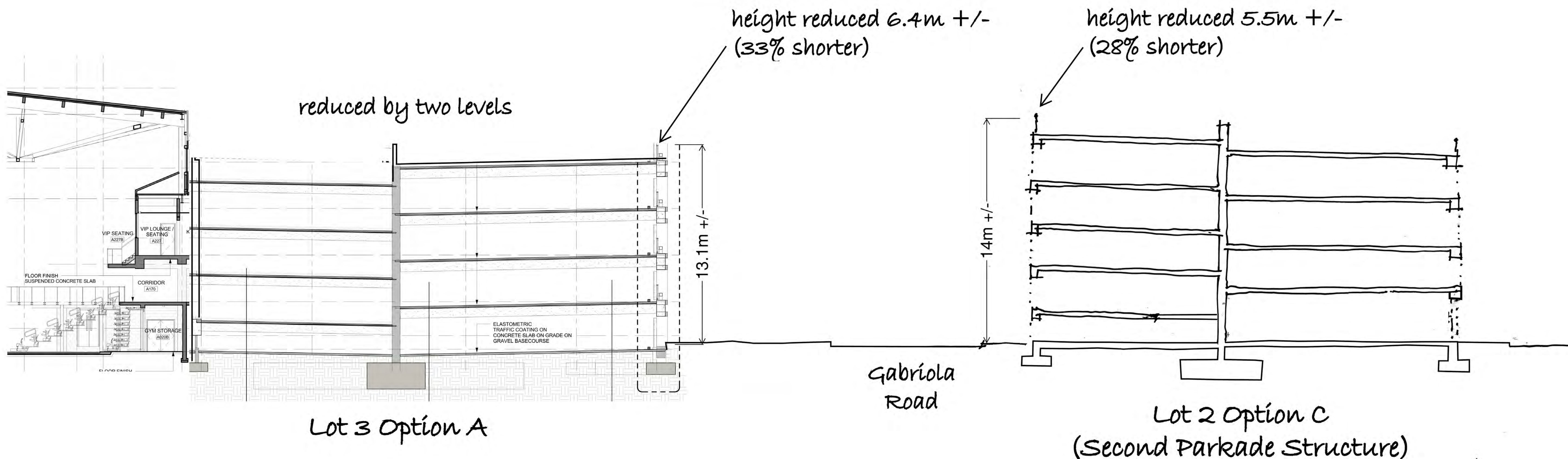
- 4 storeys/5 levels above ground
- Below grade levels to be determined
- Bylaw variance = 17.2 m CARSA Lot 3
- Bylaw variance = 4.0 m Lot 2  
(maximum allowable height 10.0 m)

## Parking (Approx):

- 353 parking stalls (Option A Lot 3)
- 400 parking stalls (Lot 2)
- Total parking stalls = 753
- Bylaw variance = 0
- Lot 3 existing parking spaces = 234
- Lot 2 existing parking spaces = 150
- Total new stalls = 369

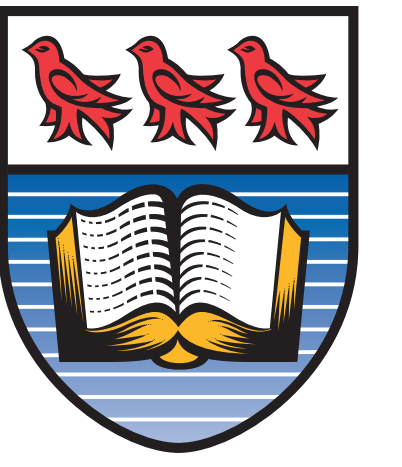
## Cost Estimates:

- Project cost: \$35.5M
- Other Services: \$3.0M
- Cost Per New Stall: \$103,800





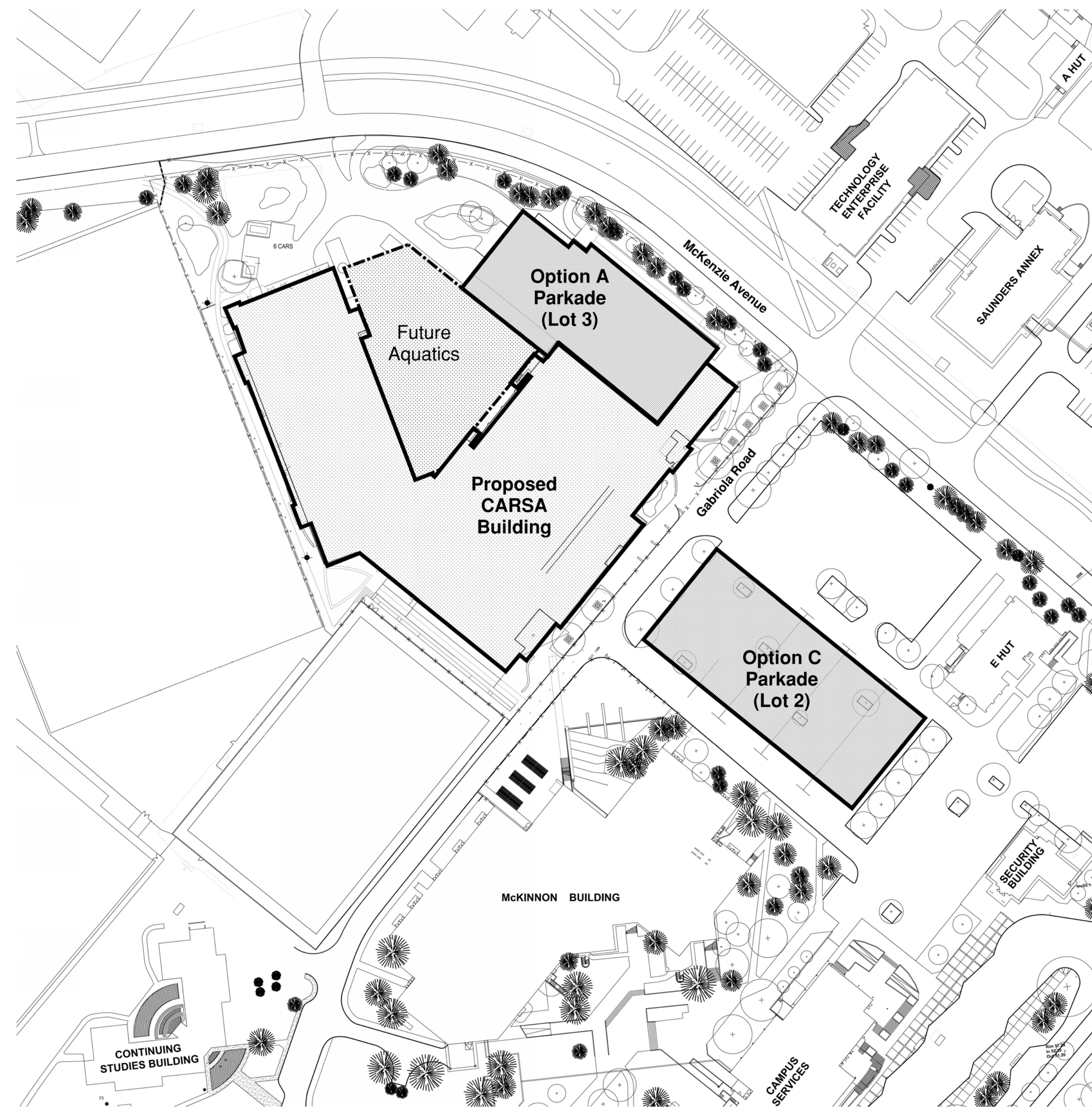
# Option D: Split Lot 2 and Lot 3



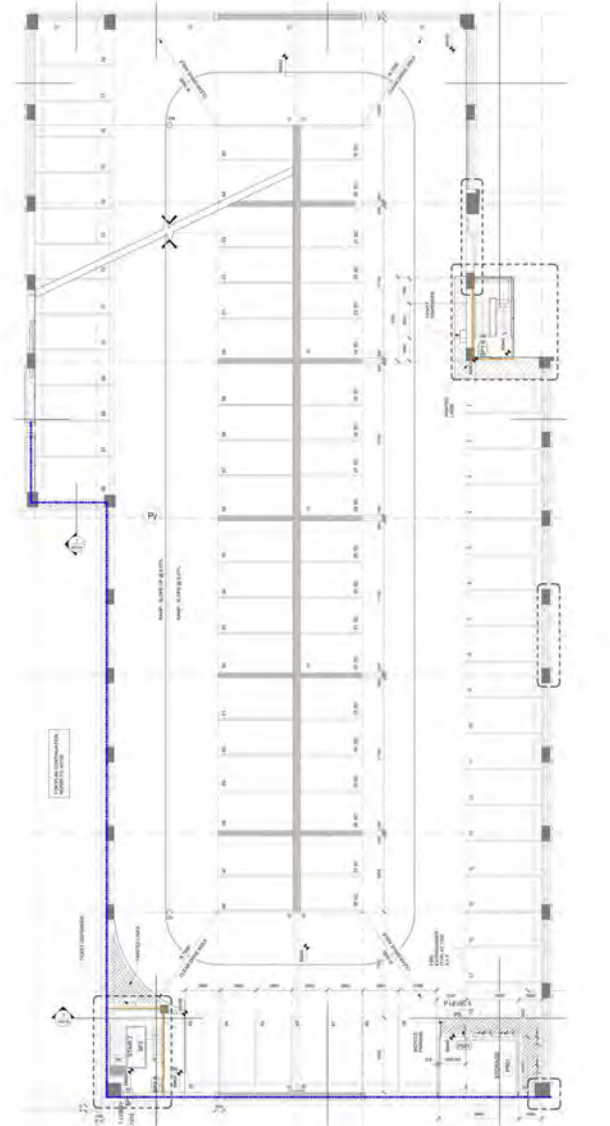
University  
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## Design Implications:

- Connected to CARSA providing direct access to the facility
- Consistent with Campus Plan
- Environmental: no impact on water table, no additional trees removed
- Less efficient land use
- Less visible from McKenzie Avenue
- No personal safety concerns
- Close to campus amenities: University Centre, McKinnon Gym, Student Union Building, Cinecenta Theatre
- Neighbourhood overflow parking potential is minimized
- Option reduces future development opportunities such as: BC Transit hub, Village Centre concept

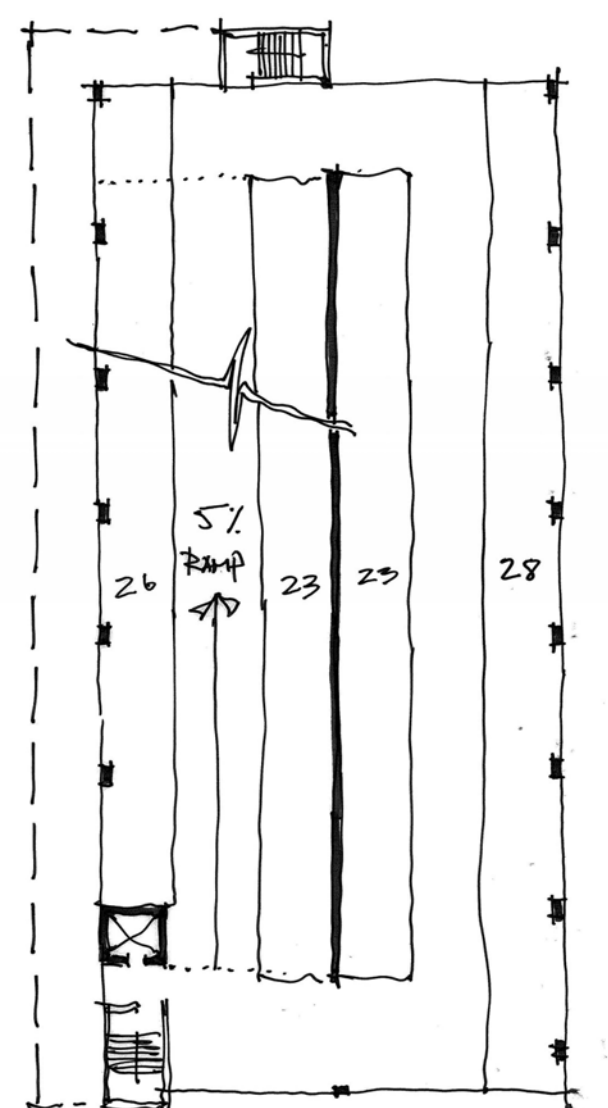


Context Plan



typical level

Lot 3 Option A



typical level

Lot 2 Option C

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# Option E: Split Lot 4 and Lot 3



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## Height:

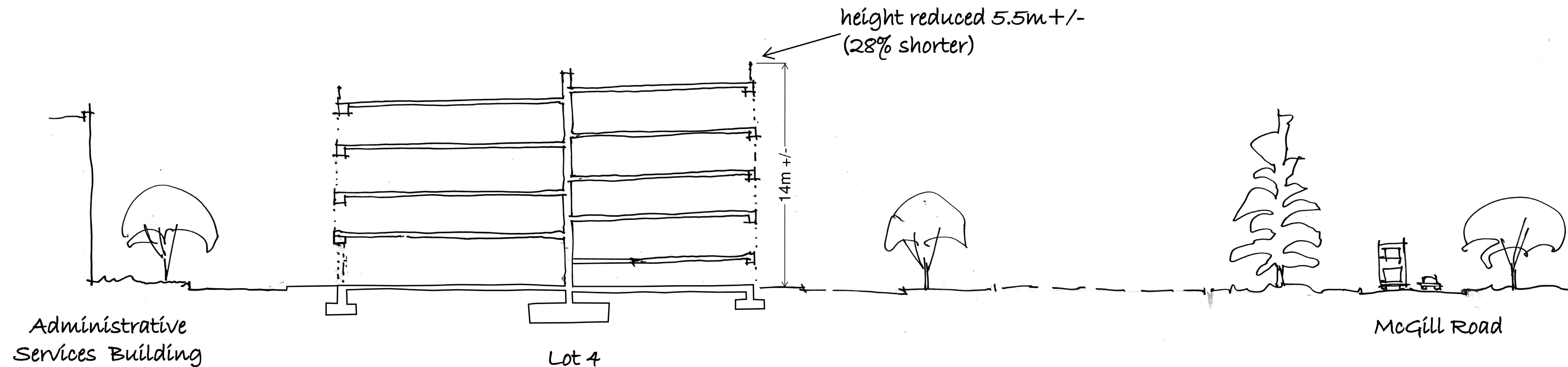
- 4 storeys/5 levels above ground
- Below grade levels to be determined
- Bylaw variance = 17.2 m CARSA Lot 3
- Bylaw variance = 4.0 m Lot 4 (maximum allowable height 10.0 m)

## Parking (Approx):

- 353 parking stalls (Option A Lot 3)
- 400 parking stalls (Lot 4)
- Total parking stalls = 753
- Bylaw variance = 0
- Lot 3 existing parking spaces = 234
- Lot 4 existing parking spaces = 165
- Total new stalls = 354

## Cost Estimates:

- Project cost: \$35.5M
- Other Services: \$3.0M
- Cost Per New Stall: \$108,200

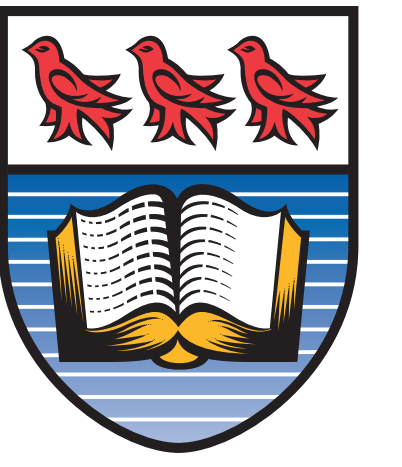


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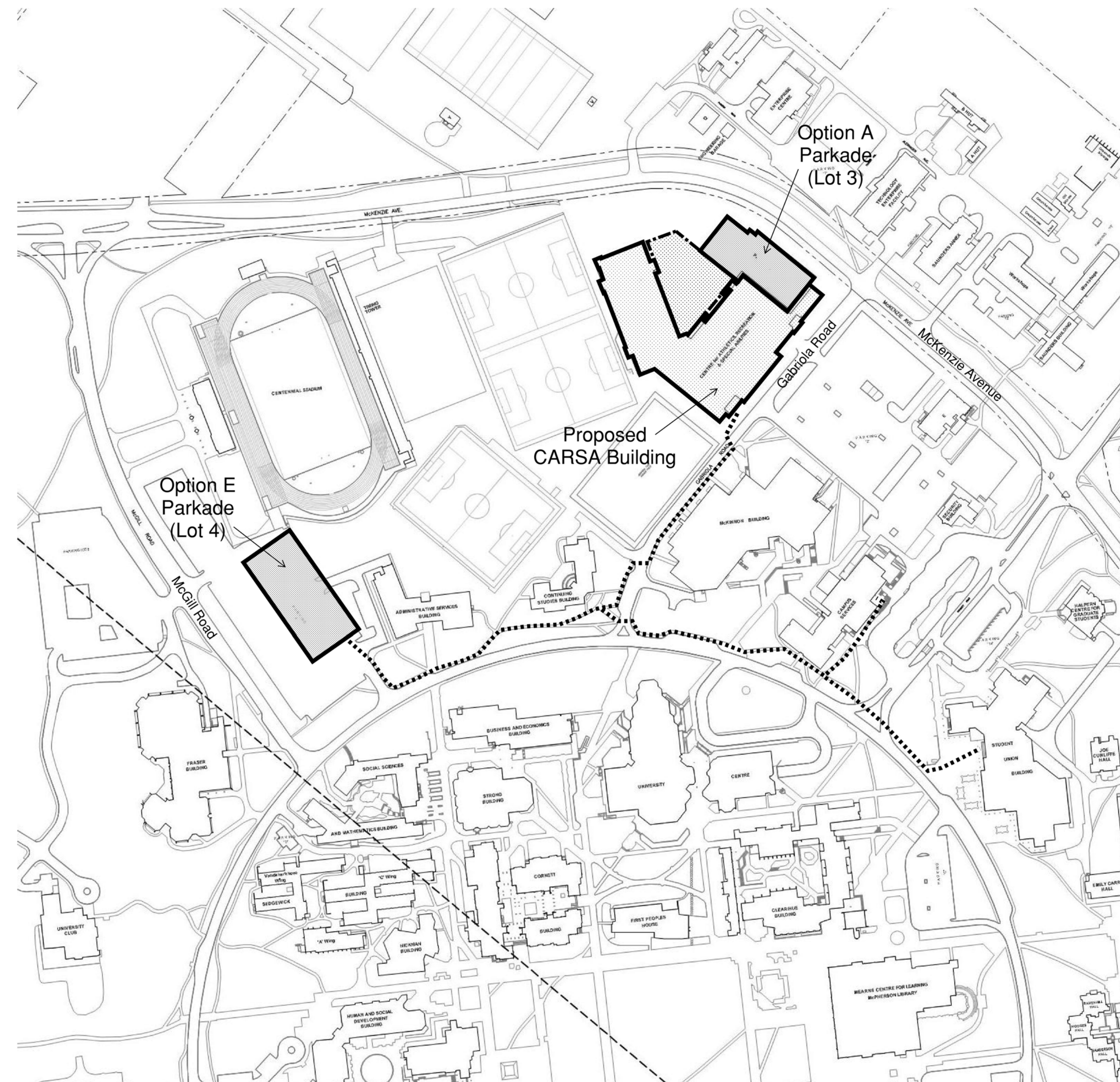
# Option E: Split Lot 4 and Lot 3



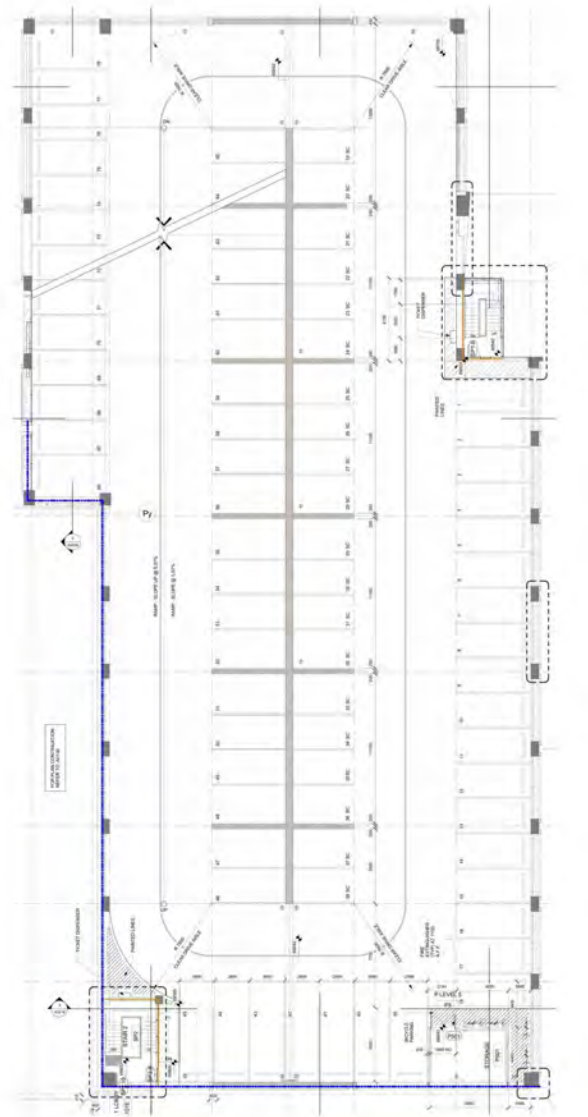
University  
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## Design Implications:

- Connected to CARSA providing direct access to the facility
- Consistent with Campus Plan
- Environmental: no impact on water table, no additional trees removed
- Less efficient land use
- Less visible from McKenzie Avenue
- No personal safety concerns
- Close to campus amenities: University Centre, McKinnon Gym, Student Union Building, Cinecenta Theatre
- Less available event parking near CARSA
- Potential overflow parking issue into neighbourhood
- Traffic issues at McGill / McKenzie intersection
- Option impacts future development opportunities such as BC Transit hub
- Lot 4 distance from campus amenities = 400 meters

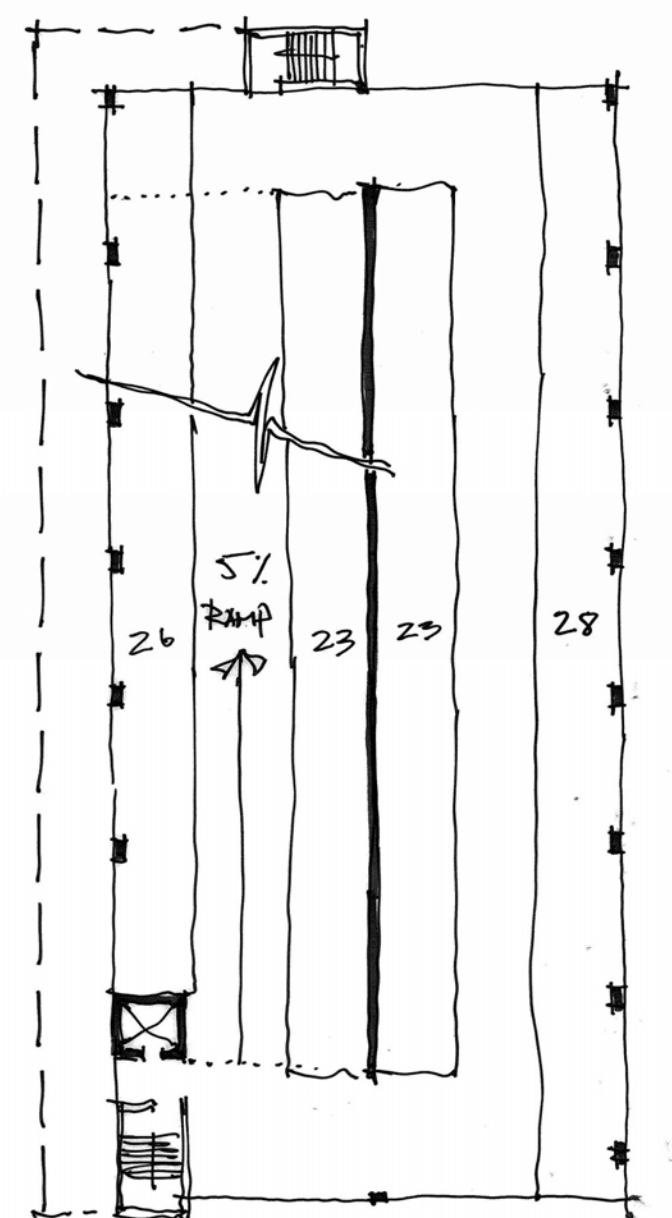


Context Plan



typical level

Lot 3 Option A



typical level

Lot 4 Option E

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# Summary of Parkade Options\*



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	Option	Height (m)	Total Parking Spaces	Cost Estimate Per New Stall	Total Project Cost (project cost + other services)
	Previous Design Lot 3 attached to CARSA	19.5 m	509	\$73,000	\$20.1M
	<b>Option A: Reduce by 2 levels</b> Lot 3 attached to CARSA	13.1 m	353	\$148,000	\$17.6M
	<b>Option B: Bury by 2 levels</b> Lot 3 attached to CARSA	14.0 m	496	\$86,300	\$22.6M
	<b>Option C: Relocate to Lot 2</b> Lot 2 across from CARSA	14.0 m	649	\$98,900	\$24.7M
	<b>Option D: Split Lot 2 and Lot 3</b> Lot 2 and Lot 3 attached to CARSA	14.0 m	753	\$103,800	\$38.5M
	<b>Option E: Split Lot 4 and Lot 3</b> Lot 4 and Lot 3 attached to CARSA	14.0 m	753	\$108,200	\$38.5M

\*All numbers approximate

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# Thank You!



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**Your feedback is important to us!** Please fill out a comment form and deposit it in the drop box before you leave. Feedback will be summarized and will inform a second set of open houses in May.



There will be several opportunities for you to provide feedback.

Please visit: [www.uvic.ca/carsa](http://www.uvic.ca/carsa) for more information.

## Appendix B: Feedback Form

# UVic Centre for Athletics, Recreation and Special Abilities (CARSA) Consultation and Parkade Options Feedback Form



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Thank you for attending the UVic CARSA open house. Your input is valuable to us, so please use this form to record your comments and suggestions.

For more information about the CARSA project, or to fill out this same feedback form online, visit the project website: [www.uvic.ca/carsa](http://www.uvic.ca/carsa)

## Please return this feedback form before March 30th 2012.

Mail completed forms to University of Victoria ASB Rm. A212 PO. Box 1700 Stn CSC Victoria, BC V8W 2Y2; or e-mail to [planning@uvic.ca](mailto:planning@uvic.ca); or fax to 250-721-6677; or drop off at the Administrative Services Building A212

### 1. Please indicate where you live:

- ☐ Cadboro Bay    ☐ Oak Bay    ☐ Mt. Tolmie    ☐ Henderson  
☐ Gordon Head    ☐ UVic Campus    ☐ Other \_\_\_\_\_

### 2. Are you a UVic Student?

- ☐ Yes    ☐ No

### 3. What best describes your relationship to the area (please check all that apply):

- ☐ I live here    ☐ I work here    ☐ I visit here for services or events

### 4. How did you hear about the Open House?

- ☐ Ad in newspaper    ☐ Mailer    ☐ Flyer Handout    ☐ Poster    ☐ UVic E-mail    ☐ Community Association    ☐ Other

### 5. Please rate the helpfulness of the open house information:

	Very Helpful	Somewhat Helpful	Not Helpful	No Comment
CARSA Information Boards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parkade Options Boards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Resource People	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Information Package	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

What additional information would you like to receive?

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6. Do you have additional traffic-related questions or concerns based on information presented at the open house? If so, please let us know what they are: \_\_\_\_\_

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7. UVic is seeking input on options for a future CARSA parkade. Five options were presented at the open house. Please provide feedback on each option.

		Strongly Support	Somewhat Support	Neutral	Somewhat Oppose	Strongly Oppose
	<b>Option A</b> - Reduce by 2 levels					
	<b>Option B</b> - Bury by 2 levels					
	<b>Option C</b> - Relocate to lot 2					
	<b>Option D</b> - Split lot 2 and lot 3					
	<b>Option E</b> - Split lot 4 and lot 3					

Comment on your preferences: \_\_\_\_\_

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8. In your view, which are the most important factors UVic should consider in moving towards a preferred parkade option: \_\_\_\_\_

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### **Thank you for your input!**

If you have further questions or comments please contact Kristi Simpson  
at [planning@uvic.ca](mailto:planning@uvic.ca) or 250-721-7019

To receive CARSA updates and notification of future public consultation,  
please provide the following information:

Name: \_\_\_\_\_

Email and/or Phone #\*: \_\_\_\_\_