

Li Sharp
4052 Ebony Place
Victoria, BC V8N 3Y9

July 11, 2018

Mayor & Council
City of Victoria
1 Centennial Square
Victoria, BC V8W 1P6

Dear Mayor and Council,

We have done extensive community consultation. We have received support from the next-door neighbors. Over 60 residents and businesses within a block or two of the redevelopment site have written and signed letters of support. The residents and businesses would like to see revitalization in Haultain Corners. The buildings at the corners are old and deteriorating. The rejuvenation of the building will not only add new life to the corners, but also add much needed housing for the neighborhood.

The development does not exceed the density and height requirements of the current zoning. We are not seeking rezoning, but a development permit application with variances. The development is consistent with the OCP's guidelines for land infill without urban sprawl.

We have made design changes to address the ADP's advice. We will do our best to address any advice the Council might have for the building design.

Community Consultation

I have been canvassing and knocking on doors in the neighborhood. I have listened to the residents' wishes and suggestions.

We will not locate the dental office in the commercial area, in order to address some residents' preference for other businesses, which will be more focused on the local residents. We are open to any business which will benefit the neighborhood. I know the residents who have supported a professional office, will equally support any business which benefits the community. We will work with the community to find a suitable tenant to serve the neighborhood.

Parking Variance and Transportation Demand Management Measures

The two parking spaces affected by the addition to the building will not be totally eliminated, as at least one parking space will be created on Belmont. The benefits of the additional three residential units and commercial space, for much needed housing, will outweigh the compromise in size of the present parking lot.

We have provided more transportation demand management measures to alleviate the parking demands for the neighborhood. In order to encourage the tenants of the residential units to use alternative transportation and reduce car ownership, we will provide the following:

1. A Modo carshare vehicle for the neighborhood residents.
2. A dedicated Modo carshare parking space onsite.
3. A lifetime Modo membership for each residential unit.
4. A \$100 credit for each residential unit for Modo Carshare.
5. Ten enclosed bike parking spaces (60% more than the spaces required).
6. Six class 2 bike parking spaces.
7. Six additional bike parking spaces in the city boulevard.
8. A total of 22 bike parking spaces.
9. \$400 contribution towards the purchase of a bike for each residential unit.

According to the survey of the Transportation and Sustainability Center at the University of California Berkeley, each carshare will remove nine cars to thirteen cars from the street, therefore, more on-street parking will be available. The Modo vehicle will not only serve the tenants of the building, but also all the other residents in the neighborhood.

Parking Demand v. Housing Demand

Haultain street is on the greenway and the proposed all ages and abilities bike route. A bus stop is in front of the building. Sidewalks are present throughout the neighborhood. The building is located within walking distance of Royal Jubilee Hospital, Downtown, and Hillside Mall.

Recently one of the two residential units in the building became available. I received over 70 enquiries about renting the unit. I was shocked and saddened by the number and desperation of the people who were seeking accommodation.

I am sure we can find tenants who would give up their cars to live there, because of the proximity to the core employment areas. When people cannot find or afford a place to live, car ownership will not be a choice but an unaffordable luxury, therefore, car ownership will not be a necessity. It would still be possible to use a car, even though you don't own a car. If the need for a car arose, the residents could access a nearby Modo car.

Supportability of the Parking Variance

These are not luxury condos. This is for regular working families, who would like to choose a green lifestyle and who would choose not to own a car or could not afford a car. The City's multimillion dollar infrastructure for bike lanes will be put into better use for those people who choose to live a green lifestyle. This is consistent with the direction the City has been moving.

I understand that changes could create some anxieties for some residents. However, if we keep the common goal in mind to enhance Haultain Corners, and the community as a whole, we should be able to overcome those anxieties to come out better together at the end.

Last September a parking variance for 12 parking spots was approved for a wine bar to be located at this site, even though there were no transportation demand management measures provided, such as a Modo car, Modo memberships, credits for bikes, and enclosed bicycle parking spaces. Council supported a large parking variance for a wine bar. Now we ask the Council to extend the same support for this development, which will provide three extra residential units and also more transportation demand management measures. The people, who are in urgent need of housing, and the neighborhood residents will appreciate Council's support for the redevelopment. This project will make good use of the City's investment in bike lane infrastructure.

Regards,



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