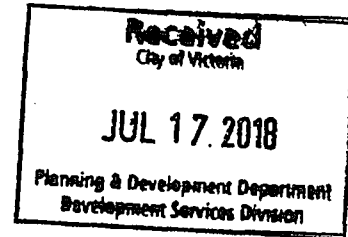




The Hive – 736 Princess
 Rezoning Application: 00602
 Development Permit w Variance Application: 00065

July 17, 2018

Mayor and Council
 Corporation of the City of Victoria
 1 Centennial Square
 Victoria, B.C. V8W 1P6



Good Day Mayor and Council,

We wrote to Mayor and Council May 25, 2018 answering questions generated at January COW meeting. Those answers resulted in additional information requirements from the Planning staff. Here-in are the answers.

Overview

When we 'stepped out of the box' in an attempt to create work force housing that actually provides fantastic living conditions, we were well aware that a difficult decision was required by Council regarding location and density. Previous letters outlining the merits of our plan highlights that a new standard must be met by future developments in the city. Obviously, a different look is required by Council – one that realizes Council objectives *can* be achieved by recognizing land use has constantly transformed to meet changing conditions in our growing city.

Electrical Vehicle Share Program (eVSP)

Our eVSP completely supports all the tenants needs' – 20 vehicles onsite, and more if required. Tenants do NOT need to ever own a vehicle. With access to a variety of vehicles, and by living in a walkable area located on the downtown transit corridor, tenants have their transportation requirements wholly covered. No one has ever offered this before.

The Traffic Study from Watt Consulting Group concluded:

In summary, the site's transportation characteristics and proximity to downtown coupled with the electric Vehicle Sharing Program could allow the proponent to manage the building without any parking supply.

The provision of zero off-street parking spaces is supported provided that: (NOTE: we have guaranteed all these recommendations in our program)

1. *Up to 10 shared vehicles are provided on-site and guaranteed for a minimum period of five years.*
2. *The shared vehicles are accessible to both building residents and non-building residents.*
3. *Vehicle utilization is monitored and new vehicles are provided as demand warrants.*



Continuity and Security

Planning staff are hung up on an 'established' plan such as MODO, thinking somehow this provides more continuity and security and that we, being a private company, may go bankrupt. We obviously have a different view. Programs offered by third party companies could never equal the convenience, volume and variety (we have cars *and* scooters) of our onsite access. **'Convenience' being the number one reason people use car share programs.** This comprehensive car share plan is part of a strategy to ensure the building is always full – it will attract tenants. This can not be put into the hands of a third party and jeopardize the profitability and continuity of the program.

There was a discussion around bonds and deposits. We cannot do this - we must be able to operate our business. We are guaranteeing a plan that has never been offered and CMHC informs us this is the best they have seen.

Vehicle Options

Traffic staff mentioned that some of the vehicles offered may not be legal. This WILL NOT be the case. We presented pictures and examples of a wide variety, some of which are in the process of being approved. Of course we will only use vehicles that are legal in Canada. Additionally, we offered staff the option to approve our final choices. We realize also, choices must meet ICBC standards. There are plenty already approved for Canada and we believe more approvals are coming. That is why we have not yet made a final decision.

Running a Business

Vehicle rental business is a mature business with all the procedures, policies, forms and controls firmly in place. There are thousands of successful *very small* car rental companies. We don't need to discuss with lawyers how a car rental program will be secured and structured. We are guaranteeing the number of vehicles – the operation in our concern. Saying we have not provided details on our experience and background in operating a car share program is heavily slanted and doesn't give weight to our 50 years of business operations.

Summary

We think the eVSP is an integral part of the plan to free tenants from the cost of vehicle ownership yet put them in a position to have unlimited access to electric vehicles. If we were to offer 3 vehicles on site would we be discussing these things? No. Yet we offer 20 vehicles and we are?

Open Princess to Blanshard

We suggested to Planning staff that when we canvassed neighbours, there was a feeling that access to Blanshard from Princess was very worthwhile. This is a separate issue, which as property owners, we would support. However, we are not proposing this as part of our application.



Bicycle Parking Spaces

There are 70 Class 1 bicycle stalls and 6 Class 2 stalls. Stalls are vertical to accommodate all of the transportation alternatives offered at The Hive.

Driveway and Aisle Capacity

The Traffic Study from Watt Consulting provides examples of successful one-way drive aisles in the city. Additionally, we would install mirrors and/or other equipment designed for safe entry and exit. As well, with the low volumes calculated in the report, the Traffic Engineers determined driver behaviour would further support this design.

Summary

We are calling on Council to take this opportunity to add **75 workforce housing** units to the city. Give people an opportunity to NOT be warehoused, but to have access to amenities, transportation and community living all in one building.

Sincerely,

A handwritten signature in black ink, appearing to read "Earl Large", is written over a horizontal line.

Earl Large