TRANSPORTATION PLANNERS AND ENGINEERS

bunt & associates

480 & 492 Esquimalt Road

Transportation Review and Parking Variance

Draft Report V03

Prepared for

Aryze Developments

Date

January 13, 2022

Project No.

04-21-0086

January 13, 2022
04-21-0086

Vinit Jain
Manager, Project Management Office
Aryze Developments
1839 Fairfield Road
Victoria, BC
V8S 1G9

Dear Vinit:

Re: 480 & 492 Esquimalt Road, Transportation Review and Parking Variance
Draft Report V03

Bunt & Associates Engineering Ltd. (Bunt) has undertaken a transportation review and parking variance report for the proposed residential and commercial development at 480 and 492 Esquimalt Road, Victoria, BC.

Our Draft Report is provided herewith. It addresses anticipated transportation impacts related to the proposed development, a review of the development's vehicle and bicycle parking strategy as well as initiatives to support more sustainable modes of transportation.

We trust that our input with this report will be of assistance. Please do not hesitate to contact us should you have any questions.

Best regards,
Bunt & Associates

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CORPORATE AUTHORIZATION

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Date: January 13, 2022

Project No. 04-21-0086

Status: Draft V03

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EXECUTIVE SUMMARY

Aryze is proposing to develop a 6-storey mixed-use building at 480 & 492 Esquimalt Road in Victoria, BC. The site is currently occupied by a used car storage lot and a café.

The development will contain 85 residential units and approximately 12,000 sq. ft. of commercial/retail space.

The development is proposing 63 parking spaces, which is 65 fewer spaces than the City of Victoria Zoning Bylaw requirement of 128 spaces. This development therefore requires a vehicle parking variance.

The development includes 144 long-term bike parking spaces and 24 short-term bicycle parking spaces which will exceed Bylaw requirements.

The proposed parking supply is considered able to accommodate the site's parking demand for the following reasons:

- The development site is located within strong cycling and walking networks. The nearby amenities and services will allow residents to make everyday trips without the use of an automobile. The site is located less than two blocks from Victoria's Core area and functions similarly with many retail, commercial and recreational opportunities within a typical walking distance. If the site was located in the Core area, only 94 parking spaces would be required.
- Cycling will be promoted by providing cycling amenities such as a bicycle repair station and a bicycle parking space supply that exceeds the City's bylaw requirements.
- Providing shared parking between retail and residential visitors is likely to reduce the overall parking needs of the development as the parking demands for these land uses tend to peak at different times.

The anticipated vehicle trip generation is anticipated to be approximately 83 trips during the PM peak hour, or roughly one to two vehicles per minute.

To reduce the development's anticipated parking demand, Aryze is encouraged to consider further Transportation Demand Management (TDM) offerings such as:

1. An on-site bicycle repair station.
2. One car-share vehicle in coordination with Modo.
3. Modo memberships provided for each residential unit.

Other recommendations include:

4. It is recommended that the proposed 19 non-residential parking spaces be shared between commercial and residential visitors.
5. It is recommended that the cost of residential parking spaces be unbundled from residential unit costs.
6. It is recommended that Aryze provide electric charging abilities to at least four of the 19 visitor and commercial vehicle parking spaces.
7. It is recommended that the development provide electric charging ability to the long-term bicycle storage room.

1. INTRODUCTION

1.1 Study Purpose & Objectives

Aryze is proposing the development of a 6-storey mixed-use building at 480 & 492 Esquimalt Road. The development will contain 85 residential units and approximately 12,000 sq. ft. of commercial retail space. The development is proposing 63 parking spaces, which is fewer spaces than the City of Victoria Zoning Bylaw requirement. As such, a parking variance is required.

The site is currently zoned as M-1 Limited Light Industrial District. It is occupied by a used car sales lot and a café.

Bunt & Associates were retained by Aryze to conduct a parking review for the proposed parking variance and propose Transportation Demand Management (TDM) strategies to help reduce the development's demand for vehicle parking. The study scope also includes a review of the development's proposed parking as well as any potential impacts on the neighbouring transportation network. This parking variance and transportation review study will accompany Aryze's rezoning application.

The location of the proposed development site is illustrated in **Exhibit 1.1**.

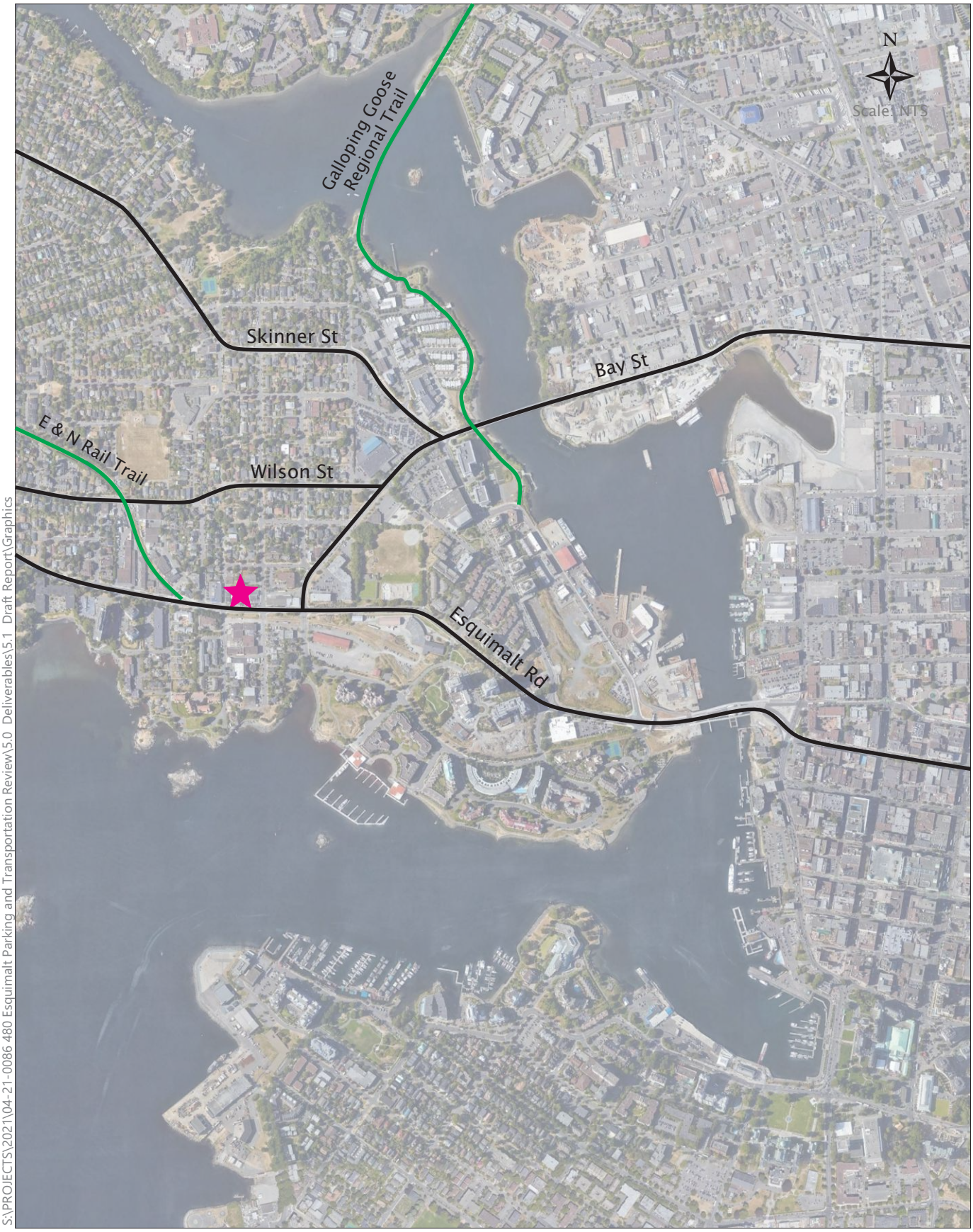

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Exhibit 1.1
Site Location

480 Esquimalt Road
August 2021

04-21-0086

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1.2 Proposed Development

The proposed development is summarized in **Table 1.1**.

Table 1.1: Proposed Land Uses and Unit Breakdown

LAND USE	UNITS	APPROX. SIZE (M^2)
Residential – Studio	30	35
Residential – 1 bedroom	25	50
Residential – 2 bedroom	30	70
Commercial / Retail	3	Total of 1110 m^2 (12,000 sf)

The three CRUs will be at ground level, and each will feature a small mezzanine. The residential units will be located on levels 2 and above, with access at ground level. All residential units will be strata units. The proposed site plan is shown in **Exhibit 1.2**.

The development proposes 19 parking spaces for commercial units and 43 parking spaces for residents, for a total of 62 spaces in two underground levels. This amount of vehicle parking is below bylaw requirements and as such a parking variance is required.

Short-term and long-term bicycle parking will be provided to exceed bylaw requirements with 144 long-term and 24 short-term bicycle spaces.

The site's vehicle access is planned for Russell Street at the northwest corner of the site.

The site is less than two blocks from Victoria's Core area which includes the southwest corner of Esquimalt Road and Catherine Street. It is located within walking distance of a wide range of retail/commercial opportunities and a large residential population. Its proximity to major transit routes as well as high-quality cycling and pedestrian networks results in a transportation context similar to the Core area.

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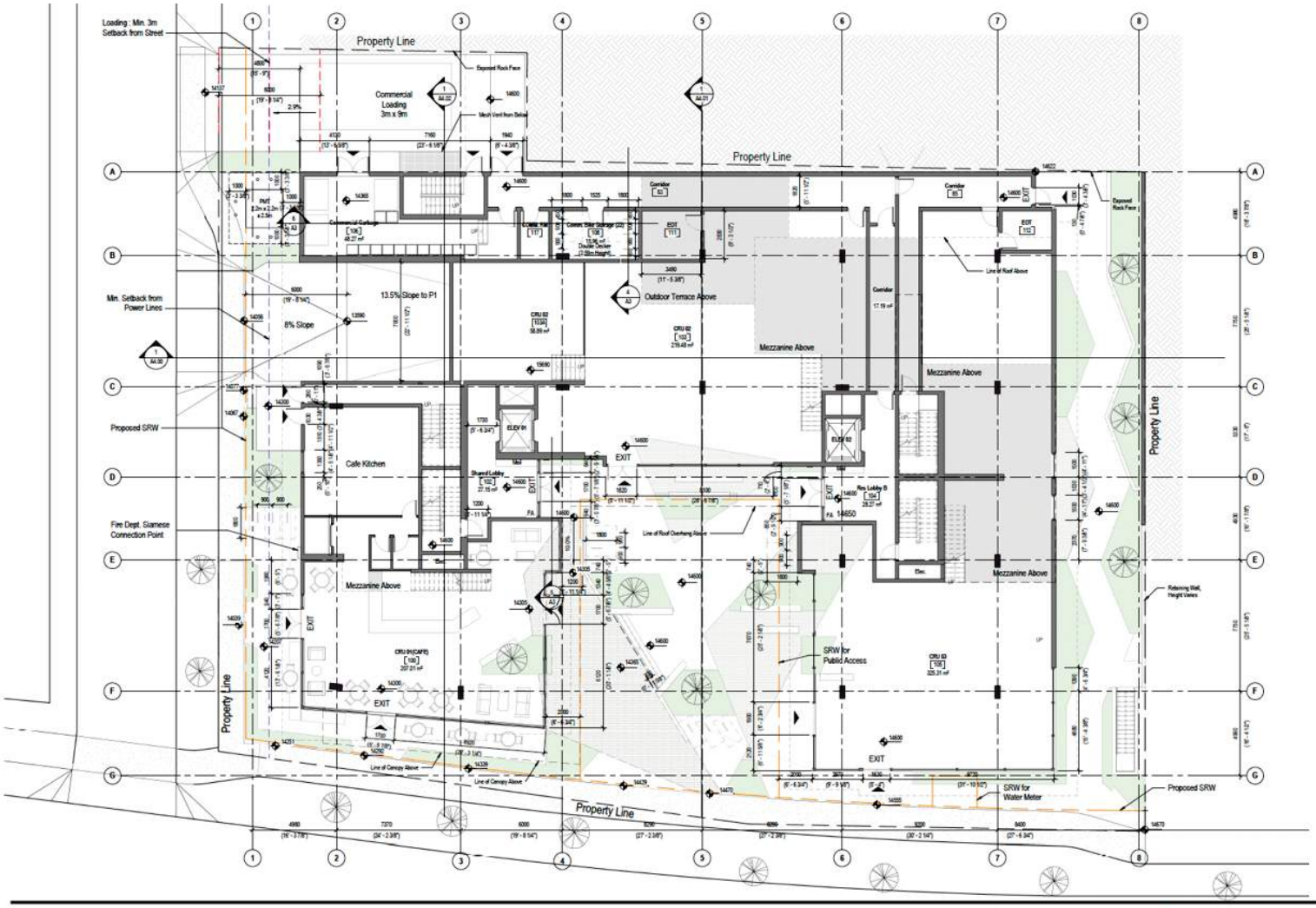
Scale: NTS



DIALOG | ARYZE

FACTORY BLOCK
480 + 492 ESQUIMALT RD

L1 FLOOR PLAN
2003557

N
1 : 100

A2.02
01/10/2022

Exhibit 1.2
Site Plan

480 Esquimalt Road
January 2022

04-21-0086

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2. EXISTING CONDITIONS

2.1 Land Use

The development site at 480 & 492 Esquimalt Road is currently occupied by a used car storage lot and a café. It is accessed from two right-in, right-out driveways on Esquimalt Road and features several parking/loading spaces on Russell Street at the northwest corner of the site.

Land uses adjacent to the site on Esquimalt Road are primarily light industrial with some commercial uses. Land uses to the north of the site are primarily residential, ranging from single-family to low-rise multi-family residential buildings.

The site is located approximately 1.3 km west of Victoria's downtown area in the Vic West neighbourhood.

2.2 Existing Transportation Network

2.2.1 Road Network

Esquimalt Road adjacent to the site is a two-way arterial road with cycling lanes along each edge. It has a centre median with sporadic left-turn lane pockets. It is designated as a truck route.

Russell Street, where the access to the proposed development will be located, is a one-way northbound local street adjacent to the development that operates similar to a lane. On the north and east edges of the development's city block, Dundas Street and Mary Street are local streets. The adjacent street network is illustrated in **Exhibit 2.1**.

Neither the development's Esquimalt Road frontage nor its Russell Street frontage have curbside parking. Approximately five free 1-hr and four resident-only curbside parking spaces are found along the west side of Russell Street. Parking on both sides of Dundas Street (approx. 22 spaces) is resident-only. On Mary Street between Dundas Street and Esquimalt Road, there are approximately 11 curbside parking spaces but no marked parking regulations.

2.2.2 Transit Network

The site is well served by public transit, with four transit routes within 400 metres of the site (an approximate five-minute walk). The transit routes near the site and their stops are presented in **Exhibit 2.2**. **Table 2.1** shows the frequencies of the transit routes within 800 metres of the site.

Table 2.1: Existing Transit Service Frequency

ROUTE		APPROXIMATE HEADWAY (MIN.)				
#	BUS ROUTE NAME	AM	MID-DAY	PM	EVENING	WEEKEND
10	James Bay/Royal Jubilee	30	30	30	-	30
14	Vic General/UVic	12	15	12	15	15
15	Esquimalt/UVic	10-15	15	12	15	15
24	Cedar Hill/Admirals Walk	30	60	40	60	45
25	Maplewood/Admirals Walk	30-60	60	40	90	45

2.2.3 Cycling & Pedestrian Networks

The site is well connected to both walking and cycling networks.

Residents of the proposed development will be able to access most everyday amenities and services either on foot or on a bike. The site is an approximate 6-minute walk from the Westside Village Shopping Centre, which contains a grocery store, pharmacy, and discount store, as well as several other shops and restaurants. The development's commercial component is expected to benefit from the neighbourhood's walkability, as there is significant residential population (and potential customer base) within walking distance of the site.

Walk Score is an on-line tool that assesses the walkability and bikeability of a location based on distances to a wide variety of amenities and services. The site scores a 78 for walkability which it defines as "Very Walkable". Due to its mix of land uses and its significant commercial component, the development is expected to further enhance the neighbourhood's walkability.

The location receives a perfect Bike Score of 100 out of 100, placing it in Walk Score's "biker's paradise" category. The existing and future cycling network surrounding the site is shown in **Exhibit 2.3**. The site is an approximate 10-minute bike ride from downtown Victoria via the Johnson Street Bridge. This recently completed bridge is part of the City of Victoria's All Ages and Abilities (AAA) cycling network, with a multi-use path suitable for all cyclists, including families and children. This multi-use path can be accessed from the development via Catherine Street and Kimta Road. More confident cyclists may also choose to use the bike lanes adjacent to traffic on Esquimalt Road.

The site is one block east of the E & N Rail Trail, providing safe and convenient cycling access to Esquimalt and municipalities to the east. The site is also a short bike ride from the Galloping Goose Regional Trail which connect to the Burnside Neighbourhood and Saanich via the Selkirk Trestle.

Planned AAA cycling network expansions by the City of Victoria will connect the E&N Rail Trail to the Johnson Street bridge over the next few years. These cycling upgrades are expected to further improve the neighbourhood's bikeability by providing an official AAA cycling option directly from the development site to the Johnson Street Bridge. With its large supply of bike parking, the proposed development at 480 and 492 Esquimalt Road is well-positioned to support cycling as a transportation mode of choice to and from the site.

2.2.4 Car-Share

The site is served by two carshare operators: Modo, and Evo.

Modo is a two-way carsharing service. Registered members can pick up a Modo vehicle from its designated parking spot and must return it to the same spot when they are done. Six Modo vehicles are located within 800 m of the site, the closest of which is located approximately 250 m away on Kimta Road near Catherine Street. These vehicles include compact cars, sedans, an SUV, and a minivan. Approximately 20 other Modo vehicles are located in downtown Victoria, which is easily accessible by bike or transit. Modo's diverse vehicle fleet includes pickup trucks, cargo vans, and wheelchair-accessible vans, so members can choose the vehicle that best suits their needs for a particular trip.

Evo, created by BCAA, is a one-way carshare operator, meaning that trips do not need to start and end in the same location. Members can find and rent vehicles scattered throughout Evo's "home zone," which generally corresponds to the City of Victoria, plus satellite parking locations at the University of Victoria and Camosun College Lansdowne Campus. Evo vehicles can be used to travel anywhere in Canada, but members can only end their trip in the home zone. Evo's Victoria fleet is composed of 80 Toyota Prius hybrid vehicles, each with five seats and a bicycle rack on the roof.

Exhibit 2.4 shows the locations of nearby Modo carsharing vehicles and Evo's home zone.

Other new car-sharing opportunities are anticipated in the years ahead as these types of businesses become more viable with app-based and autonomous vehicle technologies.

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Exhibit 2.1

Existing Laning and Traffic Control

480 Esquimalt Road
September 2021

04-21-0086

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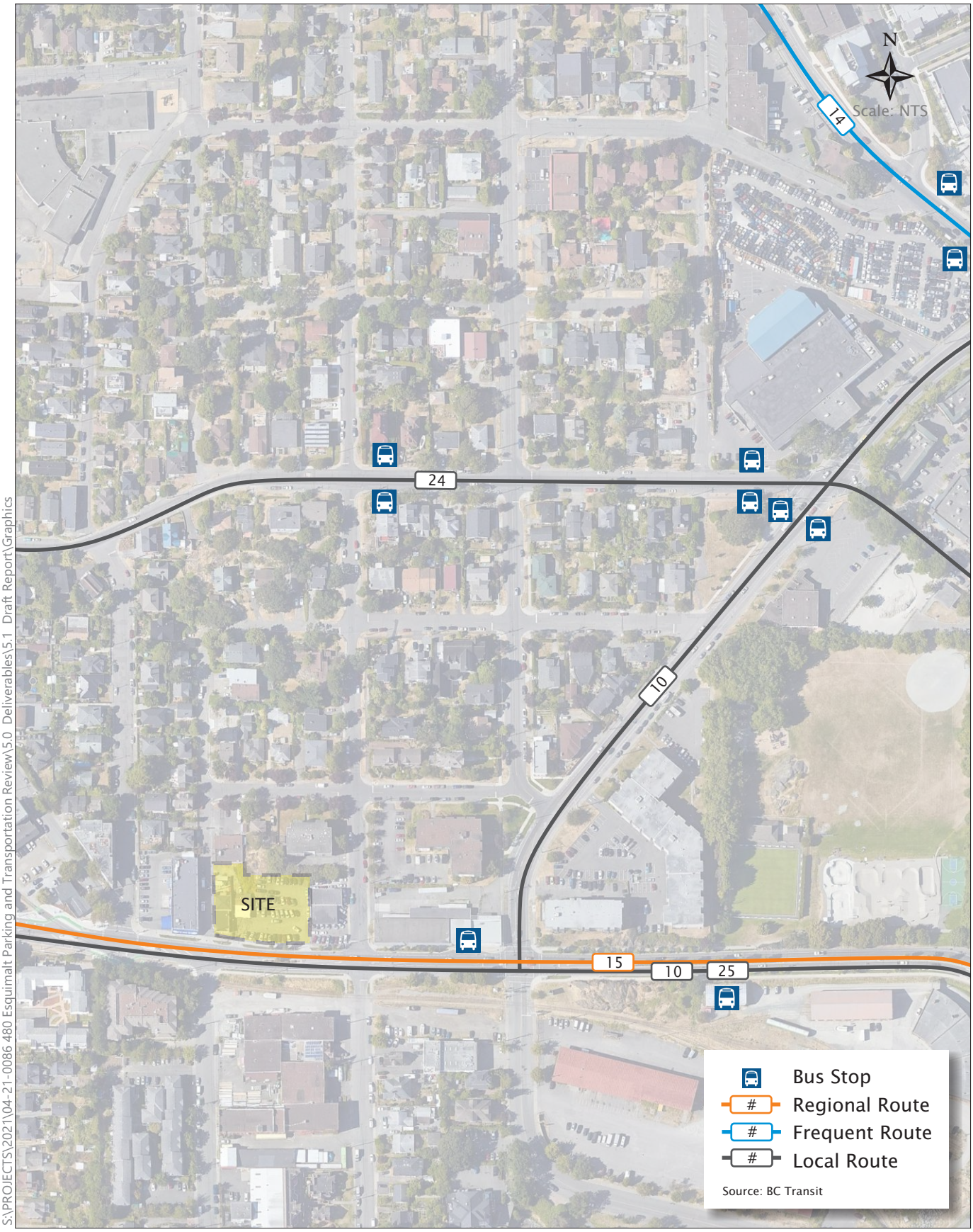

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Exhibit 2.2

Transit Routes & Stops

480 Esquimalt Road
August 2021

04-21-0086

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Exhibit 2.3

Cycling Network

480 Esquimalt Road

04-21-0086

August 2021

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Exhibit 2.4
Car-Share Vehicles

480 Esquimalt Road
04-21-0086 August 2021

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3. DESIGN REVIEW

3.1 Site Access Design

The proposed development will have its vehicle access point on Russell Street. This includes a loading bay for commercial deliveries and waste collection, as well as a driveway to the underground parking garage.

All vehicles entering and existing the site will use Russell Street to reach Esquimalt Road, and from there, the adjacent street network.

Pedestrian access to the site's commercial and residential land uses will be located on Esquimalt Road.

3.2 Parking Supply

3.2.1 Vehicle Parking Bylaw Requirements

As per City of Victoria zoning requirements (Schedule C, Zoning Regulation Bylaw) the residential component of the development must provide a minimum of 0.85 to 1.45 resident parking spaces per residential unit depending on unit size. These rates consider the development's location outside of the Core or any Village areas and the units being condominium units.

In addition, Bylaw requires the development provide 0.1 residential visitor parking space per unit.

Commercial parking Bylaw rates range from one space per 37.5 m^2 to one space per 80 m^2 depending on the site's location.

Bylaw requirements for the proposed development in an area not deemed an Urban or Village Centre are summarized in **Table 3.1**.

Table 3.1: Vehicle Parking Supply Requirement & Provision

LAND USE	DENSITY	BYLAW RATE	BYLAW SUPPLY REQUIREMENT	PROVIDED	DIFFERENCE
Multiple Dwelling Residential	30 units	0.85 per unit that is less than 45m²	89	43	-46
	37 units	1.00 per unit that is equal to 45m² and up to 70m²			
	18 units	1.45 per unit that is more than 70m²			
	85 units total	0.10 visitor parking spaces per unit	9	0	-9
Commercial	1110 m²	1 space per 37.5 m² floor area	30	19	-11
TOTAL			128	62	-66

As shown in Table 3.1, the proposed supply of 62 vehicle parking spaces is 66 spaces short of Bylaw requirements.

The 480 Esquimalt Road site is outside of Victoria's downtown core and any Village areas; however, it does have character and function similar to the Core area with many retail, commercial and recreational opportunities within a typical walking distance. In addition, the site is only 150 m (one block) from Victoria's Core Area, which includes the southeast corner of Esquimalt Road and Catherine Street. If Bylaw requirements were calculated with the site being in the Core area, the proposed development would require 94 vehicle parking spaces.

The mixed-use nature of this development provides an opportunity to share parking between different land uses as the peak parking demands tend to occur at different times. Retail parking demands are usually highest on weekday afternoons and weekends, while residential visitor parking demands usually peak in the evenings. As the periods of maximum parking demand are different between the land uses, sharing parking spaces between them is expected to lead to greater efficiency while still ensuring adequate parking supply.

In addition, the site's proximity to the core area, as well as the nearby high-quality walking, cycling, and transit routes, are expected to result in reduced parking demands in the proposed development.

3.2.2 Bicycle Parking Bylaw Requirements

Well managed, secure, accessible, and covered bicycle parking will be provided as part of the development plan. Current City of Victoria Bylaw requirements and the proposed bicycle parking supply are provided in **Table 3.2**.

Table 3.2: Bicycle Parking Supply Requirement & Provision

LAND USE	DENSITY	BYLAW RATE	BYLAW SUPPLY REQUIREMENT	PROVIDED	DIFFERENCE
Multiple Dwelling Residential	30 units	Long-term: 1 space per unit that is less than 45m²	30 Long-term	120 Long-term 12 Short-term	+21 Long-term +6 Short-term
	55 units	Long-term: 1.25 spaces per unit that is 45m² or greater	69 Long-term		
	85 units	Short-term: The greater of 6 spaces per building or 0.1 spaces per unit	6 Short-term		
Commercial/ Retail	1,110 m²	Long-term: 1 space per 200 m² floor area or part thereof	6 Long-term	24 Long-term 12 Short-term	+18 Long-term +6 Short-term
		Short-term: 1 space per 200 m² floor area or part thereof	6 Short-term		
TOTAL	-	-	105 LONG-TERM 12 SHORT-TERM 117 TOTAL	144 LONG-TERM 24 SHORT-TERM 168 TOTAL	+39 LONG-TERM +12 SHORT-TERM +51 TOTAL

The development will be providing 144 long-term bicycle parking spaces which exceeds bylaw requirements. In addition, 24 short-term bicycle spaces will be provided at ground level in well-lit and highly visible areas, these short-term bicycle spaces also exceed bylaw requirements. This ample bicycle parking supply is expected to address resident and visitor bicycle parking demand.

A sufficient supply of easily accessible bicycle parking, in tandem with the high-quality cycling routes nearby, will encourage residents, visitors, and customers to cycle to and from the development. High cycling rates are expected to reduce the development's vehicle parking demand.

3.3 Vehicle Trip Generation Estimates

Vehicle trip generation for a typical residential building with parking spaces provided to meet Bylaw is provided here for reference. Since the proposed development proposes vehicle parking spaces below bylaw, the actual number of vehicle trips is anticipated to be lower than these estimates.

The estimated vehicle trip generation for the proposed development is based on the trip rates shown in **Table 3.3**. These rates were obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th edition. The trip generation rate used for land use 221 (mid-rise residential) in a general urban/suburban area was used for the residential component of the development.

Table 3.3: Peak Hour Vehicle Trip Rates

LAND USE	UNITS	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Mid-rise Residential	Dwelling Units	26%	74%	0.36	61%	39%	0.44
Commercial	1000 sf. GLA	62%	38%	0.87	48%	52%	3.81

Table 3.4 summarizes the anticipated future site generated vehicle trips for the proposed development based on the above rates.

Table 3.4: Estimated Peak Hour Site Vehicle Trips

LAND USE	UNITS	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Low-Rise Residential	85	8	23	31	23	15	37
Commercial	12,000 sf	6	4	10	22	24	46
	TOTALS	14	27	41	45	38	83

Using the ITE trip rates, the proposed development would be anticipated to generate approximately 41 vehicle trips (inbound and outbound combined) during the weekday AM peak hour and 83 trips during the weekday PM peak hour. This is approximately one to two trips every minute on average during the PM peak hour. However, due to the development's location in a mixed use neighbourhood with good walking, cycling, and transit options, trips to and from the development are less likely to be made by private vehicles as compared to the locations where ITE data was collected. Therefore, the number of vehicle trips generated is expected to be lower than those calculated using ITE trip rates.

Adjacent intersections on Esquimalt Road are expected to encounter an increase of 26 to 57 vehicle trips during the PM peak hour which is not anticipated to result in significant operational impacts. Residential streets are estimated to see approximately 12 additional vehicles during the PM peak hour, or roughly one vehicle every five minutes. For context, 100 two-way vehicle trips is often used as a threshold for requiring traffic impact analysis.

Table 3.5 presents the assumed directional distribution of trips to and from the site during the PM peak hour. **Exhibit 3.1** illustrates these PM peak site-generated trips on the surrounding street network.

Table 3.5: Estimated Distribution of Peak Hour Site Vehicle Trips

DIRECTION	INBOUND TRIPS		OUTBOUND TRIPS		TOTAL
Esquimalt Road East	30%	13	30%	12	15
Esquimalt Road West	20%	9	45%	17	24
Bay Street Northeast	30%	13	20%	8	15
Mary Street North	20%	9	5%	2	7
TOTALS	45		38		83

3.4 Service Vehicle Operations

The proposed development includes a loading bay on Russell Street that is intended to accommodate a 10 m long loading vehicle (MSU design vehicle). This loading bay is expected to accommodate all loading demands for the development, including commercial deliveries and waste collection. Garbage and recycling bins have been located near this loading bay to facilitate waste collection. The proposed location of the loading bay accessed from Russell Street has been reviewed by Bunt. Preliminary design guidance

has been provided and is illustrated in **Exhibit 3.2**. AutoTURN turn path analysis to test the maneuverability of loading vehicles at this location will need to be examined when the intent and design of this area is finalized.

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Exhibit 3.1

Estimated PM Peak Hour Site Generated Trips

480 Esquimalt Road
August 2021

04-21-0086

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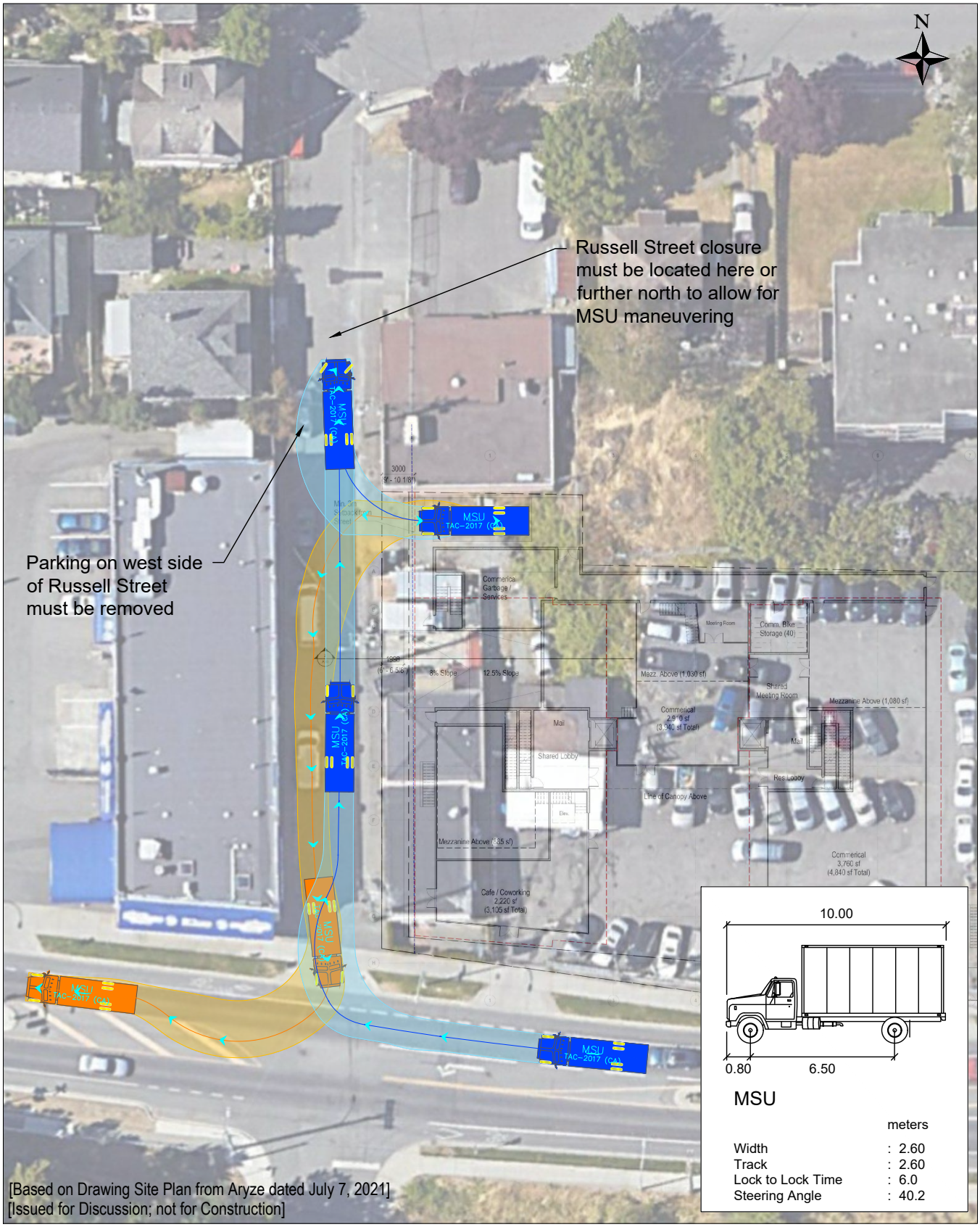

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2021/08/18 14:32, Plotted by Benjamin Corbett

Exhibit 3.2

Preliminary Loading Analysis

480 Esquimalt Rd

04-21-0086 August 2021 Scale 1:500 on Letter Prepared by BC

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4. TDM & ACTIVE MODES

4.1 Transportation Demand Management

Transportation Demand Management (TDM) is defined as the "application of strategies and policies to reduce travel demand (specifically that of single-occupant private vehicles), or to redistribute this demand in space or in time"[1]. A successful TDM program can influence travel behaviour away from single occupancy vehicle travel during peak periods towards more sustainable modes such as carpooling, transit, cycling, or walking. The responsibility for implementation of TDM measures can range across many groups, including regional and municipal governments, transit agencies, private developers, residents/resident associations, or employers.

4.2 Recommended TDM Measures for Site

4.2.1 Car-Share Spaces

It is recommended that Aryze purchase one car-share vehicle for a local operator (Modo) that would be parked on the proposed development site.

Convenient access to a shared vehicle would enable the residents of this development to reach far-away shops and services, transport large items, and visit recreational destinations outside of the Greater Victoria area, all without owning a private vehicle. It would also add to Modo's collection of vehicles in the area which will be a benefit to neighbours. Other advantages of car sharing include disincentivizing car travel through a pay-per-use model.

4.2.2 Parking Management

It is recommended that the development's 19 commercial and visitor parking spaces be shared among the retail and residential visitors. These land uses typically have differing peak demand periods making this shared-use a valuable synergy.

It is recommended that parking space costs be unbundled from residential unit costs. Parking space priority should be given to the largest units. If all parking spaces are leased, prospective residents should be notified that vehicle parking is not available.

If excess residential parking is available, a portion of these spaces could be leased to employees of the retail components of the development.

4.2.3 Specialized Parking

Current (August 2021) Bylaw regarding electric charging ability of parking spaces does not require visitor spaces to have electric charging abilities, only resident spaces. For a commercial parking area with 19

[1] http://ops.fhwa.dot.gov/tdm/index.htm FHWA Travel Demand Management home page

spaces, two Level 2 energized electric vehicle outlets are required. The developer is however encouraged to provide electric charging abilities beyond bylaw requirements to at least four of the 19 commercial and visitor parking spaces.

4.2.4 Bicycle Parking

The development will be providing 144 long-term bicycle parking spaces and 24 short-term spaces. This supply greatly exceeds bylaw requirements and will further promote cycling to and from the development.

The developer is encouraged to provide electric charging abilities for at minimum 50% of the long-term bicycle parking spaces as per current bylaw.

4.2.5 Bicycle Repair Station

Aryze is encouraged to provide a bike repair station. This removes one of the barriers to cycling, especially for people who may otherwise have to purchase the tools required to perform basic maintenance on their bicycles. With the large supply of bicycle parking and strong access to nearby cycling routes, a bike repair station would likely be well used in this development.

Figure 4.1. Bicycle Repair Station

5. SUMMARY & RECOMMENDATIONS

5.1 Summary

1. The proposed mixed-use development at 480 & 492 Esquimalt Road consists of 85 residential units and three CRUs totalling approximately 12,000 sq. ft. of commercial space.

2. Vehicle access to the building's parking spaces will be from Russell Street on the site's south frontage.

3. A loading bay for the commercial land uses and refuse collection is proposed to be accessed from Russell Street to the northwest of the site.

4. The development proposes 62 parking spaces located in two underground levels. This proposed vehicle parking supply is 66 spaces short of the Bylaw requirement of 128 spaces.

5. The proposed parking supply for the development is considered appropriate for the following reasons:

    - The development site is located within strong cycling and walking networks. Local amenities and services will allow residents to make everyday trips without the use of an automobile. The site is located less than two blocks from Victoria's Core area and functions similarly with many retail, commercial and recreational opportunities within a typical walking distance. If the site was located in the Core area, only 94 parking spaces would be required.

    - Cycling will be promoted by providing cycling amenities such as a bicycle repair station and a bicycle parking supply that exceeds the City's bylaw requirements.

    - Providing shared parking between retail and residential visitors is likely to reduce the overall parking needs of the development as the parking demands for these land uses tend to peak at different times.

6. The anticipated vehicle trip generation of the site is anticipated to be approximately 83 two-way vehicle trips (roughly one to two vehicles per minute) during the PM peak hour. This number of trips is below the threshold of 100 trips per hour typically considered to warrant vehicle operations analysis and is not anticipated to result in significant operational impacts.

5.2 Recommendations

7. It is recommended that the proposed 19 non-residential parking spaces be shared between commercial and residential visitors.

8. It is recommended that the cost of residential parking spaces be unbundled from residential unit costs. Unbundled parking pricing disincentivizes vehicle ownership and is expected to reduce the development's vehicle parking demand.

9. It is recommended that Aryze provide electric charging abilities to at least four of the 19 commercial and visitor vehicle parking spaces.
10. It is recommended that the development provide electric charging ability to the Long-Term bicycle storage room.
11. It is recommended that Aryze provide an on-site bicycle repair station.
12. It is recommended that Aryze provide one car-share vehicle in coordination with Modo.
13. It is recommended that Aryze provide a Modo membership for each residential unit.