



1693 - 1699 Fort Street Parking Variance

Final Report V04

Prepared for
Aryze Developments

Date
June 3, 2022

Project No.
04-20-0311

June 3, 2022
04-20-0311

Robert Starkey
Development Coordinator
Aryze Developments
1839 Fairfield Road
Victoria, BC
V8S 1G9

Dear Robert:

**Re: 1693 - 1699 Fort Street, Parking Variance
Final Report V04**

Bunt & Associates Engineering Ltd. (Bunt) has completed our parking variance study for the proposed residential development at 1693 - 1699 Fort Street, Victoria, BC. Our Final Report is provided herewith, it addresses the potential transportation impacts related to the proposed development.

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: June 3, 2022

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TABLE OF CONTENTS

EXECUTIVE SUMMARY	I
1. INTRODUCTION	1
1.1 Study Purpose & Objectives	1
1.2 Proposed Development	3
2. EXISTING CONDITIONS	5
2.1 Land Use	5
2.2 Existing Transportation Network	5
2.2.1 Road Network	5
2.2.2 Transit Network	5
2.2.3 Cycling & Pedestrian Networks	6
2.2.4 Car-Share	7
3. SITE PLAN DESIGN REVIEW	13
3.1 Site Access Design	13
3.2 Parking Supply	13
3.2.1 Vehicle Parking Bylaw Requirements	13
3.2.2 Vehicle Parking Vehicle Parking Demand Analysis - Affordability	14
3.2.3 Vehicle Parking Vehicle Parking Demand Analysis - Tenure	15
3.2.4 Bicycle Parking Bylaw Requirements	16
3.3 Vehicle Trip Generation Estimates	16
4. SERVICE VEHICLE OPERATIONS	17
5. TDM & ACTIVE MODES	17
5.1 Transportation Demand Management	17
5.2 TDM Initiatives	17
5.2.1 Car-share	17
5.2.2 Transit	18
5.2.3 Parking Management	18
5.2.4 Specialized Parking	19
5.2.5 Bicycle Parking	19
5.2.6 Bicycle Repair Station	19
6. SUMMARY & RECOMMENDATIONS	20
6.1 Summary	20

EXHIBITS

Exhibit 1.1: Site Location	2
Exhibit 1.2: Site Plan.....	4
Exhibit 2.1: Existing Laning & Traffic Control	8
Exhibit 2.2: On-Street Parking Regulations	9
Exhibit 2.3: Transit Routes & Stops	10
Exhibit 2.4: Cycling Network.....	11
Exhibit 2.5: Car-Share Vehicles	12

TABLES

Table 1.1: Proposed Land Uses and Unit Breakdown.....	3
Table 2.1: Existing Transit Service Frequency	6
Table 3.1: Vehicle Parking Supply Requirement & Provision	13
Table 3.2: Vehicle Ownership Rates for Comparable Affordable Buildings in Greater Victoria	14
Table 3.3: Vehicle Ownership Rates for Comparable CRHC Buildings in Greater Victoria.....	15
Table 3.4: Bicycle Parking Supply Requirement & Provision.....	16

EXECUTIVE SUMMARY

Aryze proposes the development of a 6 storey, 34-unit rental residential building (as per City of Victoria definition) with one 77m² local serving commercial unit at 1693 - 1699 Fort Street, Victoria, BC. The site is currently occupied with a four-unit residential building.

The proposed development is unique from other residential buildings as it will offer visitor parking spaces and a car-share vehicle but will not provide vehicle parking spaces for residents. Market research suggests there are many prospective renters who do not own a vehicle that would appreciate the lower rental rates made possible by constructing a building without a parkade.

The proposed supply of 9 parking spaces is 21 spaces below the City of Victoria Zoning Bylaw requirements for 30 spaces, therefore a parking variance is required.

It is recommended that three of the proposed nine parking spaces be for reservable for commercial (one space) and resident (two spaces) tenant use. The remaining six spaces would be allocated as such:

- 1 Car-share vehicle with parking space;
- 1 Accessible Visitor parking space; and
- 4 Visitor parking spaces for residential and commercial visitors (potential time restrictions managed by building to ensure equitable use).

The building having resident vehicle spaces below bylaw will be supported by:

- 32 transit Ecopasses for residents that do not have the option to lease an on-site vehicle parking space. These EcoPasses would be secured for a three-year period. However, we suggest that residents opting for EcoPasses pay 10% of the cost of EcoPasses (through rent payments). This fractional fee is considered an important strategy to help ensure the passes are valued and that they are used appropriately by the residents of the building);
- Providing one car-share vehicle and car-share vehicle parking space;
- Providing Modo car-share memberships for all residential units in perpetuity;
- Providing electric charging abilities to all of the nine vehicle spaces as well as electric charging stations for two of the spaces;
- Exceeding Victoria Bylaw bicycle parking requirements with enhanced accessed 63 Long-term bicycle spaces and six weather protected Short-term spaces;

- Providing 50% of the Long-Term bicycle spaces with 110 volt charging ability;
- Providing a bicycle repair station; and
- Improving site fronting sidewalks and boulevards to enhance the area's walkability.

1. INTRODUCTION

1.1 Study Purpose & Objectives

Aryze is proposing the development of a 6-storey residential rental building at 1693 - 1699 Fort Street. The site is currently zoned as R3-2 (Multiple Dwelling District).

The project will feature 34 residential rental units as well as one 77m² local serving commercial unit. Four of the 34 residential units will be affordable as per City of Victoria definition.

The development includes 9 vehicle parking spaces on the ground level. This is 21 spaces short of the City of Victoria's bylaw requirements of 30 vehicle spaces.

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. This parking variance study will accompany Aryze's rezoning application.

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

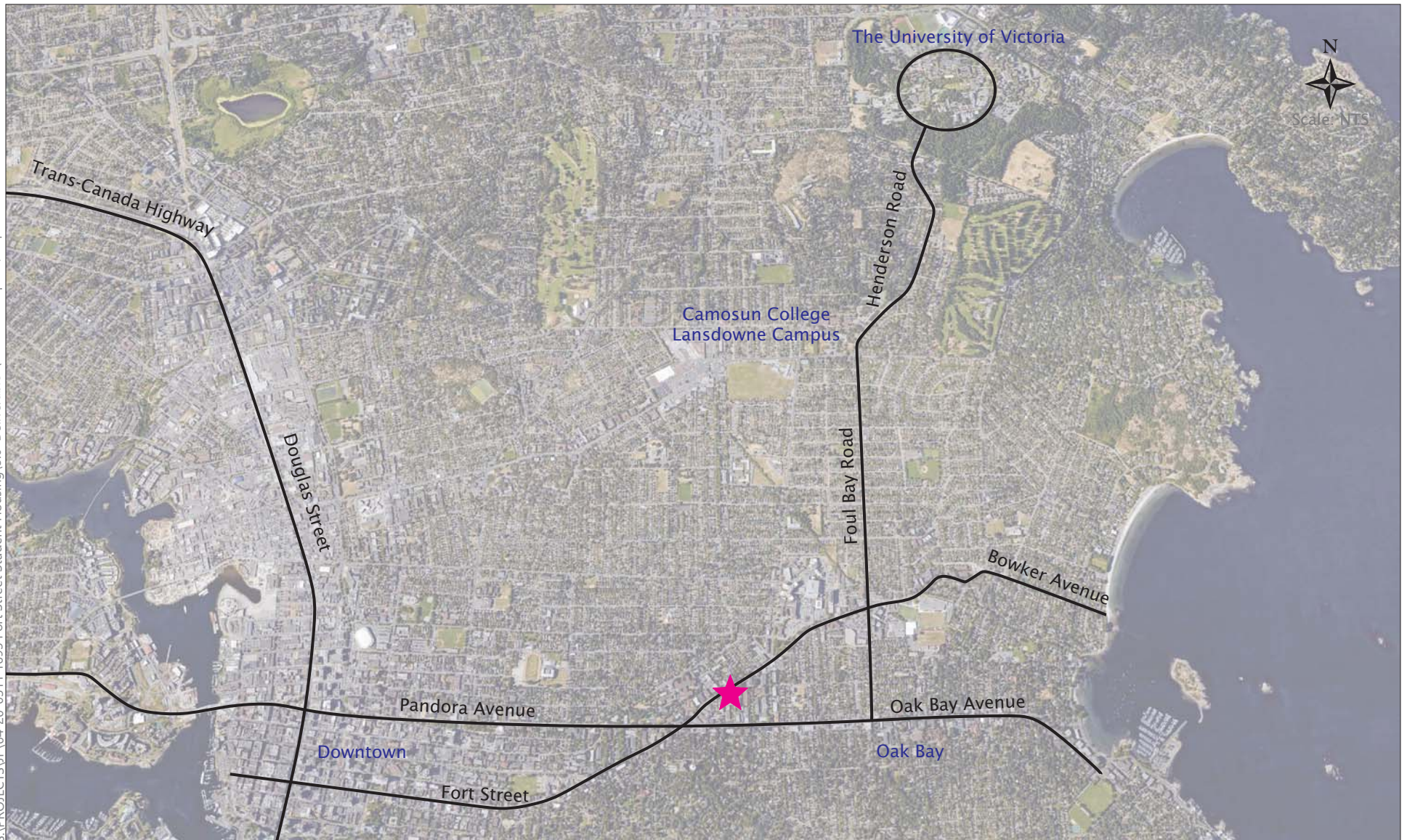


Exhibit 1.1 Site Location

1693 Fort Street Student Housing
04-20-0311 September 2020

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	SIZE (M ²)
Commercial	1	77
Apartment – Studio	6	35 – 36
Apartment – 1 bedroom	13	41 – 53
Apartment – 2 bedroom	15	55 – 86
RESIDENTIAL TOTAL	34	-

All residential units will be rental units. Four of the units will meet City of Victoria's requirements for affordability in perpetuity as per the Zoning Bylaw definition

The building's location between post-secondary education institutions and Downtown is therefore expected to appeal to residents for its short travel times when using transit. The location also has easy access to amenities via walking and cycling.

The development proposes including nine parking spaces on the ground level. One of these spaces would accommodate a car-share vehicle, two would be reservable for residents, one would be reservable for the commercial tenant and the remaining five would be provided for commercial and residential visitors.

Vehicle access to the parking is on Belcher Avenue on the east edge of the site.

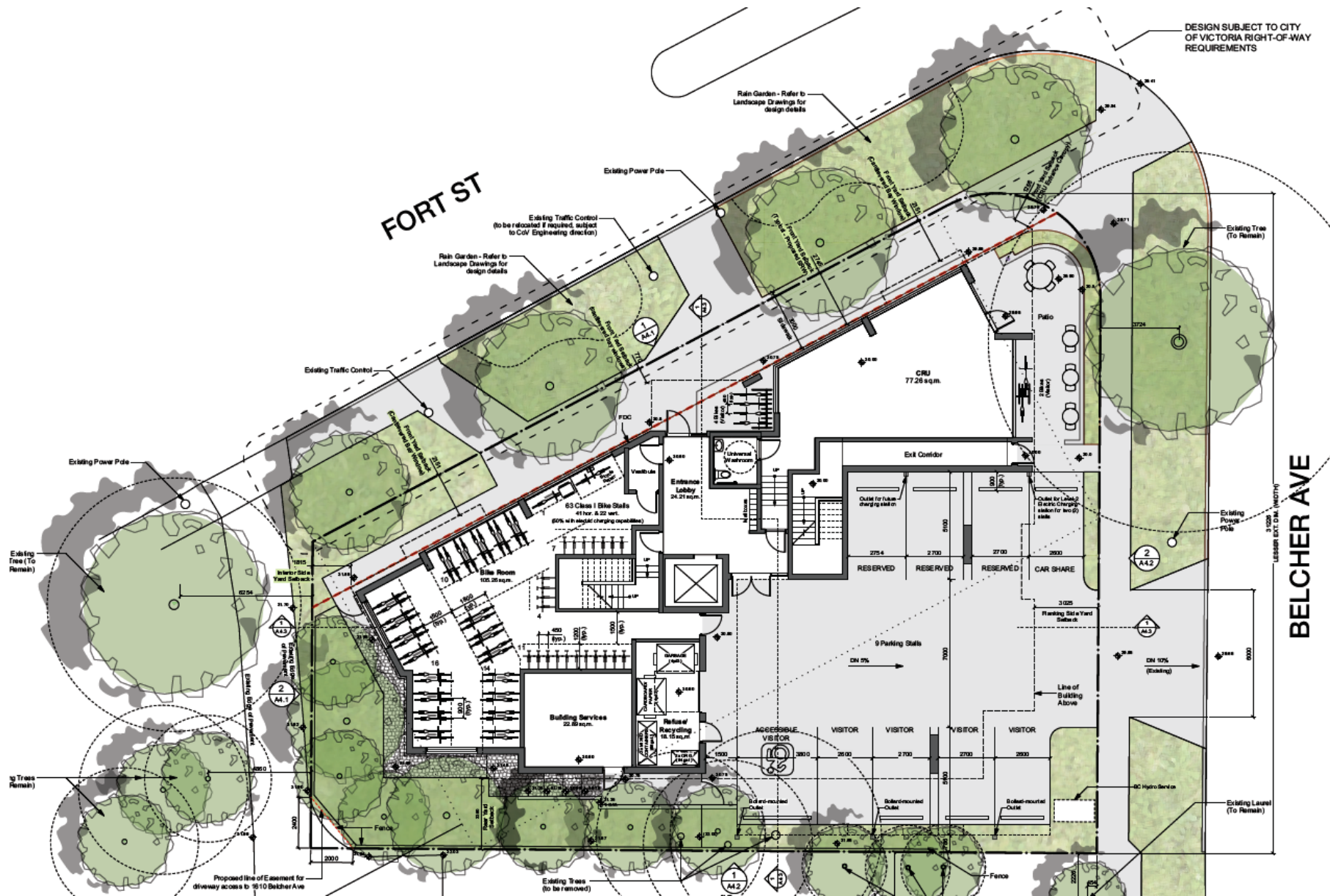
One of the vehicle spaces will be for a car-share vehicle provided by the developer. This car-share vehicle and others in the area are anticipated to provide non-vehicle owning residents with an option for longer distance trips that are not easily serviced by foot, rolling or transit.

Bicycle parking will exceed bylaw requirements with 63 Long-term and six Short-term bicycle spaces.

The proposed site plan (ground level) is shown in **Exhibit 1.2**.



Scale: NTS



Source: d'ambrosio architecture 03/06/2022

Exhibit 1.2 Site Plan

Site Plan

04-20-0311 1693 Fort St. Rental Housing
June 2022

04-20-0311

June 2022



2. EXISTING CONDITIONS

2.1 Land Use

1693 - 1699 Fort Street is currently occupied by a single-storey residential building with four residential townhome units. Covered ground-level parking for four vehicles is accessed from a driveway on Belcher Avenue. Land use adjacent to the site is primarily composed of low-rise multi-family residential buildings, with commercial land uses near the site on Fort Street.

The site is located approximately 2.5 km east of Victoria's downtown area in the Jubilee South neighbourhood. It is also located approximately 2.5 km south of Camosun College Lansdowne Campus and approximately 4.5 km south of the University of Victoria.

2.2 Existing Transportation Network

2.2.1 Road Network

Fort Street adjacent to the site is a two-way street with painted cycling lanes on both sides of the street. A pedestrian-activated traffic signal is located at Fort Street's intersection with Fern Street. Short left turn pockets are present for traffic turning on to Belcher Avenue, Fern Street, and Morrison Street. Fort Street is a major route for traffic heading into and out from Downtown Victoria. Belcher Avenue, where the parking access to the proposed development will be located, is a two-way north/south local street.

The adjacent street network is illustrated in **Exhibit 2.1**.

There is no curb side parking along either site frontage. Local area curb side parking regulations are shown in **Exhibit 2.2**.

2.2.2 Transit Network

The site is well served by public transit, with seven transit routes within 400 metres of the site (an approximate five-minute walk). These routes and local area bus stops are presented in **Exhibit 2.3**.

The site is located less than 100 m from stops on routes #11 and #14, and 200-400 m from stops on the express route #15. The site is 300 metres away from Oak Bay Junction, a transfer point between 5 bus routes at the intersection of Fort Street and Oak Bay Avenue/Pandora Avenue. Once on the bus, Downtown is an approximate 5-minute trip, the University of Victoria is an approximate 15-minute trip, and Camosun College's Lansdowne Campus is an approximate 10-minute trip.

Table 2.1 shows the frequencies of the transit routes near the site. The peak period frequency of individual routes between the site and the University of Victoria is approximately 15 minutes, the presence of multiple routes (#11, #14, #15) leads to combined service as frequent as every 5 minutes during peak periods.

Table 2.1: Existing Transit Service Frequency

ROUTE		APPROXIMATE HEADWAY (MIN.)				
#	BUS ROUTE NAME	AM	MID-DAY	PM	EVENING	WEEKEND
2	James Bay/South Oak Bay/Willows	15	15	15	30	15
8	Interurban/Tillicum Centre/Oak Bay	25-40	40	40	40	60
11	Tillicum Centre/UVic	10-20	15	20	20	15
14	Vic General/UVic	15	15	15	15	15
15	Esquimalt/UVic	15	15	15	15	15
27/28	Gordon Head/Majestic/Downtown	7	11	7	15	8-12

2.2.3 Cycling & Pedestrian Networks

The site is well connected to both walking and cycling networks. Fort street is part of Victoria's regional cycling network and downtown can be accessed in 10 minutes via bike lanes on Fort Street or the cycle track on nearby Pandora Avenue. Continuous bike lanes on Foul Bay Road and Henderson Road provide residents with a direct cycling route to Camosun College Lansdowne Campus and the University of Victoria.

All streets surrounding the development site have sidewalks as well as controlled pedestrian crossings at major intersections.

The City of Victoria is rapidly upgrading its network of All Ages and Abilities (AAA) cycling infrastructure. Plans call for the existing cycling lanes on Fort Street and Pandora Avenue to be upgraded to protected cycling lanes, creating a continuous, AAA cycling route that connects the site to Victoria's downtown area. In addition, new AAA cycling routes will be created on Leighton Road and Stanley Avenue. These cycling upgrades are scheduled to be under construction in 2021 and completed in 2022. The existing and future cycling network surrounding the site is shown in **Exhibit 2.4**. People are often interested in cycling but concerned for their safety when riding adjacent to heavy traffic, so it is anticipated that these protected AAA cycling facilities will increase the rates of cycling to and from the development. With its large volume of bike parking, the proposed development at 1693 - 1699 Fort Street is well-positioned to support the anticipated cycling demand.

The location is within a walking distance of most everyday amenities and services, and all daily errands can be accomplished either on foot or on a bike. 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 75 for walkability which it defines as "Very Walkable".

The location receives a Bike Score of 93 out of 100, placing it in Walk Score's "biker's paradise" category. This already high score is expected to improve with the cycling upgrades performed over the next few years.

2.2.4 Car-Share

The site has five Modo carshare vehicles located within 1 km of the site, the closest of which is located approximately 200 m away on Jubilee Avenue near Oak Bay Avenue. Approximately 20 other Modo vehicles are located in downtown Victoria, which is easily accessible by bike or transit. Modo is a two-way carsharing service; registered members can pick up the vehicle from a parking spot and must return it to the same spot when they are done. Vehicles range from compact cars and sedans to SUVs and minivans, all of which are present within 1 km of the site. **Exhibit 2.5** shows the locations of nearby Modo carsharing vehicles.

Evo car share launched in Victoria in the summer of 2021 with 80 vehicles. Evo vehicles can be used and dropped off anywhere within the designated City of Victoria area.

Another potential carsharing option for residents of the proposed development is Turo. Turo allows individuals to rent out their private vehicles when not in use. As of October 2021, one vehicle is listed on Turo within walking distance of 1693 - 1699 Fort Street, and approximately 12 vehicles are listed in the greater Victoria area.

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.

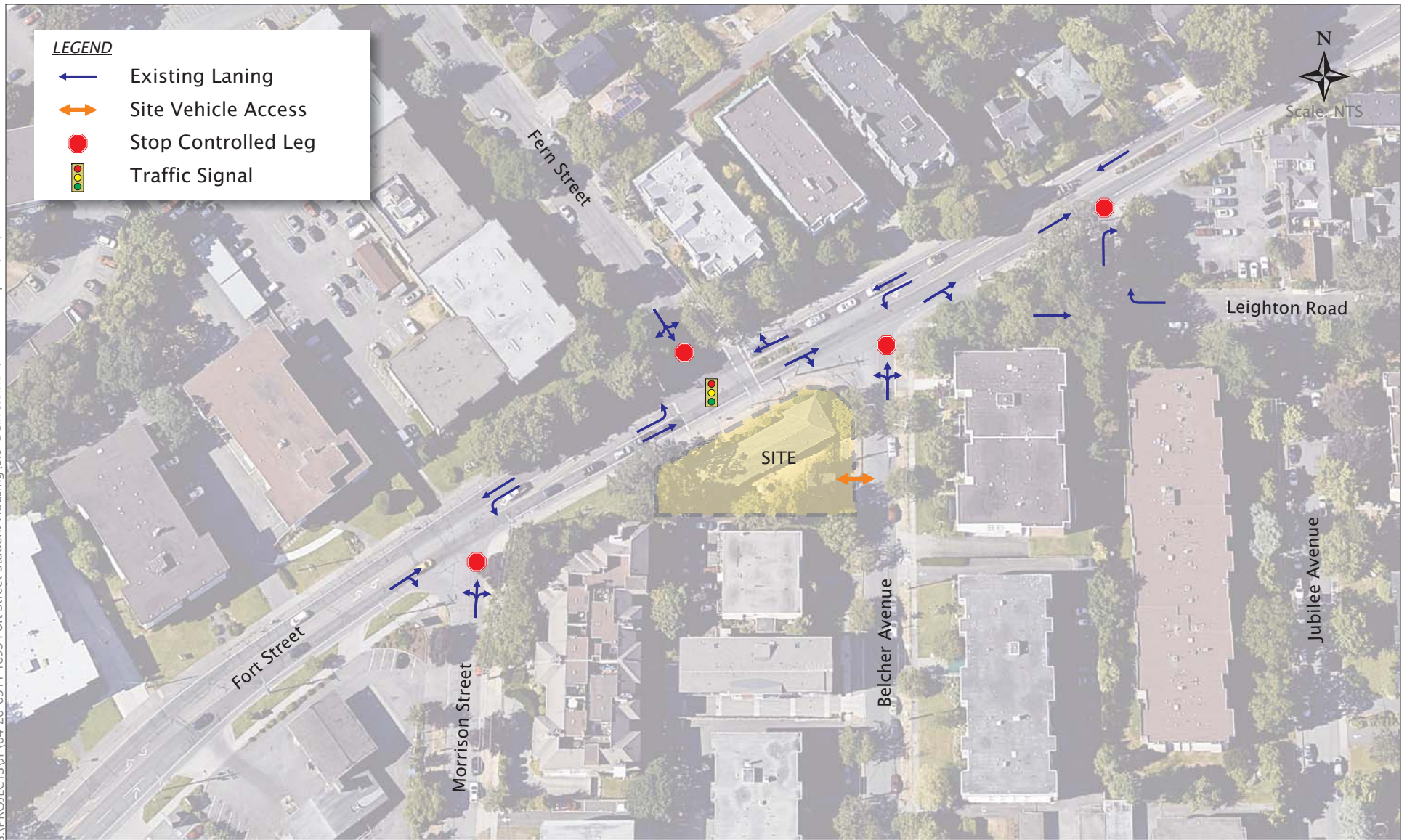


Exhibit 2.1 Existing Laning & Traffic Control

1693 Fort Street Student Housing
04-20-0311 September 2020

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Exhibit 2.2 On-Street Parking Regulations

1693 Fort Street Student Housing
04-20-0311 September 2020





Exhibit 2.3 Transit Routes & Stops

1693 Fort Street Student Housing
04-20-0311
September 2020



Exhibit 2.4 Cycling Network

1693 Fort Street Student Housing
04-20-0311 September 2020



Exhibit 2.5 Car -Share Vehicles

1693 Fort Street Student Housing
04-20-0311 September 2020

3. SITE PLAN DESIGN REVIEW

3.1 Site Access Design

The proposed development will have one vehicle access point from Belcher Avenue. Pedestrian access to the site's main residential entry will be on Fort Street.

3.2 Parking Supply

3.2.1 Vehicle Parking Bylaw Requirements

As per City of Victoria zoning requirements (Schedule C, Zoning Regulation Bylaw) affordable residential units in the development must provide a minimum of 0.2 to 0.75 resident parking spaces per residential unit depending on unit size. Rental units that do not fit the City's definition of affordable must provide 0.75 to 1.3 spaces per unit. These rates consider the development's location outside of the Core or Village areas. They are also specific for the rental tenure of the units as secured in perpetuity.

In addition, Bylaw requires the development provide 0.1 residential visitor parking space per unit. Bylaw requirements are summarized in **Table 3.1**.

Table 3.1: Vehicle Parking Supply Requirement & Provision

LAND USE	DENSITY	BYLAW RATE	BYLAW SUPPLY REQUIREMENT	PROVIDED	DIFFERENCE
Apartment (Affordable Rental)	2 units	0.20 spaces per unit that is less than 45m ²	1.4	0	-21
	2 unit	0.50 spaces per unit that is equal to 45m ² and up to 70m ²			
	0 unit	0.75 spaces per unit that is more than 70m ²			
Apartment (Rental)	9 units	0.75 spaces per unit that is less than 45m ²	22.85	3	
	16 units	0.90 spaces per unit that is equal to 45m ² and up to 70m ²			
	5 units	1.3 spaces per unit that is more than 70m ²			
Apartment Visitors	34 units total	0.10 visitor parking spaces per unit	3.4	4	0
Commercial	77m ²	1 space per 40 m ²	2	2	0
-	-	-	30	9	-21

As shown in Table 3.1, the proposed total parking supply of 9 spaces is 21 spaces below Bylaw requirements.

All parking spaces are on the ground level and accessible from Belcher Avenue.

3.2.2 Vehicle Parking Vehicle Parking Demand Analysis - Affordability

City of Victoria Zoning Bylaw for Off-Street Parking Regulations has parking space requirements tailored to the location of the development as well as unit sizes and affordability.

The impact of affordability is demonstrated with Bunt's obtained parking supply and parking demand data of comparable Greater Victoria Housing Society (**Table 3.2**) affordable housing buildings operated by Capital Region Housing Corporation (**Table 3.3**). The buildings listed were selected as they share similar characteristics such as expected resident demographics, unit size, proximity to services, and that they are all non-downtown locations. As shown in Tables 3.2 and 3.3, the average parking demand is approximately 0.37 spaces per unit and no building had a parking demand greater than 0.59 spaces per unit.

It is also important to note that typically these buildings have achieved these parking rates without the support of Transportation Demand Management initiatives.

Table 3.2: Vehicle Ownership Rates for Comparable Affordable Buildings in Greater Victoria

COMPLEX NAME	LOCATION	SUBSIDIZED	NUMBER OF UNITS	PARKING SPACES	PARKING SPACES OCCUPIED BY TENANT	PARKING DEMAND RATE
Colwood Lodge	85 Belmont Road Colwood	YES	50	37	24	0.48
Constance Court	1325 Esquimalt Road Esquimalt	YES	52	26	18	0.35
Grafton Lodge	506 Grafton Street Esquimalt	YES	29	20	17	0.59
Townley Lodge	1780 Townley Street Saanich	NO	39	16	13	0.33
Esquimalt Lions Lodge	874 Fleming Street Esquimalt	NO	77	23	21	0.27
WEIGHTED AVERAGE						0.37

Source: Greater Victoria Housing Society

The dataset (presented in Table 3.3) obtained from Capital Region Housing Corporation in 2017 of six "Affordable" housing buildings (either rental or strata) in the Greater Victoria area (with similar characteristics such as unit size, proximity to services) also shows that the average resident parking demand for affordable housing units was approximately 0.37 spaces per unit, and no building had a parking demand greater than 0.50 spaces per unit. These rates were realized with minimal to no support from TDM initiatives.

Table 3.3: Vehicle Ownership Rates for Comparable CRHC Buildings in Greater Victoria

COMPLEX NAME	LOCATION	SUBSIDIZED	NUMBER OF UNITS	PARKING SPACES OCCUPIED BY TENANT	PARKING DEMAND RATE
Amberlea	3330 Glasgow Avenue, Saanich	YES	44	22	0.50
The Birches	1466 Hillside Avenue, Victoria	YES	49	8	0.16
Leblond Place	390 Waterfront Crescent, Victoria	YES	53	23	0.43
Rosewood	1827 McKenzie Avenue, Saanich	YES	44	15	0.34
Springtide	270 Russell Street, Victoria	YES	48	19	0.40
The Heathers	3169 Tillicum Road, Saanich	YES	26	11	0.42
Viewmont Gardens	4450 Viewmont Avenue, Saanich	YES	35	14	0.39
WEIGHTED AVERAGE					0.37

Source: Capital Region Housing Corporation

The Canada Mortgage and Housing Corporation (CMHC) (Research Highlight, Socio-Economic Series Issue 50- Revision 2) concluded that household income is the second-best predictor of auto ownership next to age. As income increases, auto ownership and use increase. A study reported in the Australia Transportation Forum (2007) also found a strong correlation between vehicle ownership and household income. A study published by Pushkar et al (TRB 2000) based on a survey of 115,000 households in Toronto indicated that higher income households had more vehicles. A study conducted by Bunt & Associates in the Vancouver area in the early 1990's and in Calgary area in 2003 also supported a positive, almost linear relationship between income and auto ownership.

3.2.3 Vehicle Parking Vehicle Parking Demand Analysis - Tenure

Rental tenure residential buildings have the substantial benefit of being able to manage tenant vehicle ownership by vetting prospective tenants based on if they own a vehicle. Prospective tenants would be asked if they own a vehicle and made aware that no resident vehicle parking is available at this site. If a prospective tenant owns a vehicle they would be removed from rental eligibility.

This is demonstrated in another recently constructed residential rental building by Aryze. Ross Terrace at 2570 Fifth Street near Hillside Village is a 64-unit rental building that has 20 vehicle parking spaces. Despite being below substantially below bylaw requirements and being marketed as a car-lite building with limited vehicle parking the building is fully occupied without anecdotal evidence of an on-site vehicle parking shortfall.

Saved costs from not building additional parking spaces can be passed onto tenants through reduced development costs.

3.2.4 Bicycle Parking Bylaw Requirements

Well managed, secure, accessible and covered bicycle parking will be provided as part of the development plan. The site plan indicates a total of 63 long-term bicycle spaces including one space for an oversized cargo bicycle. In addition, 6 short-term bicycle spaces will be provided at ground level in a well lit, weather protected and highly visible area.

Current City of Victoria Bylaw requirements are provided in **Table 3.4**.

Table 3.4: Bicycle Parking Supply Requirement & Provision

LAND USE	DENSITY	BYLAW RATE	BYLAW SUPPLY REQUIREMENT	PROVIDED	DIFFERENCE
Commercial	77 m ²	1 Long-term per 400 m ² 1 Short term per 100 m ²	0.2 Long-term 0.8 Short-term	1 Short-term covered in Building's 6 spaces	0
Apartment	34 units (12 less than 45m ² and 22 greater than 45m ²)	Long-term: 1 space per unit that is less than 45m ² 1.25 spaces per unit that is 45m ² or greater Short-term: The greater of 6 spaces per building or 0.1 spaces per unit	40 Long-term 6 Short-term	63 Long-term 6 Short-term	+23 Long-term 0 Short-term
TOTAL	-	-	40 LONG-TERM 6 SHORT-TERM 46 TOTAL	63 LONG-TERM 6 SHORT-TERM 69 TOTAL	+23 LONG-TERM 0 SHORT-TERM +23 PROVIDED

The proposed development plan offers 63 long-term bicycle spaces and 6 short-term spaces for a total of 69 bicycle parking spaces. This proposed supply exceeds Bylaw requirements for Long-Term spaces. The development's prioritization of long term, secure parking space is preferred over additional short-term spaces.

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 will be managed without parking for residents the actual residential trip generation is anticipated to only be residential visitors. The removal of resident parking essentially results in a trip generation of zero to five vehicle trips per peak hour which are visitor trips or delivery type trips

4. SERVICE VEHICLE OPERATIONS

The City of Victoria Zoning Bylaw does not stipulate a requirement for off-street loading for residential land use. Loading activity for the proposed 34 residential units would likely involve vehicles no larger than a garbage/ recycling vehicle. Garbage and recycling bins will be accessible from the parking area.

Small sized delivery vehicles are anticipated to use the on-site short-term parking spaces as there are no curb side parking spaces available on the site's Fort Street or Belcher Avenue frontages.

5. TDM & ACTIVE MODES

5.1 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 Occupant Vehicle (SOV) travel during peak periods towards more sustainable modes such as High Occupancy Vehicle (HOV) travel, 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.

5.2 TDM Initiatives

5.2.1 Car-share

Aryze will dedicate 1 parking space to a car share vehicle.

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

Aryze will provide one Modo membership for each unit (34) for the life of the building.

Convenient access to a shared vehicle will 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.

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

5.2.2 Transit

Residents are anticipated to use transit as a primary transportation option. BC Transit EcoPasses may be provided in a corresponding quantity as the required variance (21 space variance = 21 EcoPasses).

Although this proposal has a parking variance of 21 stalls, Aryze will provide 32 transit EcoPasses for residents that do not have the option to lease an on-site vehicle parking space. These EcoPasses would be secured for a three-year period. However, we suggest that residents opting for EcoPasses pay 10% of the cost of EcoPasses (through rent payments). This fractional fee is considered an important strategy to help ensure the passes are valued and that they are used appropriately by the residents of the building.

Furthermore, we suggest Aryze work with BC Transit to improve the nearby bus stops on Fort Street. Improvements, funded by the development, may include items such as:

- Shelter from rain and wind;
- Benches;
- Pavement improvements; and,
- Real time transit information displays.

5.2.3 Parking Management

Through bylaw the proposed development would require just two visitor parking spaces. It is however recommended that the development designate five of its nine vehicle parking spaces to visitors for long and short-term parking as well as short term loading demands. The remaining vehicle spaces would be occupied by the one car-share vehicle, one space reserved for the commercial tenant and two spaces for residents.

While the development may attract residents that do not own vehicles, visitor vehicles are anticipated to be generated at similar rates to typical residential buildings. It is important that the parking demands of visiting vehicles be accommodated on-site as there is no on-street parking available adjacent to the site.

With a near zero-resident parking building, prospective tenants will clearly understand that it is unlikely that they will have access to a reserved resident parking space.

Due to the reasons noted above we recommend the nine vehicle parking spaces be allocated as such:

- 1 Car-share vehicle / space,
- 1 Accessible Visitor parking space;
- 4 Visitor parking spaces for residential and commercial visitors (potential time restrictions managed by building to ensure equitable use);
- 1 space reserved for commercial tenant use; and
- 2 spaces reserved for resident use.

5.2.4 Specialized Parking

Current (October 2020) Bylaw regarding electric charging ability of parking spaces does not require visitor spaces to have electric charging abilities, only resident spaces. The developer however has indicated they will provide electric charging abilities to two of the parking spaces by equipping the spaces with Level 2 energized outlets. This therefore exceeds Bylaw requirements.

5.2.5 Bicycle Parking

The development will be providing 63 long-term bicycle parking spaces and 6 short-term spaces. This supply substantially exceeds bylaw requirements by over 50%. By doing this the developer will make bicycles a part of the buildings architecture and character. This will help to promote cycling.

The developer will provide electric charging abilities for 20% of the long-term bicycle parking spaces.

5.2.6 Bicycle Repair Station

Aryze will provide an on-site bike repair station within the bike room. This removes one of the barriers to cycling for residents 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

6. SUMMARY & RECOMMENDATIONS

6.1 Summary

1. The proposed development at 1693 - 1699 Fort Street consists of 34 affordable rental residential apartments.
2. Vehicle access to the building's parking spaces will be from Belcher Avenue on the site's east frontage.
3. The development proposes nine parking spaces located at ground level. This proposed vehicle parking supply is 21 spaces short of the Bylaw requirement of 30 spaces.
4. The 9 vehicle spaces will allow one space for a car-share vehicle, two spaces for residential tenants, one for the commercial tenant and five for residential and commercial visitors. This allotment can satisfy commercial bylaw requirements (2 spaces) and residential visitor bylaw requirements (3 spaces) but does not fully provide for residents, therefore resulting in the need for a parking variance.
5. Data gathered indicates affordable rental units have substantially lower vehicle parking demands compared to other residential development typologies.
6. The development will prioritize the accommodation of visitors and delivery vehicles by allocating five parking spaces to commercial and residential visitors and drop-off activity to accommodate visitors as well as short term pick-up/ drop-off and loading activity.
7. A zero-resident parking building is considered viable for this development when supported by the proposed TDM plan which includes the following initiatives:
 - I. Aryze will dedicate 1 on-site parking space to a car share vehicle.
 - II. Aryze will purchase one car-share vehicle for a local operator (Modo) that would be parked on the proposed development site.
 - III. Aryze will provide one Modo membership for each unit (34) for the life of the building.
 - IV. Aryze will provide an electric charging station servicing two of the parking spaces as well as providing electric charging ability to the Long-Term bicycle storage rooms.
 - V. Although this proposal has a parking variance of 21 stalls, Aryze will provide 32 transit EcoPasses for residents that do not have the option to lease an on-site vehicle parking space. These EcoPasses would be secured for a three-year period. However, we suggest that residents opting for EcoPasses pay 10% of the cost of EcoPasses (through rent payments). This fractional fee is considered an important strategy to help ensure the passes are valued and that they are used appropriately by the residents of the building.

- VI. Bicycle parking will exceed bylaw requirements.
- VII. Bicycle rooms will have enhanced access with at minimum 41-inch door widths, accommodate a cargo bike and have ground orientated spaces above bylaw requirements.
- VIII. A bike repair station will be provided on-site.
- IX. Marketing materials will inform potential residents that the building will be a zero-resident parking building.
- X. Management will ensure prospective tenants are screened for vehicle ownership when applying for the rental units.
- XI. Adjacent sidewalk and public realm improvements.

