



# 722, 726, 732 Discovery Street Parking Variance

Final Report V05

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Prepared for  
BC Housing

Date  
August 11, 2022

Project No.  
04-22-0077



August 11, 2022  
04-22-0077

Sean Rorison, Senior Development Manager  
Housing Hub  
BC Housing Management Commission  
201-3440 Douglas St.  
Victoria, BC  
V8Z 3L5

Dear Sean:

**Re: 722, 726, 732 Discovery Street, Parking Variance  
Final Report V05**

Bunt & Associates Engineering Ltd. (Bunt) has completed our parking variance study for the proposed supportive residential development at 722, 726, 732 Discovery Street, Victoria, BC. Our Final Report is provided herewith, it addresses vehicle parking as well as transportation demand management strategies that can help support the proposed vehicle and bicycle parking supplies.

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**



Jason Potter, M.Sc. PTP  
Senior Transportation Planner / Associate



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Date: August 11, 2022

Project No. 04-22-0077

Status: Final V05

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# 1. INTRODUCTION

## 1.1 Study Purpose & Objectives

BC Housing is proposing the development of an 8-storey supportive residential rental building at 722, 726, and 732 Discovery Street.

The site is currently zoned as M-1 (Light Industrial District). BC Housing proposes to change the site's zoning to a site-specific zone (Residential Rental Tenure) reflective of its unique land use.

The project will feature 90 affordable supportive residential rental units. All units will be studio units.

The development does not offer on-site parking, and therefore under current zoning, would require a parking variance of 28 vehicle parking spaces from City of Victoria's bylaw requirements.

The development offers 30 Long Term bicycle spaces which would represent a variance from current zone Bylaw requirements.

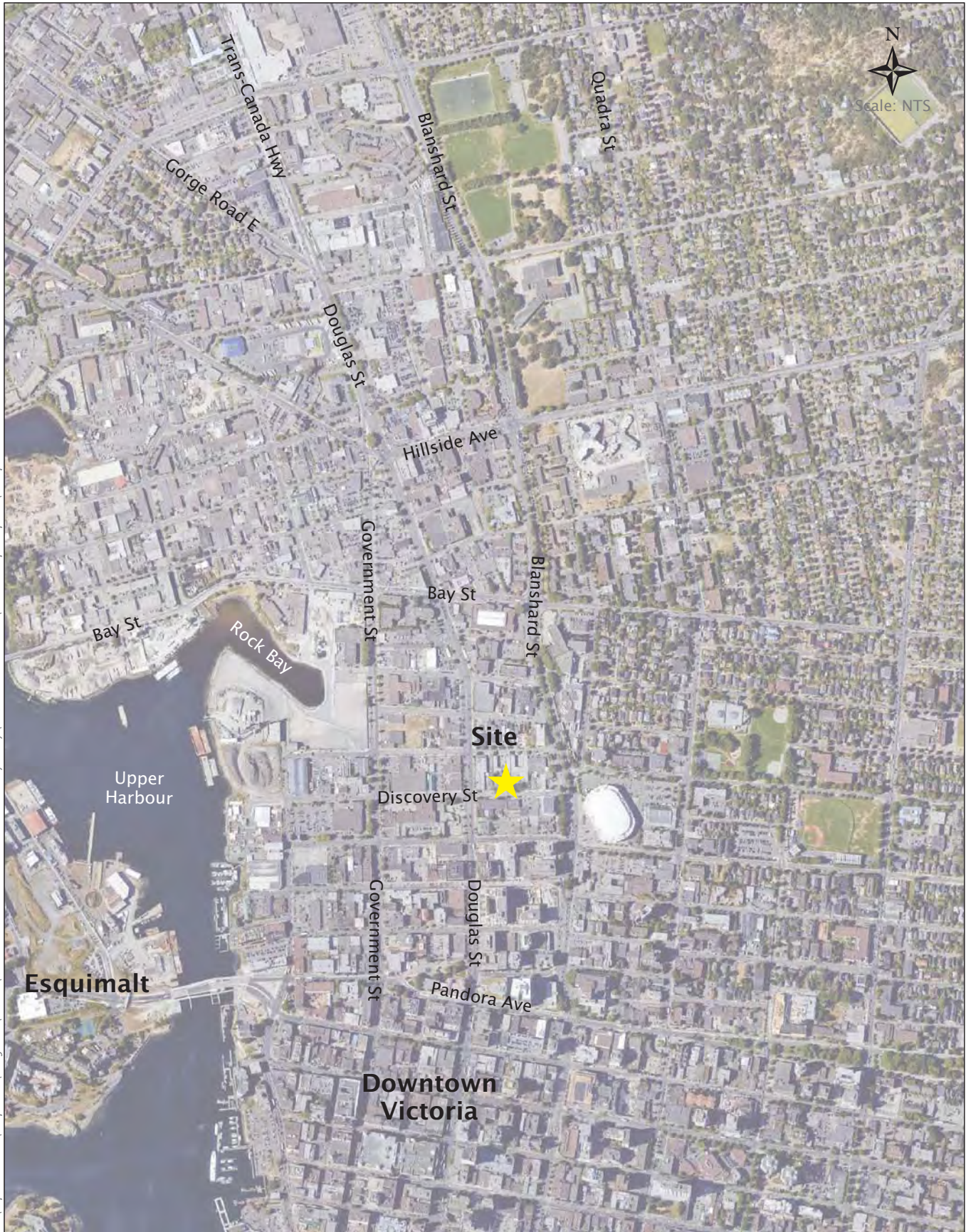
Bunt & Associates were retained by BC Housing to conduct a parking review for the proposed parking variance and propose Transportation Demand Management (TDM) strategies to help reduce the development's demand for vehicle parking.

This parking variance study will accompany BC Housing's rezoning application.

This proposed building is the first building of a larger development plan that is also described herein.

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

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## Exhibit 1.1 Site Location

722 & 726 Discovery Street  
04-22-0077 March 2022



## 1.2 Proposed Development

The proposed development is comprised of 90 studio apartment units. The building will also have a manager's office, kitchen dining room, a small medical office, staff room and staff laundry room

All residential units will be supportive rental units. As these units are purpose-built for supportive housing, they are substantially unique from a vehicle parking perspective. Residents are not anticipated to own a vehicle.

With the building's location near Victoria's downtown core, it offers a robust transit network and easy access to amenities via walking and cycling.

The development proposal does not include on-site vehicle parking for residents or visitors.

One loading space is included in the site plan which is intended for garbage and recycling pick-up activities.

The site has publicly available curbside parking along its frontage for approximately 1 vehicle as this area will be impacted by the introduction of a mid-block pedestrian crossing proposed to be located near the site's east edge. The development proposes to provide a Level 2 electric charger along the site's Discovery Street frontage which would be publicly available.

Bicycle parking will provide 30 Long-Term and six Short-Term bicycle spaces.

The proposed 722, 726 and 732 Discovery Street site plan (ground level) is shown in **Exhibit 1.2**.

The proposed development at 722, 726 and 732 Discovery Street is part of a larger development plan that also includes the following properties:

- 1961 Douglas Street (existing hotel); and
- 710 Caledonia Street (existing White Spot restaurant).

These sites are located directly across Discovery Street from the subject site. They are part of a separate approval process and therefore are not subject to this analysis, however the neighbouring development may accommodate vehicle parking options for 722, 726 and 732 Discovery Street visitors.

Together these sites will result in a diverse, multi-purpose development that includes purpose build and designed supportive housing, market rental units, below-market rental units, office units, childcare, a public plaza, commercial retail, a grocery store, and condominiums.

The following inserts<sup>1</sup> from BC Housing website describes the development concept and sequencing.

<sup>1</sup> <https://letstalkhousingbc.ca/victoria-1961-douglas>

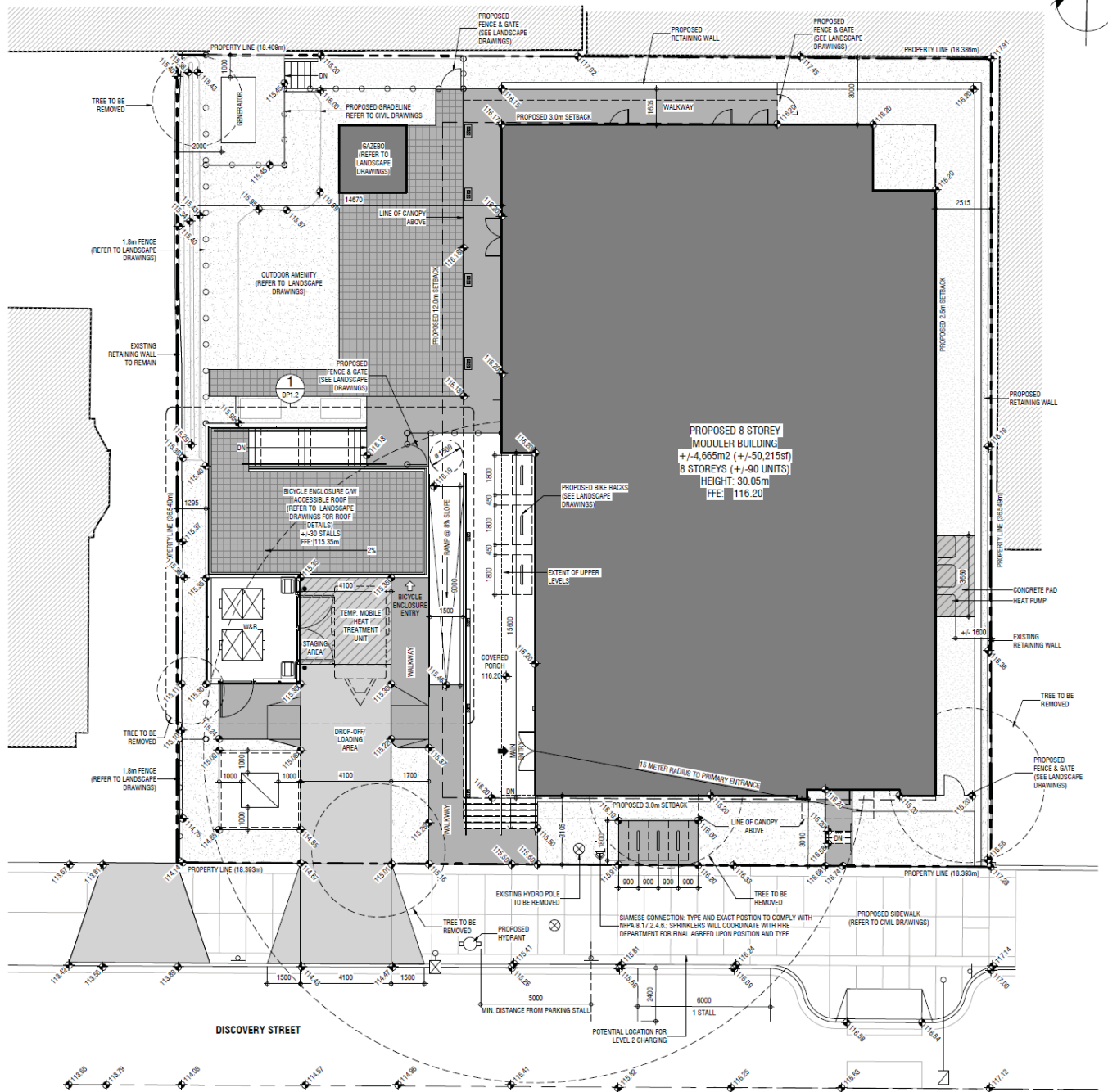
If successful, the proposal would happen in stages:

1. We would construct purpose-built supportive housing on the empty parking lot across the street (722, 726 & 732 Discovery Street).
2. Residents of the Capital City Center Hotel would have the opportunity to move to that replacement supportive housing.
3. Once the Capital City Center Hotel is empty, we would demolish it and the other buildings on the Douglas St lot (including the old White Spot).
4. Together, Chard and BC Housing would build affordable housing, offices, stores, a childcare centre and market housing on that land.



The image shows the two sites. The Capital City Center Hotel sits in the top left corner of the bigger box. The smaller box is where the replacement supportive housing would go.

We believe this proposed redevelopment would revitalise the neighbourhood by creating a variety of housing types and a “15-minute neighbourhood”, where all residents live within a short walk of offices, childcare centre, and community-serving retail that includes a grocery store.



1 Site Plan  
 DP1.0 SCALE 1:100  
 DP4.0

## Exhibit 1.2 Site Plan



## 2. EXISTING CONDITIONS

### 2.1 Land Use

722, 726, 732 Discovery Street is currently used as a ground-level parking lot for the adjacent hotel (City Centre Hotel at 1961 Douglas Street). As described in Section 1, this hotel will be subsequently redeveloped and at that time will provide parking suitable for that site as well as opportunities for vehicle spaces for staff of 722, 726, 732 Discovery Street.

Land use adjacent to the site is primarily composed of low-rise industrial buildings, with some mid- to high-rise residential buildings to the south of the site.

The site is located approximately 400m north of Victoria's downtown area, in the Rock Bay neighbourhood. It is within Victoria's Core area as defined in Bylaw Schedule C

### 2.2 Existing Transportation Network

#### 2.2.1 Road Network

Douglas Street to the west of the site is a major arterial two-way roadway. It is a continuum of the Trans-Canada Highway with three travel lanes in each direction including a northbound bus lane. Blanshard Street to the east of the site is also a major arterial two-way roadway with three travel lanes in each direction. Discovery Street to the south of the site is an east/west route that operates as a local road. It provides free curbside parking (2-hour Monday to Saturday 8AM to 6PM) on both road edges.

#### 2.2.2 Transit Network

Situated next to one of the major transit corridors in Victoria, the site is well served by public transit, with 14 transit routes accessible within 800 metres of the site (approximately a ten-minute walk). These routes and local area bus stops are presented in **Exhibit 2.1. Table 2.1** shows the frequencies of the transit routes near the site.

**Table 2.1: Existing Transit Service Frequency at Bus Stops Near Site**

#	ROUTE	APPROXIMATE HEADWAY (MIN.)				
		AM	MID-DAY	PM	EVENING	WEEKEND
4	UVic / Downtown	20	13	10	20	20
6	Royal Oak Exchange / Downtown	10	10	6	20	20
9	Royal Oak / UVic	50	60	45	-	-
10	James Bay / Royal Jubilee	30	33	25	58	30-60
11	Tillicum Centre / UVic	15	17	15	20	15-30
21	Interurban / Downtown	15	20	15	30	30-60
22	Vic General / Hillside Centre	30	25	30	30	30
30/31	Royal Oak Exchange / Downtown	10	10	10	17	13
32	Cordova Bay / Royal Oak Exchange	-	-	1 bus per day	-	60
47	Goldstream Meadows / Downtown	30	-	-	-	-
48	Happy Valley / Downtown	30	-	-	-	-
50	Langford / Downtown	12	12	9	16	Similar to weekdays
70/71/72	Swartz Bay / Downtown	30	30	30	90	60
75	Saanichton / Royal Oak / Downtown	30	-	16	-	60

As shown in **Table 2.1**, various bus routes operate every 15 minutes or better throughout the day and into the evening (“frequent routes” are typically defined as routes with 15 minute or lower headways). Fifteen-minute service is considered frequent enough that transit riders do not need to check a schedule - they can simply walk to a bus stop, knowing a bus will arrive soon. These frequencies enable people to make spontaneous trips on transit and easily travel longer distances without needing to own a car.

With 3 frequent and 11 additional routes nearby, and two bus stops within 100m of the site, public transit is a convenient option for most trips to and from the site.

### 2.2.3 Cycling & Pedestrian Networks

The site is well connected to both walking and cycling networks. The site is close to several north-south bicycle routes with painted bike lanes, including Douglas Street, Blanshard Street, and Government Street. Most of Victoria’s downtown area is within a range widely considered to be walkable (800 m or approximate 15-minute walk).

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. New AAA cycling routes will be created on Kings Road to the north of the site, creating a more complete east-west connection with the future Haultain Street bike lanes. These cycling upgrades are currently in progress. The existing and future cycling network surrounding the site is shown in **Exhibit 2.2**. 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. The proposed development at 722, 726, 732 Discovery 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 an 89 for walkability which it defines as “Very Walkable”.

The location receives a Bike Score of 92 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 17 Modo carshare vehicles located within 1 km of the site, the closest of which is located approximately 200 m away on Pembroke Street near the Save-On Foods Memorial Centre. 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 2.3** 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 March 2022, two vehicle is listed on Turo within walking distance of 722, 726, 732 Discovery Street, and approximately 22 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.

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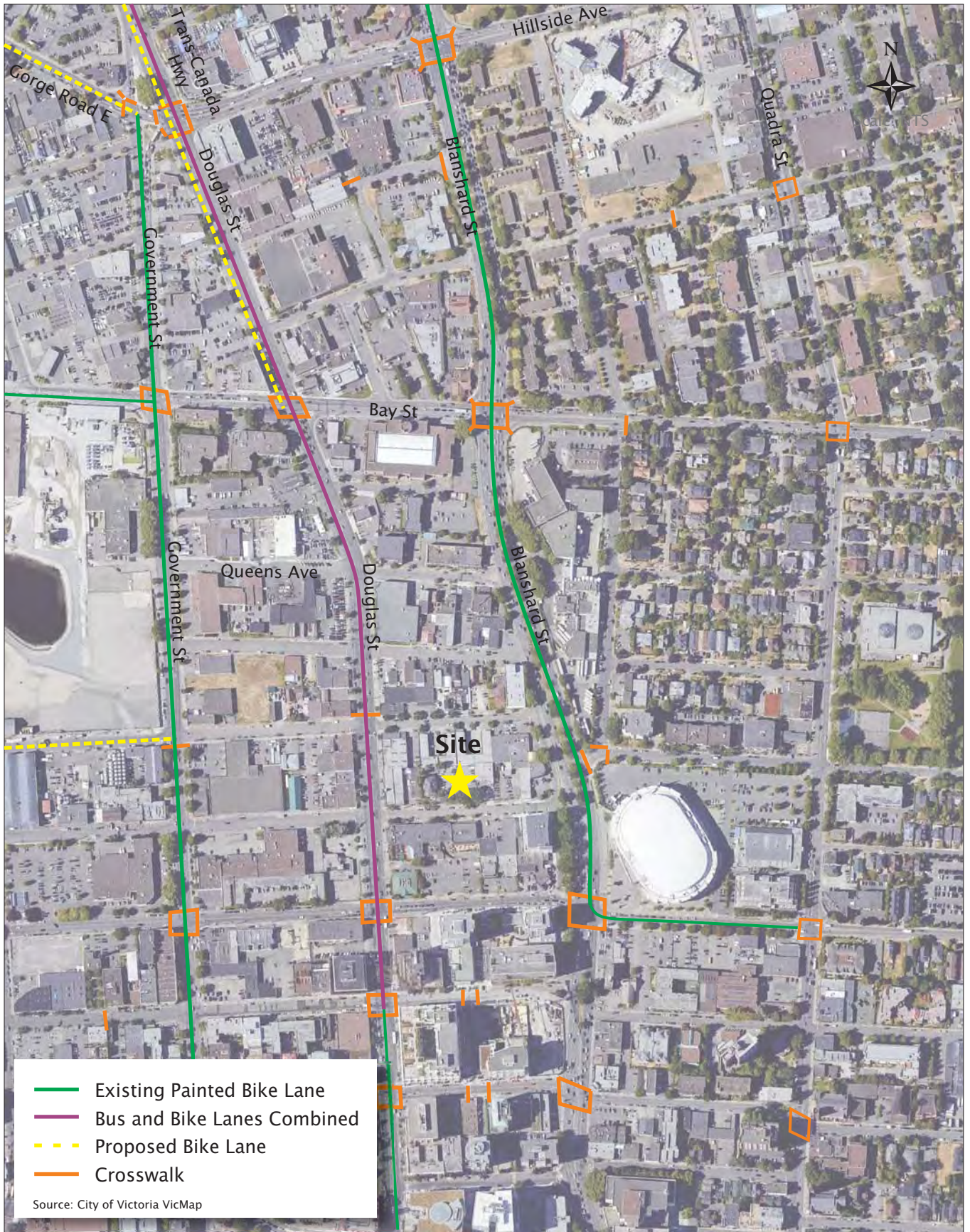


## Exhibit 2.1 Transit Routes & Stops

722 & 726 Discovery Street  
04-22-0077 March 2022



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## Exhibit 2.2 Cycling and Pedestrian Network

722 & 726 Discovery Street  
04-22-0077 March 2022



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## Exhibit 2.3 Car-share Vehicles

722 & 726 Discovery St  
04-22-0077 March 2022



## 3. SITE PLAN DESIGN REVIEW

### 3.1 Site Access

The proposed development will have one vehicle access point from Discovery Street which will service one loading space. The loading space is anticipated to be used by delivery vehicles, maintenance vehicles, accessibility vehicles as well as garbage and recycling vehicles. Pedestrian access to the site's main entry will be from Discovery Street.

### 3.2 Supportive Housing Definition

According to BC Housing, supportive housing is “subsidized housing with on-site supports for single adults, seniors and people with disabilities at risk of experiencing homelessness”. Supportive housing provides a home with access to on-site supports to ensure people can achieve and maintain housing stability.

According to the 2020 Greater Victoria Point-in-Time Homeless Count and Housing Needs Survey<sup>2</sup>, the main sources of income of the homeless population in Victoria remain welfare/income assistance and disability benefits. 26.3 % of the survey participants identified not having enough income for housing as their reason for homelessness.

### 3.3 Parking Supply

#### 3.3.1 Vehicle Parking Bylaw Requirements

As per City of Victoria zoning requirements (Schedule C, Zoning Bylaw) the site is in Victoria's Core area.

City of Victoria Zoning Bylaw Schedule C stipulates a minimum number of vehicle spaces for Affordable housing at a rate of 0.2 spaces per unit when the units are less than 45m<sup>2</sup>. This is regardless of the development's location in Victoria.

In addition, the building is required to provide vehicle parking for the building's approximate 86 m<sup>2</sup> of supporting amenities which imply employees, these areas are listed below:

- Tenant Support – 15m<sup>2</sup>
- Reception – 13m<sup>2</sup>
- Shared Office – 18m<sup>2</sup>
- Pantry (includes office area) – 23m<sup>2</sup>
- Medical Office – 17m<sup>2</sup>

<sup>2</sup> <https://www.crd.bc.ca/docs/default-source/housing-pdf/housing-planning-and-programs/crd-pit-count-2020-community-report-2020-07-31.pdf>

The Transitional Housing and Emergency Shelters land use applies to these employee generating land uses which has a rate of 1 parking space per 80 m<sup>2</sup>. 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
Affordable Dwelling Units- Residents	90 units	0.2 spaces per unit	18	0	-18
Affordable Dwelling Units - Visitors	90 units	0.1 spaces per unit	9		-9
Employee Areas	86 m <sup>2</sup>	1 space per 80m <sup>2</sup>	1		-1
			<b>28</b>	<b>0</b>	<b>-28</b>

As shown in **Table 3.1**, the proposed total parking supply of 0 spaces is 28 spaces below Bylaw requirements.

### 3.3.2 Vehicle Parking Demand Analysis

The supportive housing demographic typically have low vehicle ownership rates. Data from Pacifica Housing, Victoria Native Friendship Centre and Victoria Cool Aid Society at a total of ten greater Victoria buildings (all outside of Victoria's Core area) had an average vehicle ownership rate of 0.05 vehicles per unit. All ten locations are outside of Victoria's Core area, the subject site being within the Core area may result in less reliance on vehicles than the proxy sites. This vehicle ownership rate would equate to a demand of approximately 5 spaces for residents. It is however notes that this resident vehicle ownership rates is from buildings with little to no Transportation Demand Management (TDM) initiatives to help reduce automobile dependence. Importantly, it is also noted that the operator of this site has confirmed that they can set criteria for the tenants and will require tenants to not own a vehicle as the building will not have spaces available. If prospective tenants do own a vehicle, they will have the option to reside in other supportive housing buildings in the area. Therefore, with this management practice the site anticipates zero resident vehicle parking demand.

The remainder of the site generated parking demand is anticipated to be generated by visitors and staff. Visitor parking demand at the same 10 proxy sites indicate the average peak visitor parking demand to be 0.08 spaces per unit with multiple comparative sites below 0.05 spaces per unit. Based on this data and Bunt's research on a wide range of residential apartments in BC communities we estimate the site's peak visitor parking demand to be approximately five spaces (0.06 per unit). This would include residential visitors and staff.

At peak periods up to five staff are anticipated to be working at the residential building site. They are anticipated to generate demand for approximately 2 -3 of the 5 visitors according to mode splits anticipated for staff at this near downtown location.

This equates to a total anticipated peak visitor demand of approximately 5 spaces for visitors and staff before TDM impact. City of Victoria's visitor parking space is 0.1 visitor space per unit, for comparison purposes, this equates to 9 required visitor spaces for the subject development.

### 3.3.3 Vehicle Parking Options

The site is anticipated to have curbside parking available along its Discovery Street frontage that will accommodate 1 vehicle. This space may be used for short term loading activities as well as an electric charging space.

The subsequent second development phase as described in Section 1 at 1961 Douglas Street (existing hotel) and 710 Caledonia Street (existing White Spot restaurant) can provide parking for 722, 726, 732 Discovery Street as determined to be required at that time.

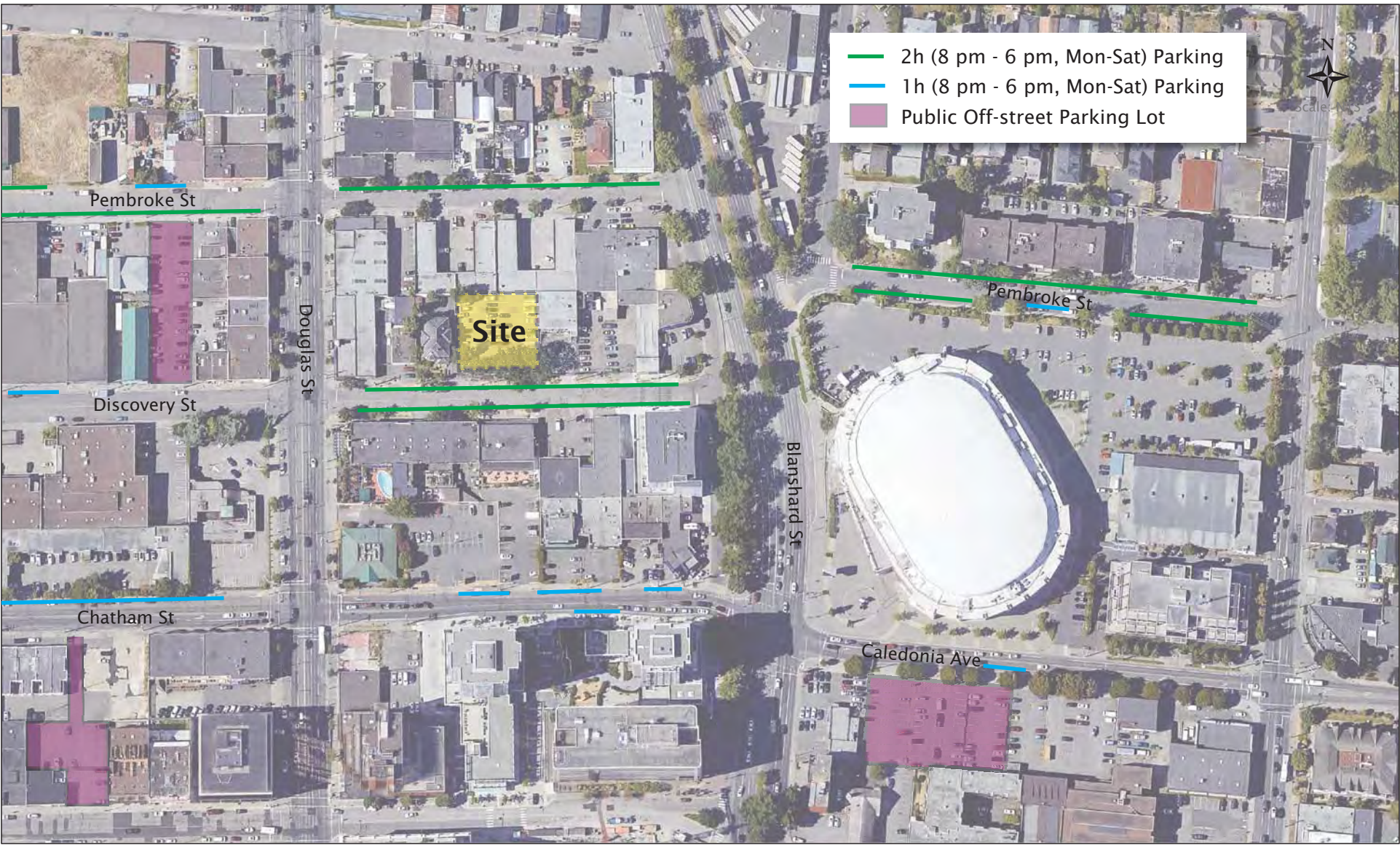
On street parking demand was assessed with three spot counts which are summarized in **Table 3.2**. In summary the weekday spot counts indicated an average demand of 66% over the blocks approximate 33 spaces, and a maximum peak of 85% which is the maximum desired occupancy for on-street parking. Demand was concentrated on west end of block. With this data we conclude that the on-street condition on Discovery Street has minimal excess and therefore all forecasted vehicle parking demand should be provided for on-site at the adjacent Phase 2 development site.

**Table 3.2: 700 Block Discovery Street, On-Street Parking Demand**

TIME	SUPPLY	DEMAND	AVAILABLE SPACES
Wednesday June 1, 3:30 PM	15 north edge, 18 south edge 33 total	10 north edge, 11 south edge 21 total	12
Friday, June 3, 10:30 AM	15 north edge, 18 south edge 33 total	5 north edge, 12 south edge 17 total	16
Wednesday June 8, 11:00 AM	15 north edge, 18 south edge 33 total	11 north edge, 17 south edge 28 total	5
<b>AVERAGE</b>	<b>33</b>	<b>22</b>	<b>11</b>

Surrounding neighborhood has various curbside and longer-term parking options. Local area curb side parking regulations are shown in **Exhibit 3.1**.

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- 2h (8 pm - 6 pm, Mon-Sat) Parking
- 1h (8 pm - 6 pm, Mon-Sat) Parking
- Public Off-street Parking Lot



### Exhibit 3.1 Available Public Parking Near Site

722 & 726 Discovery Street  
04-22-0077 March 2022



### 3.3.4 Bicycle Parking

Well managed, secure, accessible, and covered bicycle parking will be provided as part of the development plan. Dimensions of bicycle spaces to meet City of Victoria requirements as per Schedule C, Table 4, Minimum Dimensions for Bicycle Parking.

The site plan indicates a total of 30 Long-Term bicycle spaces. In addition, 6 Short-Term bicycle spaces will be provided at ground level in a well-lit, weather protected, and highly visible area.

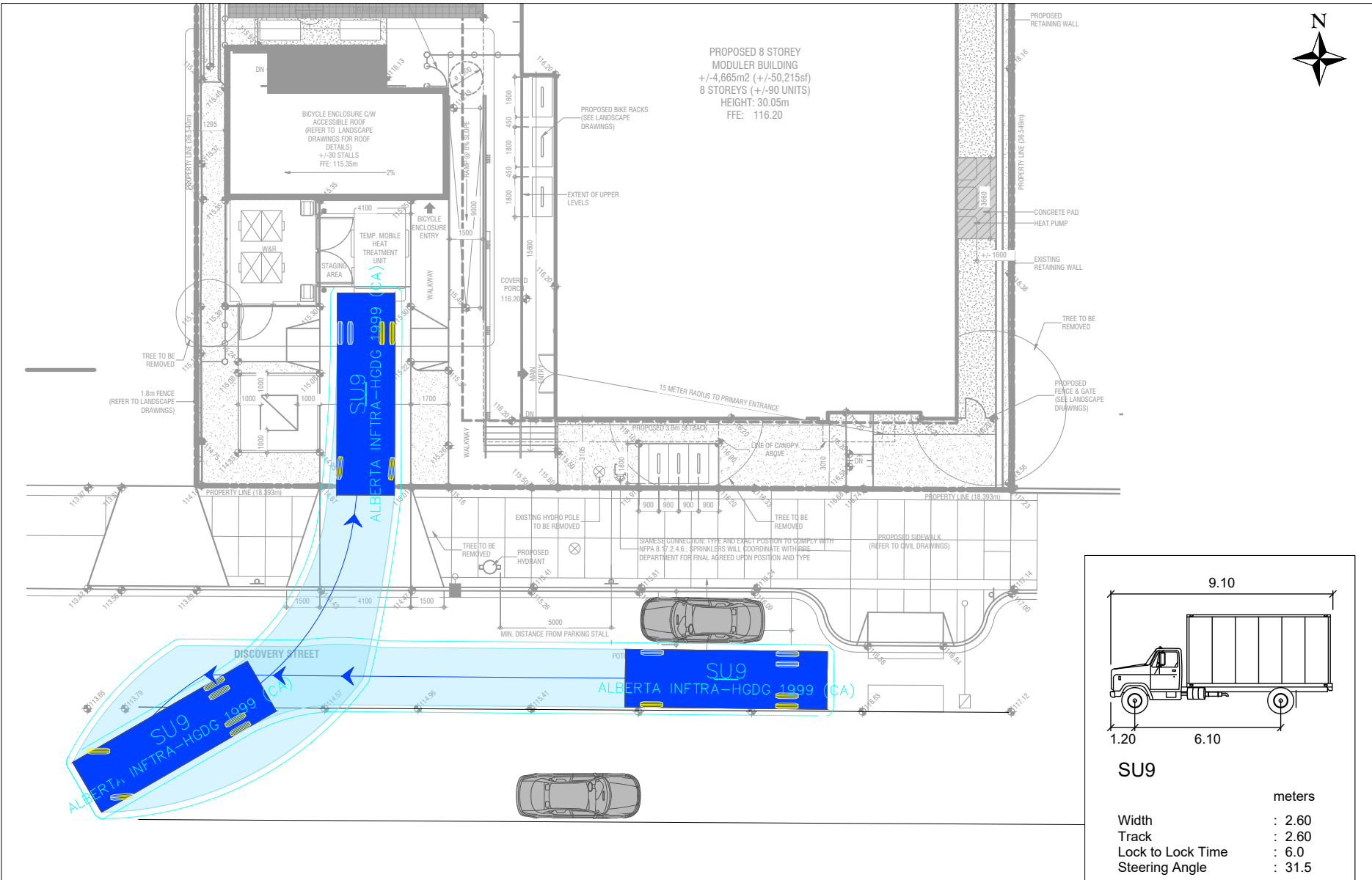
## 4. SERVICE VEHICLE OPERATIONS

The City of Victoria Zoning Bylaw does not stipulate a requirement for off-street loading for supportive residential land use. Loading activity for the proposed 90 supportive residential units would likely involve vehicles no larger than a garbage/ recycling vehicle.

Small sized delivery vehicles are anticipated to use the loading space or the curb side parking spaces available on the site's Discovery Street frontage.

Bunt examined the functionality of the proposed loading space using AutoTURN path analysis. As shown in **Exhibit 4.1**, the proposed loading space is accessible, however it is reliant on using Discovery Street for its turn around maneuvers, for example to back into the loading space or if the vehicle enters in a forward motion then the vehicle would need to back out into Discovery Street.

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 2022/08/12 15:12, Plotted by Colleen Qiu



[Based on Drawing DP1-0 Site Plan from S2 Architecture dated August 12, 2022]

[Issued for Discussion; not for Construction]

## Exhibit 4.1A SU9 - Loading Vehicle - IN





## 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”<sup>3</sup>. 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 for Subject Development

The following Transportation Demand Management measures should be considered:

#### 5.2.1 Car Share

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. Other advantages of car sharing include disincentivizing car travel through a pay-per-use model.

Operator correspondence with Modo indicates they are non-committal about having a car-share vehicle at this location. Memberships may be considered for each unit which would remain in the title of those units, these memberships would have an initial cost of \$500 per unit. This would add significant costs to the development without evidence that the memberships would be valued or used. As such, at this time car-share related TDM is not offered by the proposed development.

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<sup>3</sup> <http://ops.fhwa.dot.gov/tdm/index.htm> FHWA Travel Demand Management home page

### 5.2.2 Transit Initiatives

Residents are anticipated to use transit as a primary transportation option.

BC Housing's operations teams indicate that all residents of supportive housing have transit passes available to them already via the Low-Income Transit Assistance Program<sup>4</sup>. Through this program all operators of BC Housing Supportive Housing including PHS, Cool Aid Society, and Our Place Society are members of this Bus Ticket Program administered through the Social Planning Council. This provides bus tickets for all tenants as needed. Eligible activities are very broad - including activities such as medical appointments, employment, counselling, and looking for housing.

Furthermore, BC's Ministry of Social Development and Poverty Reduction (MSDPR) Program also offers bus passes to individuals living in supportive housing. All eligible tenants can opt into a bus pass. This is normally about 90-95% of the tenants in a building.

As such we suggest BC Transit's EcoPass program for residents would represent overlap that would add significant unnecessary costs to the project.

We recommend that five (5) EcoPasses be provided for staff for a five-year duration.

### 5.2.3 Pedestrian Amenities

In coordination with the adjacent development a pedestrian crossing will be provided at a mid-block location on 700 block Discover Street.

### 5.2.4 Specialized Vehicle Parking

Current (2020) Bylaw regarding electric charging ability of parking spaces does not require visitor spaces to have electric charging abilities, only resident spaces.

The developer has however agreed to provide electric charging abilities to the site-fronting curbside parking space by equipping the space with a Level 2 charger or potentially other parking spaces on the block with a dual head Level 2 charger which would be suitable for two adjacent curbside parking spaces.

### 5.2.5 On-Street Parking Management

Implementation of metered parking along 700 block Discover Street will help the management of on-street spaces.

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<sup>4</sup> <https://communitycouncil.ca/low-income-transit-assistance-program>

### 5.2.6 Bicycle Parking

The development will be providing 30 long-term bicycle parking spaces and 6 short-term spaces. This is below current zone bylaw requirements but is anticipated to meet resident demand based on anecdotal data provided by the operator of similar developments.

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

## 6. SUMMARY & RECOMMENDATIONS

### 6.1 Summary

1. The proposed development at 722, 726, 732 Discovery Street consists of 90 supportive residential units.
2. Vehicle access to the building's parking spaces will be from Discovery Street on the site's east frontage.
3. The development proposes to provide zero vehicle parking spaces and as such requires a parking variance. Through City of Victoria Bylaw, the proposed development would need to provide 28 parking spaces.
4. The development proposes 30 Long Term bicycle spaces and 6 Short-Term bicycle spaces..
5. The proposed development is part of a larger development plan. The second component of the development plan includes properties across Discovery Street. This second development phase as described in Section 1 is at 1961 Douglas Street (existing hotel) and 710 Caledonia Street (existing White Spot restaurant).
6. Management of this building will require tenants to not own a vehicle as the building will not have spaces available. If prospective tenants do own a vehicle, they will have the option to reside in other supportive housing buildings in the area. Therefore, with this management practice, the site anticipates zero resident vehicle parking demand.
7. We estimate the site's peak visitor parking demand to be approximately five spaces (0.06 per unit). This would include residential visitors and staff.
8. At peak periods up to 5 staff are anticipated to be working at the residential building site creating a parking demand of approximately 2-3 spaces according to mode splits in comparable areas. The staff's reliance on a vehicle to get to work is mitigated with the proposed provision of 5 BC Transit EcoPasses for staff.

9. Non-staff visitor parking demand would be the remainder of the anticipated visitor demand which would again be approximately 2-3 spaces. This demand is anticipated to be adequately absorbed through on-street availability and at the neighbouring partner development which will have publicly available visitor parking spaces.
10. The site will have publicly available curbside parking along its frontage for an estimated 1 vehicle when considering the proposed driveway and the planned introduction of a mid-block pedestrian crossing of Discovery Street near the site's east edge.
11. Metered parking along the 700 block of Discovery Street is to be implemented with the subject and partnered adjacent development.
12. Saved costs from not building on-site parking spaces on this site can be passed onto tenants through reduced development costs.

## 6.2 Recommendations

1. We recommend a clause be created that would permit visitors of 722 Discovery Street to use the neighbouring partnering site's visitor parking in consideration of the anticipated low quantity of visitors that would be anticipated to use those spaces (0-3 spaces during peak periods).
2. Transportation Demand Management initiatives proposed to support the proposed vehicle and bicycle parking variance are:
  - a. Level 2 electric vehicle charger along the site's Discovery Street frontage.
  - b. Five BC Transit EcoPasses for staff working at the site, provided for a five-year duration.
  - c. Adjacent sidewalk and public realm improvements.
  - d. Electric charging ability to the Long-Term bicycle storage rooms.



