



CAPITAL PARK MIXED USE DEVELOPMENT

JULY 21 2014

JULY 21, 2014
REZONING APPLICATION SUBMISSION

VICTORIA, B.C.
LOT 2 OF LOTS 1720 - 1743 INCLUSIVE, VICTORIA CITY PLAN EPP38872

PROJECT TEAM

Quarantine

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ANNUAL REPORT

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DRAWING LIST

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Provincial Legislative Committee

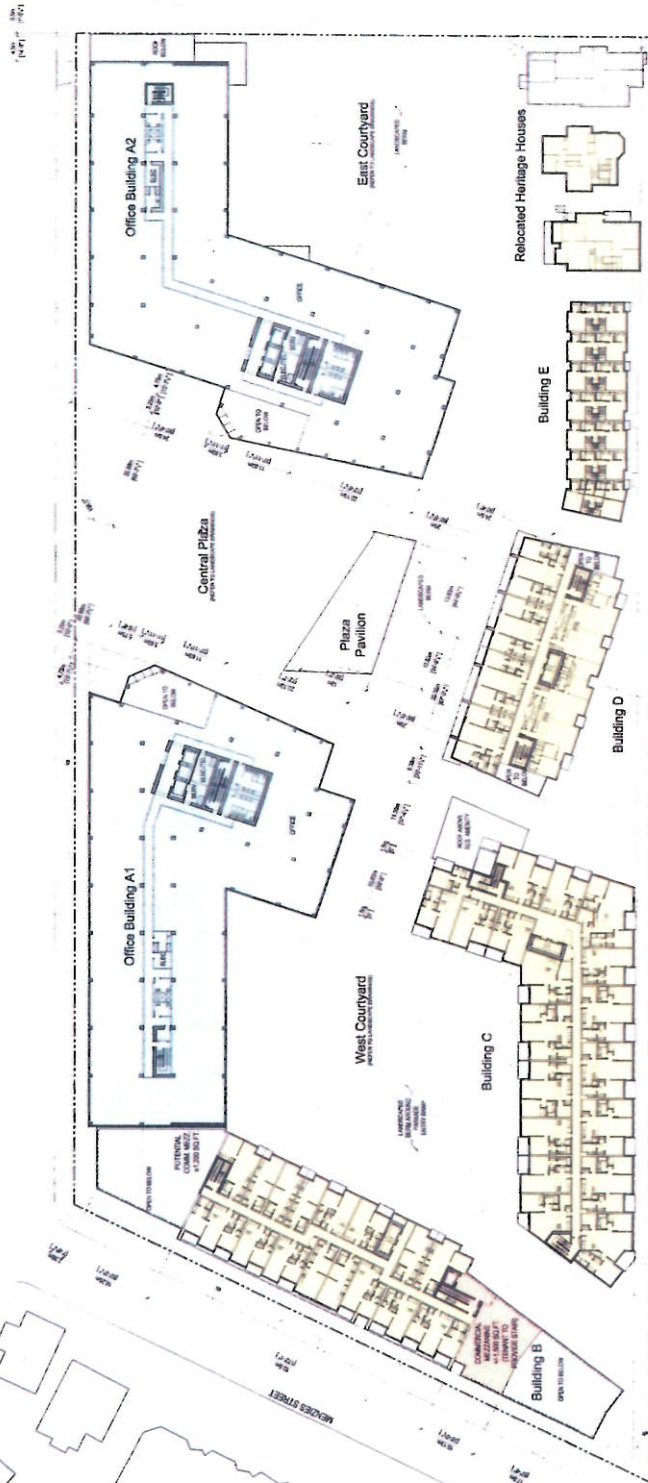




LEGEND	
[Blue box]	OFFICE
[Yellow box]	RESIDENTIAL
[Green box]	COMMERCIAL

Provisional Landscape Elements

SUPERIOR STREET



MICHIGAN STREET

06

endall elliot
ARCHITECTS

Architecture

PP1

LEVEL 2 PLAN
1:200 METRIC

CAPITAL PARK MIXED USE DEVELOPMENT
VICTORIA B C
LOT 2 VICTORIA CITY PLAN EP04872

CLIENT: CONCERT PROPERTIES & JAWL PROPERTIES
DATE: 21 July 2014
REASONING APPLICATION

CONC RT
Jawl Properties Ltd



LEGEND

- OFFICE
- RESIDENTIAL
- COMMERCIAL

Provisional Legislative Controls

SUPERIOR STREET

GOVERNMENT STREET

QUEEN'S PARK

514 GOV ST

506 GOV ST

Office Building A2

Relocated Heritage Houses

Building E

Building D

Office Building A1

Building C

Building B

MICHIGAN STREET

MUNDS STREET

07

endall elliot
ARCHITECTS

Architecture

P/A

LEVEL 3 PLAN
1' 320 NETTING

CAPITAL PARK MIXED USE DEVELOPMENT
VICTORIA, B.C.
LOT 2, VICTORIA CITY PLAN EPP8872

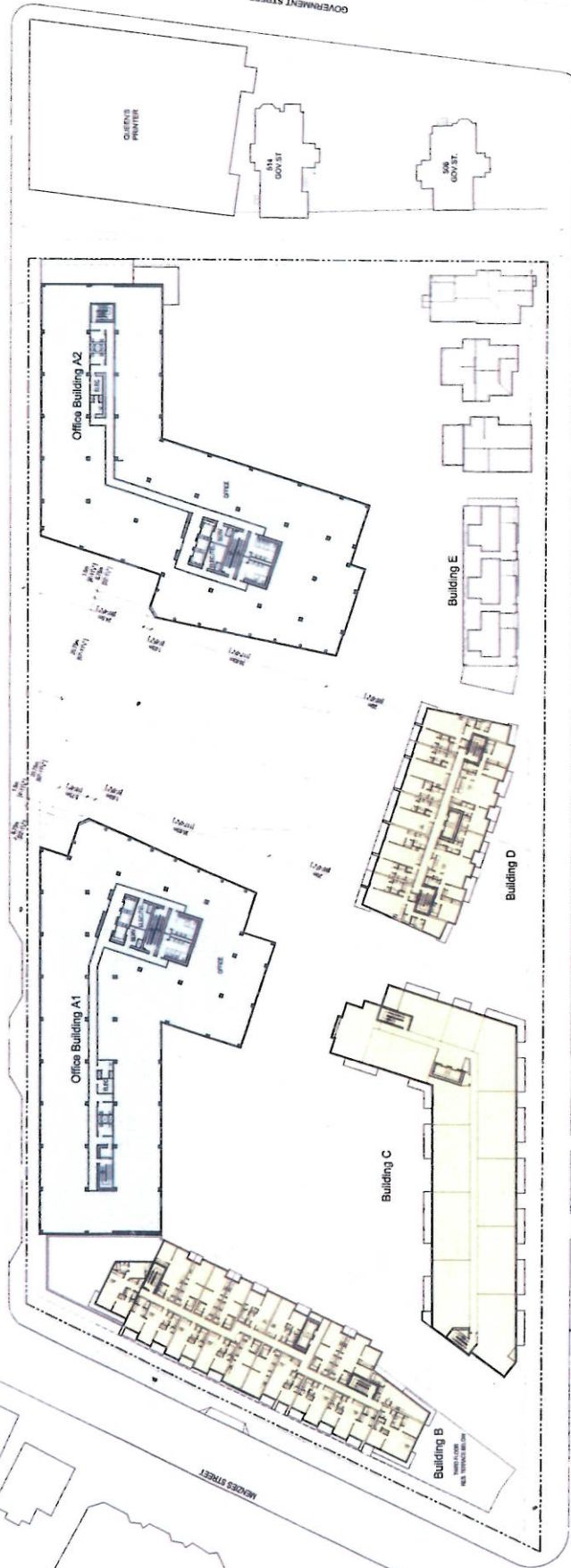
CLIENT
CONCERT PROPERTIES & JAWL PROPERTIES
REZONING APPLICATION
21 July 2014

CONC
Jawl Properties Ltd.



Provincial Legislature Grounds

SUPERIOR STREET



MICHIGAN STREET



Provincial Legislative Council

SUPERIOR STREET

GOVERNMENT STREET

MICHIGAN STREET

MENZIES STREET

Office Building A2

Office Building A1

Building B

Building C

Building D

Building E

Relocated Heritage Houses

CHURCH OF
THE
ANGELIC

500
GOV ST

09

endall elliot
ARCHITECTS

CEI Architecture

P 10

LEVEL 5 PLAN
1:200 METRIC

CAPITAL PARK MIXED USE DEVELOPMENT
VICTORIA B.C.
LOT 2 VICTORIA CITY PLAN EP38872

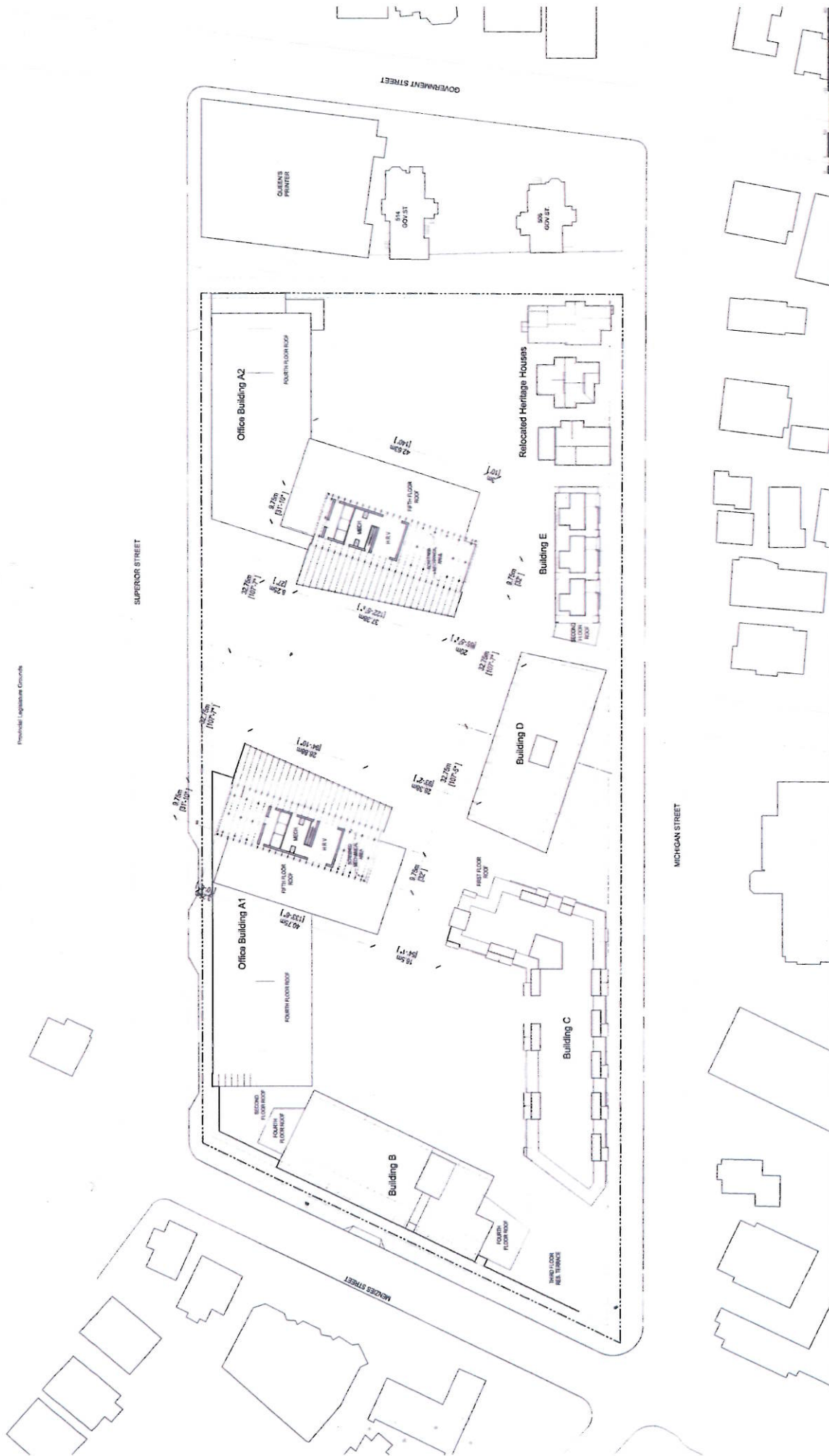
CLIENT: CONCERT PROPERTIES & JAVEL PROPERTIES
ISSUED: 21 JULY 2014
REVISION: REZONING APPLICATION

CONCERT

Javel Properties Ltd.

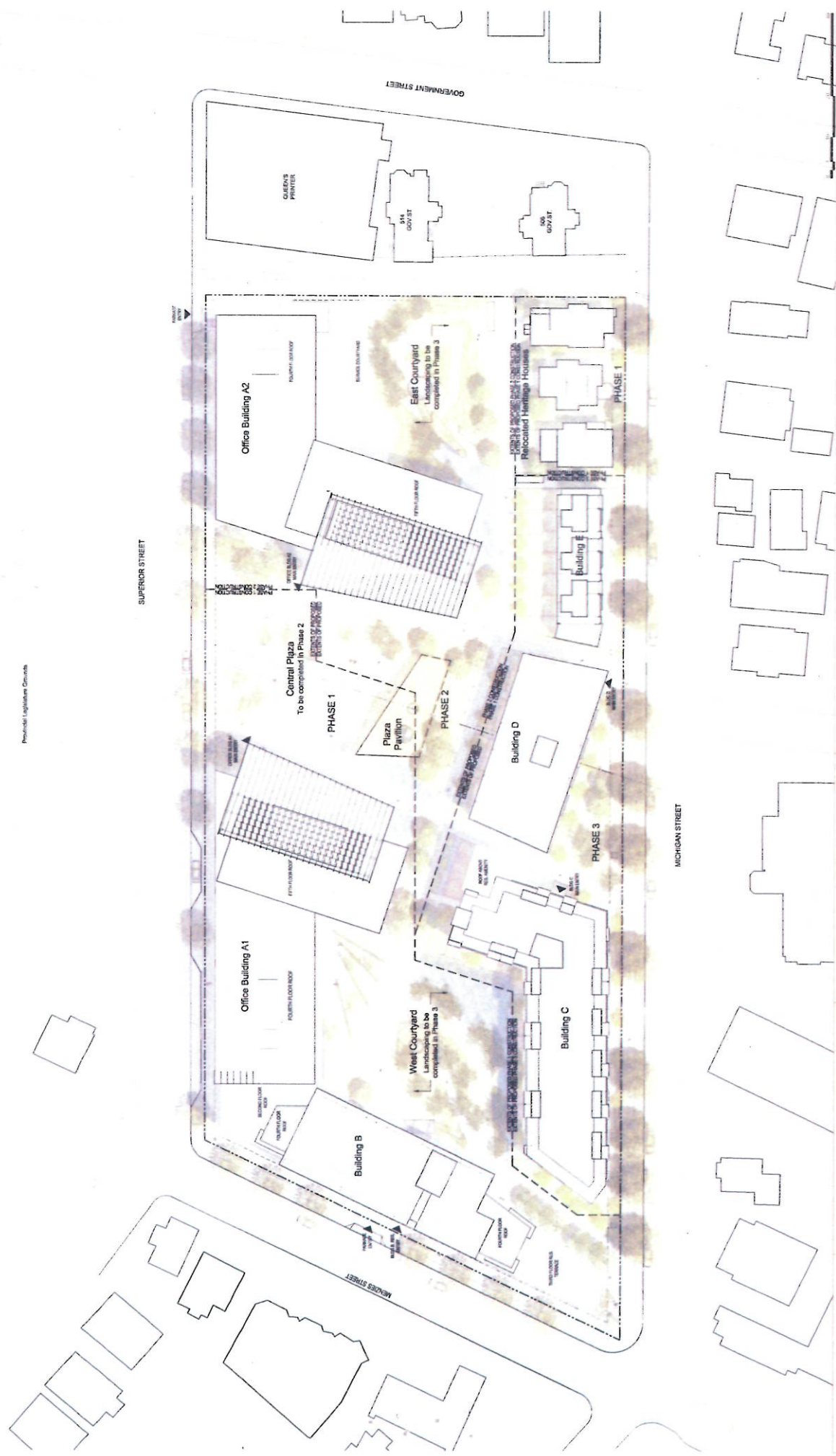


Provided for Applicant's Records





Preliminary Landscape Concepts



GENERAL BIKE PARKING NOTES:
THE DESIGN OF ALL BICYCLE SPACES SHALL BE IN ACCORDANCE WITH CITY OF VICTORIA BY-LAW 400-00-0001, C.12.

GENERAL PARKING NOTES:
ALL VEHICLES ARE PARKING TO BE PROVIDED IN ACCORDANCE WITH THE DESIGN OF ALL ACCESSIBLE VEHICLES.
BLUE ACCESS BOOK 2017

THEORY OF THE MIND

FINANCIAL VERSION

10

Diagram of a rectangular building footprint with dimensions and structural notes:

- Overall width: 22.5 m
- Overall depth: 10.47 m
- Internal width: 18.5 m
- Internal depth: 5.7 m
- Notes:
 - STANDARD PARKING SPAC. PERpendicular TO AISLE
 - NOT PERpendicular TO
 - MIN. 2.1 M WALKWAY CLEARANCE TO V
 - ADJACENT TO STRUCTURE ON SIDE, STAIL WIDTH
 - ADJACENT TO STRUCTURE ON OTHER SIDE, STAIL WIDTH

[illegible]

NOTES: 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840

LEGEND

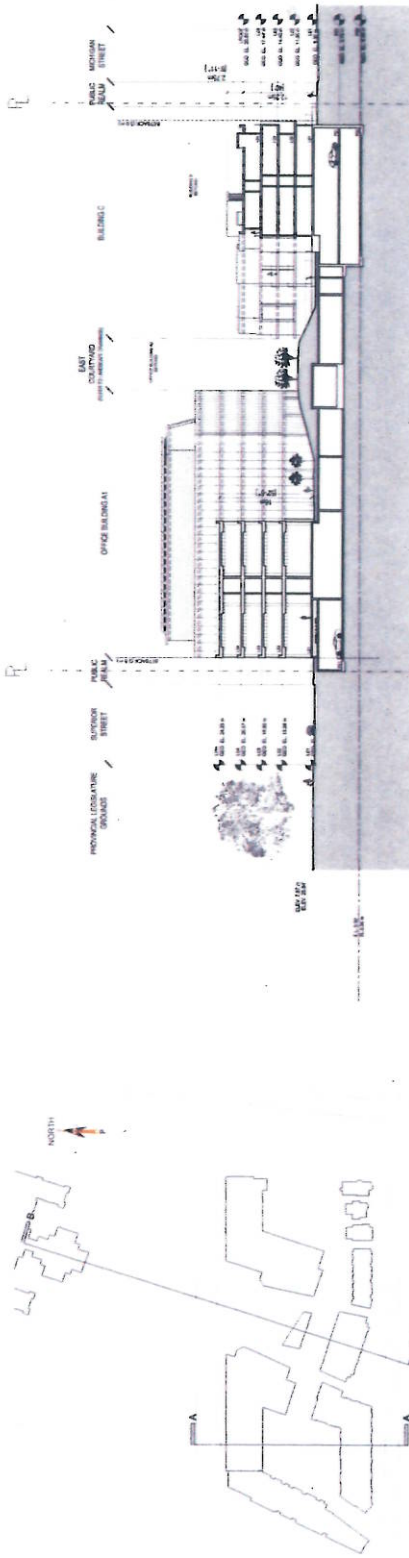
	OFFICE
	RESIDENTIAL
	COMMERCIAL

RELOCATED 521 SUPERIOR ST. HOME - SEE HERITAGE ALTERATION PERMIT APPLICATION #00164
RELOCATED 545 SUPERIOR ST. HOME - SEE HERITAGE ALTERATION PERMIT APPLICATION #00165

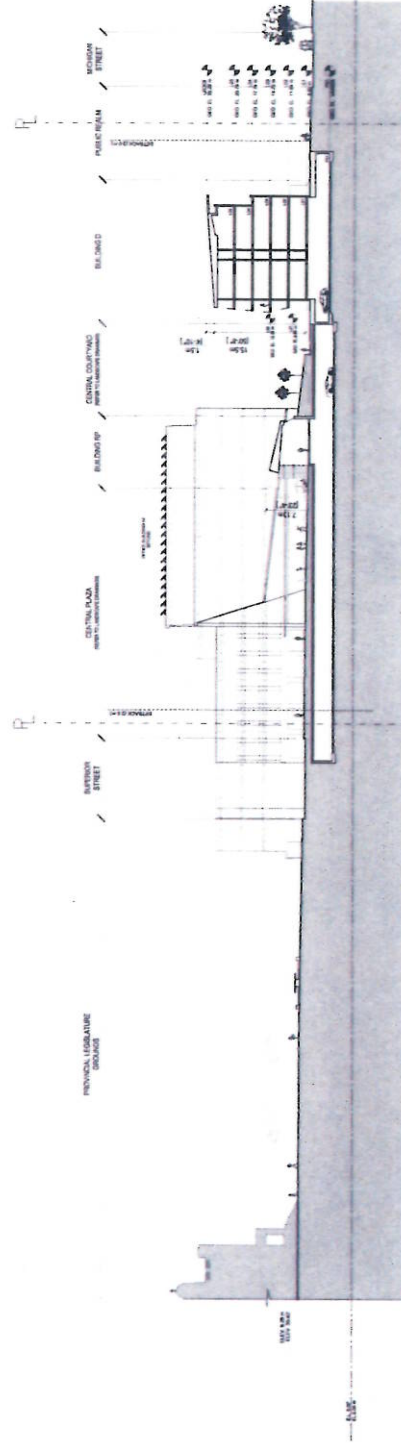
RELOCATED 539 SUPERIOR ST. HOME - SEE HERITAGE ALTERATION PERMIT APPLICATION #00187

11

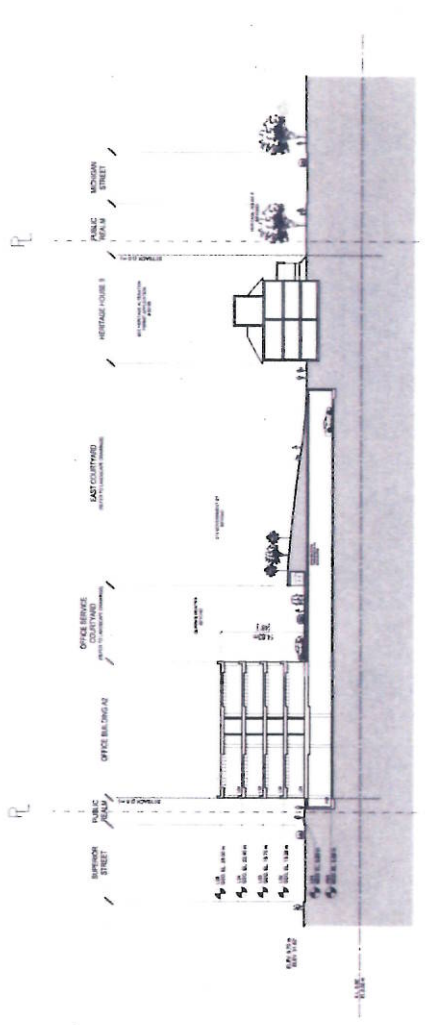




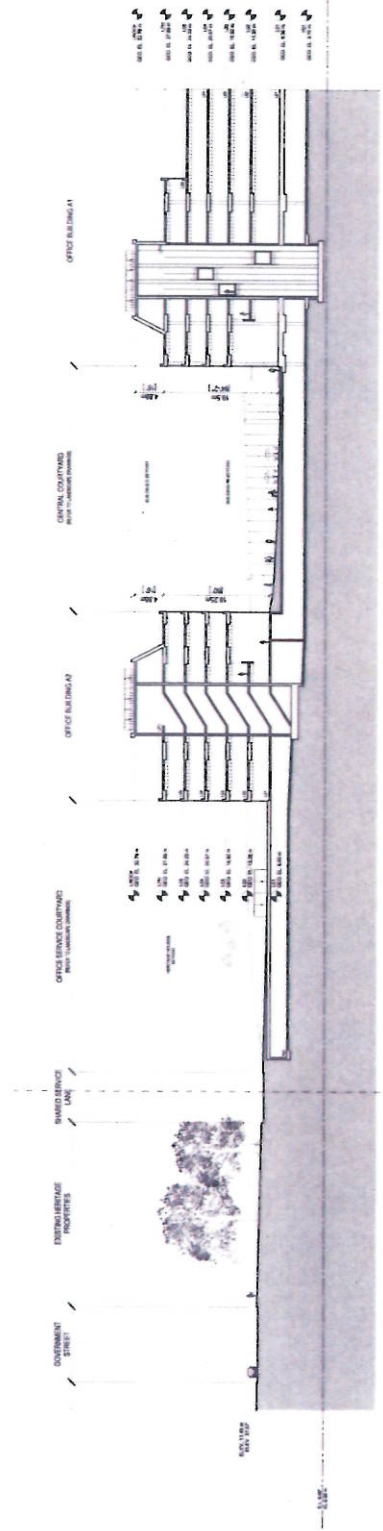
SECTION FACING EAST - WEST COURTYARD
A-A



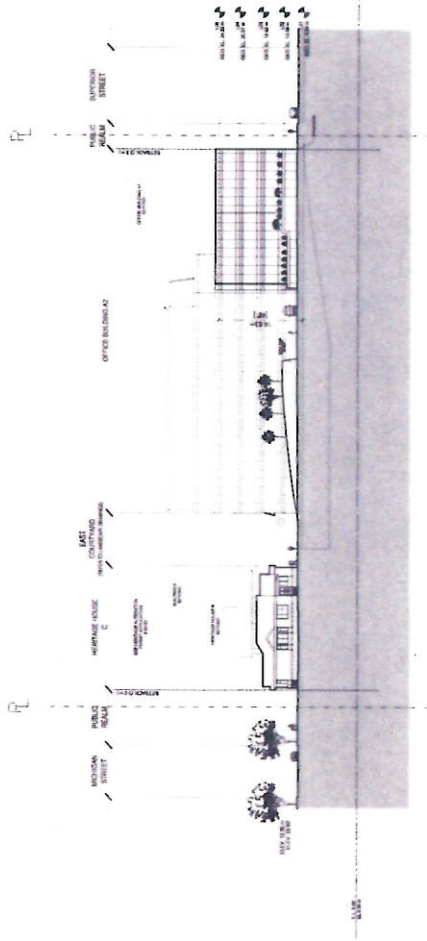
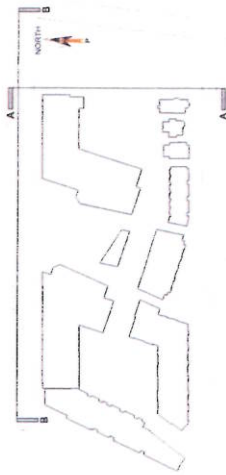
SECTION FACING EAST - CENTRAL PLAZA
B-B



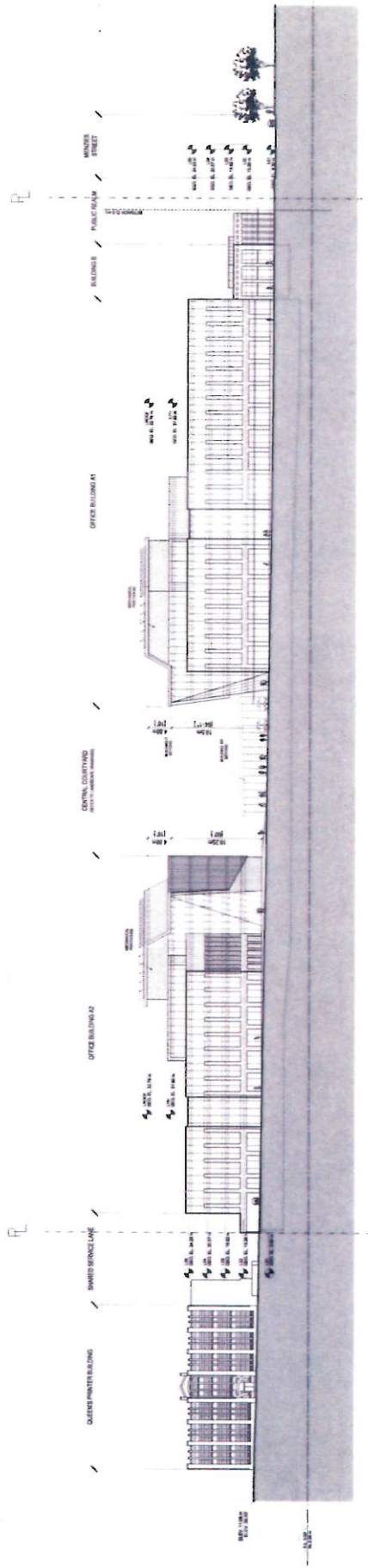
SECTION FACING EAST - EAST COURTYARD C-C



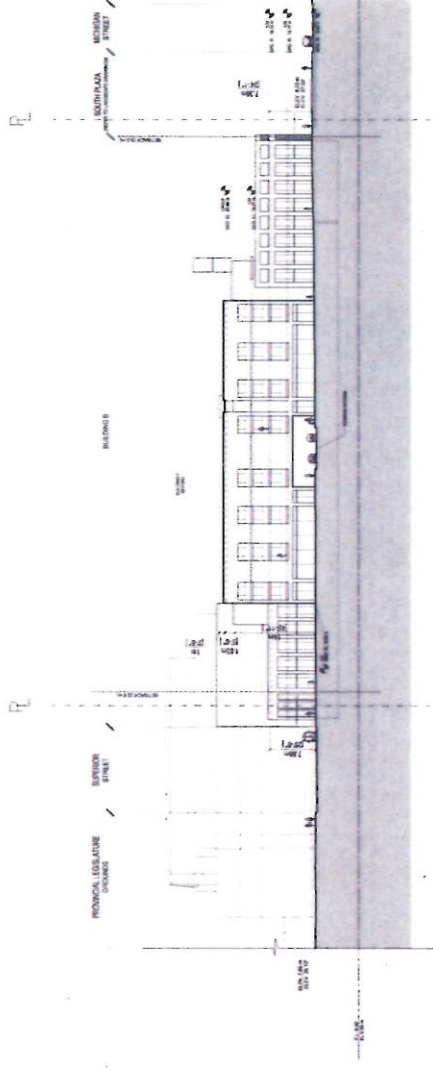
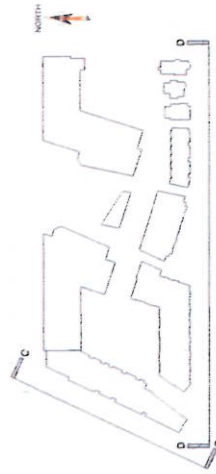
SECTION FACING SOUTH - OFFICE BUILDINGS A1 + A2 D-D



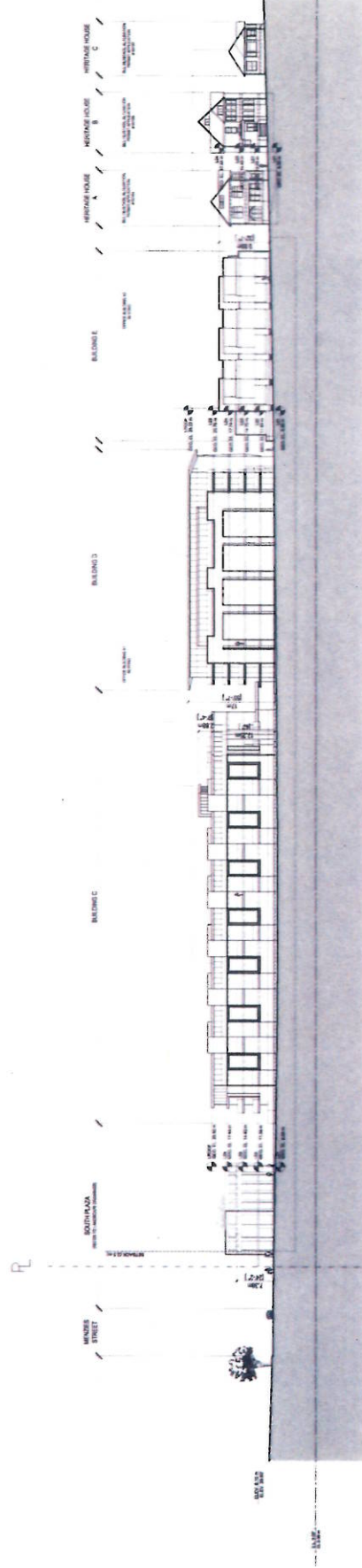
EAST ELEVATION - SHARED ACCESS LANE
A-A
SCALE 1:100



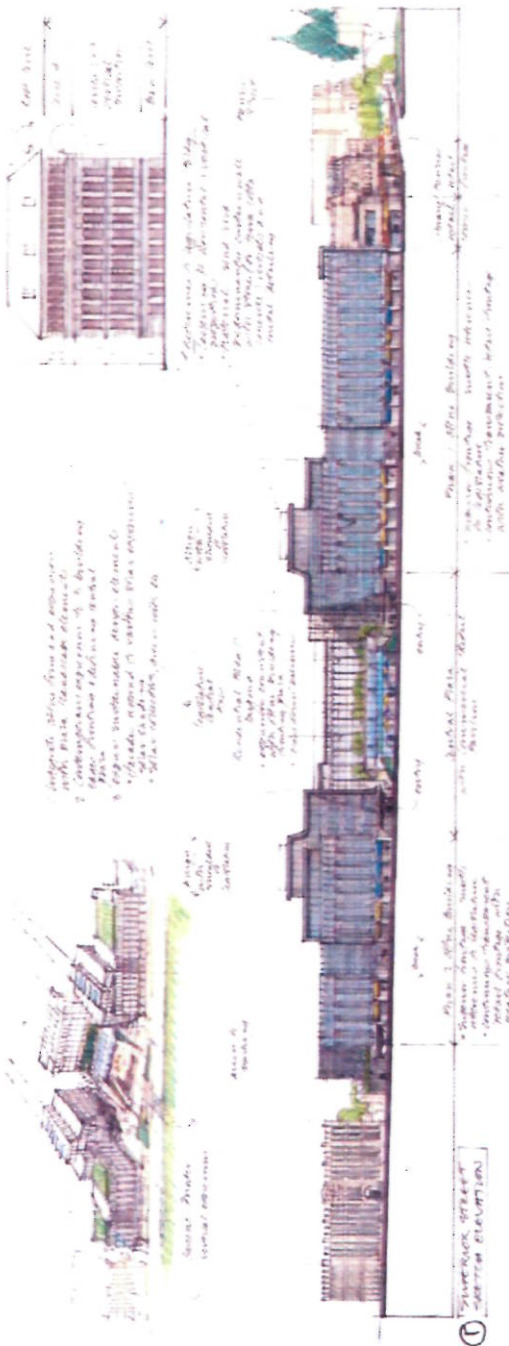
NORTH ELEVATION - SUPERIOR STREET
B-B
SCALE 1:100



WEST ELEVATION - MENZIES STREET C-C



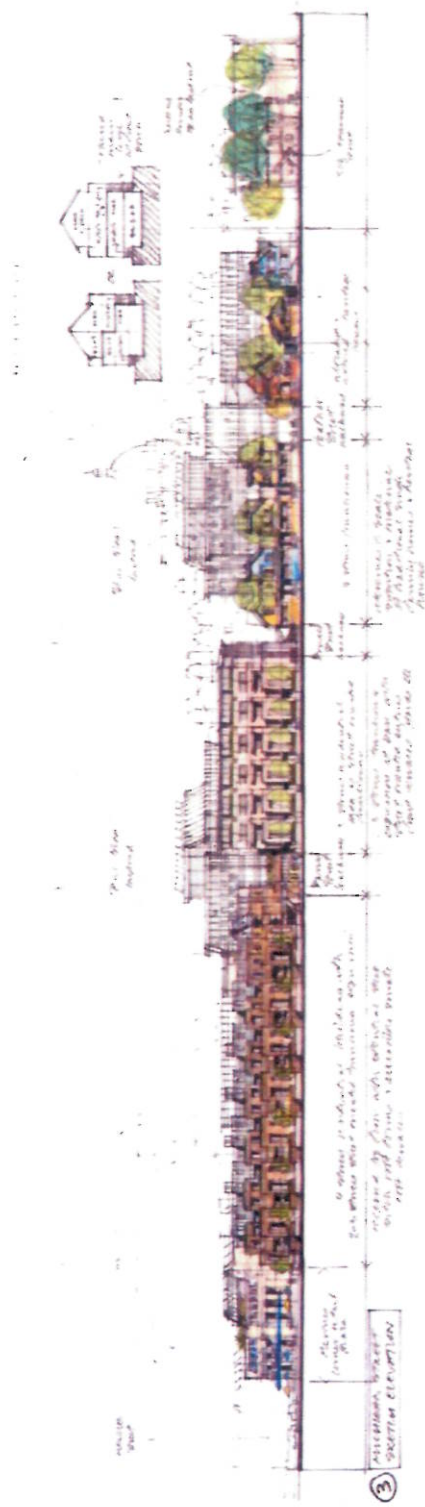
SOUTH ELEVATION - MICHIGAN STREET D-D



NORTH ELEVATION CHARACTER SKETCH - SUPERIOR STREET



WEST ELEVATION CHARACTER SKETCH - MENZIES STREET



SOUTH ELEVATION CHARACTER SKETCH - MICHIGAN STREET **C**

SCALE NTS



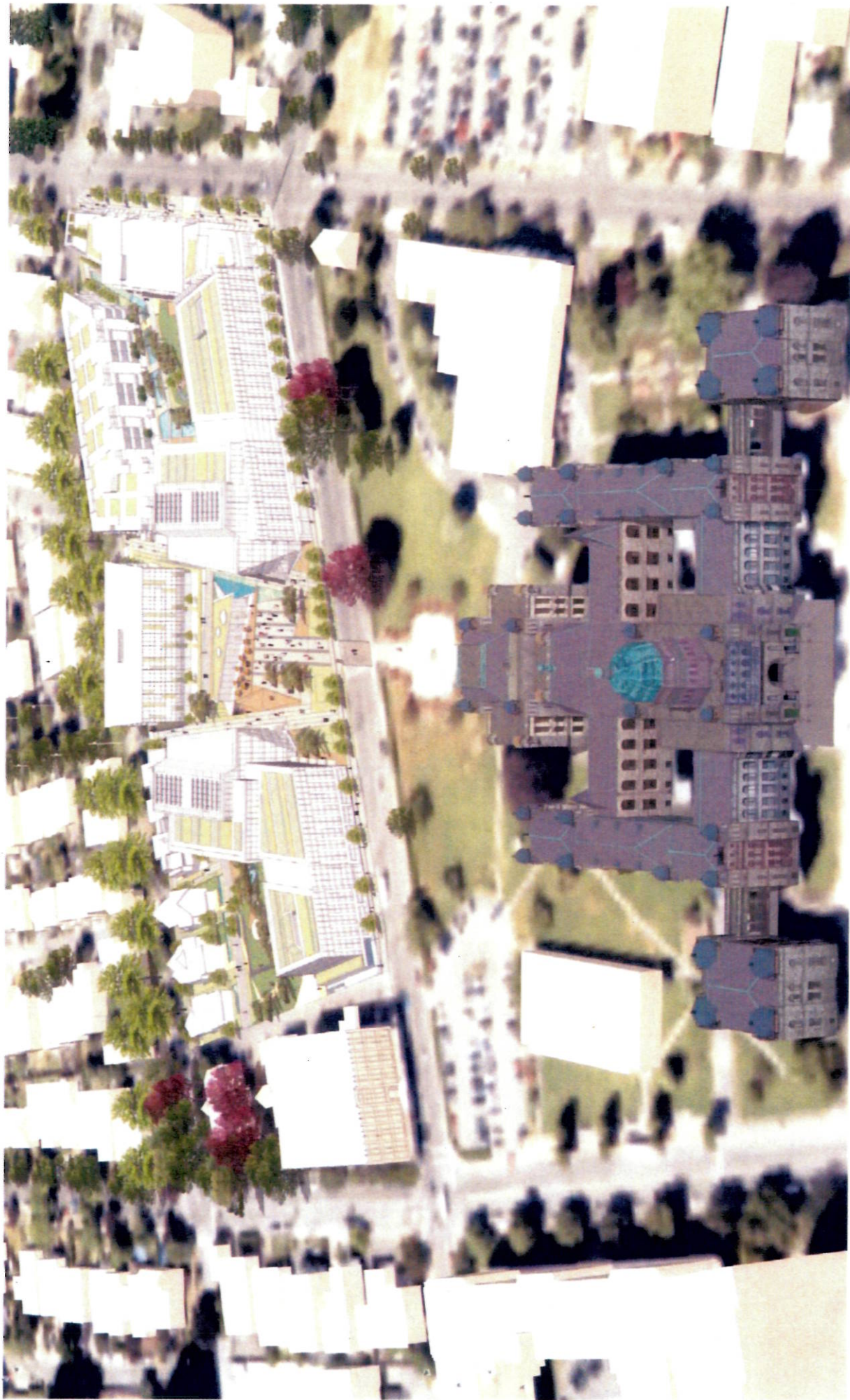
EAST-FACING SECTION CHARACTER SKETCH - CENTRAL PLAZA **D**

SCALE NTS



NORTH-FACING SECTION CHARACTER SKETCH - COURTYARDS **E**

SCALE NTS







MENZIES STREET - EAST SIDE
SCALE 1:100



SUPERIOR STREET - EAST SIDE
SCALE 1:100



MICHIGAN STREET - NORTH SIDE
SCALE 1:100



A
MARCH/SEPTEMBER EQUINOX
SCALE 1/8" = 1' - 0"



B
JUNE SOLSTICE
SCALE 1/8" = 1' - 0"

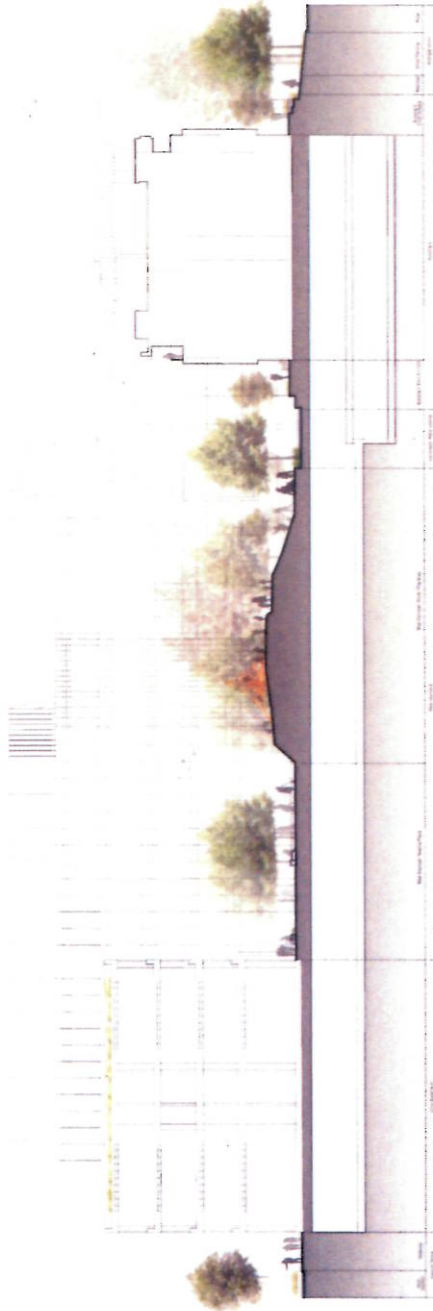


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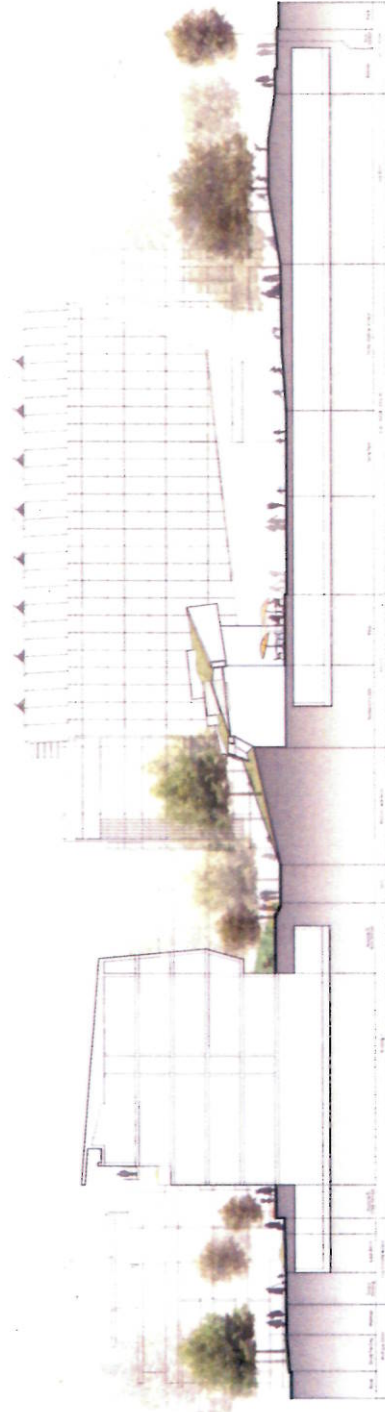
GOVERNMENT STREET



- LEGEND**
- 1 Public Plaza / Entry Plaza
 - 2 Timber Seating / Terraces
 - 3 Lawn Areas
 - 4 Restaurant Deck / Pavilion / Patio
 - 5 Pavilion Lawn Area
 - 6 Southwest Corner Plaza
 - 7 West Courtyard Plaza
 - 8 All Office Seating Plaza
 - 9 West Courtyard Plaza
 - 10 Entry Landscape Planting
 - 11 Stormwater Cistern
 - 12 Plaza & Gathering Area
 - 13 Stormwater Water Course
 - 14 All Office Seating Plaza
 - 15 Stormwater Collection Pond
 - 16 Stormwater Remediation Pond
 - 17 Dog Friendly Pavement
 - 18 Bike Rack



SECTION A-A
1:200



SECTION B-B
1:200



CONC RT

CLIENT: CONCERT PROPERTIES & JAWL PROPERTIES

PROJECT: CAPITAL PARK MIXED USE DEVELOPMENT
VICTORIA, B.C.
LOT 2, VICTORIA CITY PLAN EPP38172

DATE: 1/1/2016

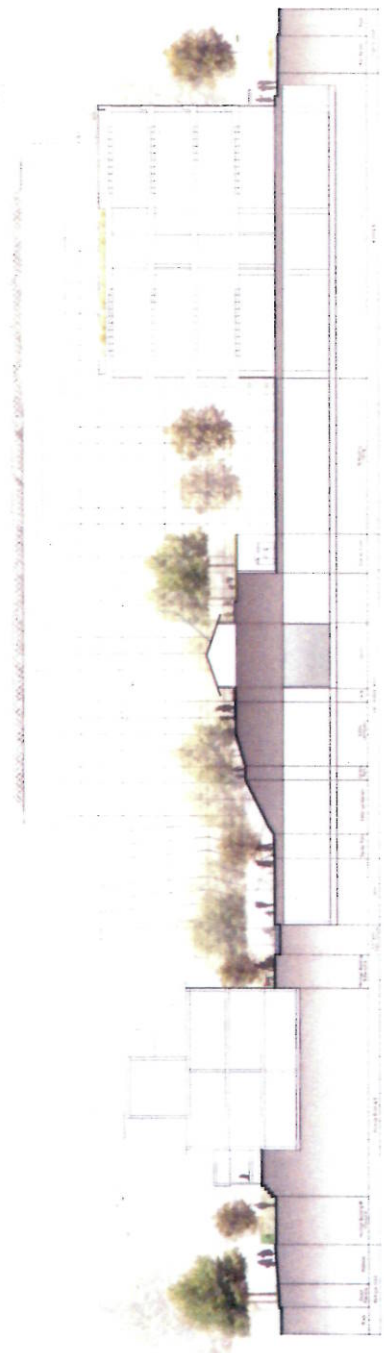
ILLUSTRATIVE SECTIONS
SCALE: 1" = 20'-0"

1/1/2016

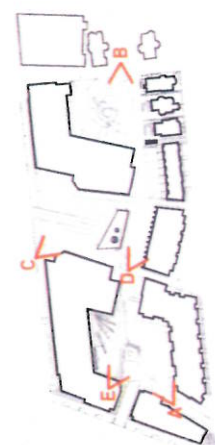
CEI Architecture

endall elliot
ARCHITECTS

2-1



SECTION C-C
1/200





Pavilion / Entry Plaza



Green Roof



Lawn Berm



Sitting Plaza



Children's Playground



Streetscape / Rain Gardens



Spine



Stormwater Course / Collection & Remediation Pond



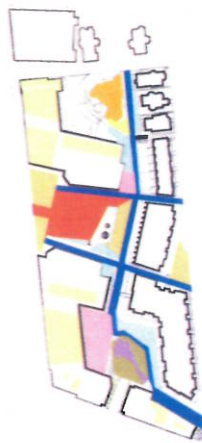
Meadow Planting



Edible Landscape

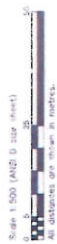


Picnic & Gathering Area



¹⁹ "South Block."

Lots 1, 2, Parcel A of 3 and 10, 4, 5, 6, 5.1/2, 2/3 of 7, 1/4 of 7,
8, 9, 10, 11, 12, Victoria City, Plan 105
Lots 1, 2, 3, 4, 5, 6, Victoria City, Plan 287
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Sample #	Sample	Size (mm)	Weight (g)	Volume (ml)	Density (g/ml)	Current Charges on Tiles
1	1000	1000	1000	1000	1000	1000
2	1000	1000	1000	1000	1000	1000
3	1000	1000	1000	1000	1000	1000
4	1000	1000	1000	1000	1000	1000
5	1000	1000	1000	1000	1000	1000
6	1000	1000	1000	1000	1000	1000
7	1000	1000	1000	1000	1000	1000
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9	1000	1000	1000	1000	1000	1000
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46	1000	1000	1000	1000	1000	1000
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48	1000	1000	1000	1000	1000	1000
49	1000	1000	1000	1000	1000	1000
50	1000	1000	1000	1000	1000	1000
51	1000	1000	1000	1000	1000	1000
52	1000	1000	1000	1000	1000	1000
53	1000	1000	1000	1000	1000	1000
54	1000	1000	1000	10		

[illegible]

September 16, 2014

Brian Sikstrom
City of Victoria
1 Centennial Square
Victoria, BC, V8W 1P6

Re: South Block Land Lift and Amenity Contribution Analysis

G.P. Rollo & Associates (GPRA) has been retained by the City of Victoria to complete an Amenity Contribution Analysis for the South Block property in Victoria bounded by Menzies Street, Michigan Street, and Superior Street, across from the Provincial Legislature (hereafter referred to as 'the Site') in order to determine an estimate of potential contribution that could be collected for public amenities from the lift in land values created from increasing the density of development on the Site.

Specifically, GPRA has been retained to estimate the land lift and amenity contribution from an increase in density from that which is allowed under current zoning and the requirements of the 2014 South Block Master Development Agreement (covenant) and the density and development which is proposed by Jawl Precinct Lands Corp and South Block (Concert) Ltd (the Proponent) for their Capital Park project. Specifically, the increased area amounts to 37,329 square feet, or 3,466 square metres in gross building area (GBA) based on information made available to GPRA by the Proponent.

The analysis consisted of preparation of residual land value analyses which determines the maximum value that a developer could afford to pay for the Site assuming it already had the proposed density under current market conditions, as well as to determine the value that could be afforded if developed under the current zoning and requirements of the covenant on title. GPRA used standard developer proformas for each case to model the economics of typical development as proposed/allowed under the new density. The 'Lift' is then calculated as the difference in residual land values under both current zoning and the proposed new zoning/density.

METHODOLOGY & ASSUMPTIONS

The Site is roughly 23,044 square metres in area and can be developed under the current zoning and the covenant on title for a mix of office, commercial retail, and residential at a density up to 1.49 FSR, or 34,449 square metres of GBA. At a proposed new density of 1.65 FSR there would be 37,915 square metres of GBA, comprised of 22,056 square metres of office (the majority of which is pre-leased to the Province), a 4,660 square metre mixed residential/commercial building,

9,613 square metres of strata apartments, and 1,587 square metres of ground oriented townhouses and refurbished heritage homes.

The analyses are created using a standard developer proforma wherein estimates of revenues and costs are inputs and the remaining variable is the desired output. In typical proformas this output is usually profit, following a revenues minus costs equals profit formula. For a residual land valuation, however, an assumption on developer's return needs to be included in order to leave the land value as the variable to solve for. GPRA has prepared separate proformas for 5 distinct parcels of the overall Site to isolate the residual land values for each of these parcels. The residual values are the maximum supported land value a developer could pay for the Site (under the density and conditions tested) while achieving an acceptable return for their project.

For these analyses GPRA has determined the residual value based on the developer achieving an acceptable profit of 15% on total project costs (calculated as a representative portion of overall project costs for the proposed development) for the parcels developed for strata uses. For the parcels developed as office and mixed use GPRA has relied upon adjusting the land value to achieve an acceptable Internal Rate of Return (IRR), set at 7% for office and 7.5% for the mixed use parcel.

The residual land value determined from this analysis is then compared to the value of the site under the current zoning to establish a 'lift' in value that arises from the change in density. This lift in value is the total potential monies that are available for public amenities or other public works not considered as part of the analysis. GPRA have made no allowances for streetscape and public realm improvements that would typically be incurred through development in both sets of analysis. Any significant improvements that would be required only from the proposed density of 1.65 FSR and not from the 1.49 FSR base analysis would impact the lift and would need to be identified, priced, and taken off whatever contribution has been established.

Typically there is some sharing of the lift value between the Municipality/District and the developer, but the percentage shared varies by community and by project. It is GPRA's understanding that the City has determined that they will seek 75% of the lift for amenities.

GPRA determined strata revenues used in the analyses from a review of recent sales and offerings for sale of recently developed apartments of concrete construction within roughly 10 km of the Site, with a focus on projects that were deemed comparable to that which has been proposed for the Site. A similar review of office and retail rents was conducted within the same general radius. GPRA also received estimates of revenues from the proponents which have been considered. Project costs were derived from sources deemed reliable, including estimates provided by the proponents, as well as information readily available from quantity surveyors on average hard construction costs in the City. Development or soft costs have been drawn from industry standards, and from the City's sources. All other assumptions have been derived from a review of the market and from other sources deemed reliable by GPRA.

CONCLUSIONS & RECOMMENDATIONS

As indicated above GPRA has not made any cost allowance for on-site improvements or amenities as part of this analysis. GPRA's understanding is that there are requirements from the covenant that must be fulfilled regardless of the application for additional density, and thus these will not impact the lift in any way. However, any additional requirements by the City arising solely from the additional density would need to be considered and deducted from the contribution indicated below, as would any public benefits that have been proposed by the developers that the City deems as being creditable toward the contribution.

GPRA identifies the lift on the South Block Site from the increased density as being roughly \$567,400 when using a base FSR of 1.49 and a new density of 1.65 FSR.

As indicated above it is our understanding that the City would be seeking 75% of the lift in value, which would be approximately \$425,600 using the current zoning as a base value with a developer building a 1.49 FSR mixed use development.

I trust that our work will be of use in the City's determination of the Amenity Contribution they will seek as part of the density increase on the South Block. I am available to discuss this further at your convenience.



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Capital Park Transportation Impact Assessment

Final Report

Prepared for
Jawl Precinct Lands Corp and South Block (Concert) Ltd.

Date
September 12, 2014

Prepared by
Bunt & Associates

Project No.
4025.34

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EXECUTIVE SUMMARY

Jawl Precinct Lands Corp and South Block (Concert) Ltd. are proposing to redevelop the western portion of the block south of Victoria's BC Legislature Building. This block is bounded by Superior Street, Government Street, Michigan Street and Menzies Street. The property's current land uses are office uses and public surface parking lots. This site is located within the Legislative Precinct, and is planned to be redeveloped as a mixed use comprehensive development in keeping with the overall plan for the Precinct. The Province will remain a major office tenant; these office uses will be complemented by multi-family residential, commercial uses and public amenity space.

For the purposes of this study, we have assumed the development will replace the current office space of approximately 13,750 m² (148,000 sq.ft); and 317 surface parking stalls with 21,847 m² (235,154 sq.ft.) of office space, 175 residential apartment units and 1,642 m² (17,672 sq.ft.) of street level retail/commercial space which may include a 743 m² (8,000 sq.ft.) library. The development is proposed to be built over three phases, with a forecasted completion date of 2021.

Access

Vehicle access to the site will be provided with two access points: one access point will be on Superior Street, located west of the Queens Printer building which will remain in its current location and the second access point is on Menzies Street.

Traffic

The existing site generates approximately 82 total two-way vehicle trips (4 inbound and 78 outbound) during the Weekday PM peak hour. At project build-out, the proposed development was modeled with 404 total site generated two-way vehicle trips (120 inbound and 284 outbound) in the Weekday PM peak hour. The net traffic increase associated with the redevelopment of the site was therefore calculated at 322 two-way vehicle trips per weekday PM peak hour (116 inbound and 206 outbound).

Due to various factors including location, alternative transportation mode options and Transportation Demand Management strategies, the actual site generated trips are expected to be substantially lower than those modeled (calculated as approximately 100 fewer total two-way vehicle trips during the peak hour).

Detailed peak hour intersection capacity analyses of 17 surrounding intersections suggest the local road network is able to accommodate the modelled and conservatively calculated increase of vehicle trips to and from the site. The site access points are also shown to operate well, with minimal delays.

Parking

Parking for the development will be located underground; the site plan proposes a total of 453 parking spaces; 198 for office use, 44 for commercial (and/or library) use and 211 for residential use.

The proposed parking supply is equivalent to an office parking rate of one vehicle space per 110.5 m², a commercial parking rate of one vehicle space per 37.5 m², and a residential parking rate that ranges from 1.0 to 1.5 spaces per unit, visitor inclusive (the average 1.25 spaces per unit rate used herein) for the regular condo units and 0.62 spaces per unit for the Heritage Home rental units. All of these parking supply rates are expected to accommodate peak period parking demands.

Significant reductions in office employee parking cost subsidies from those currently provided by the Province will allow the developer to lower the office vehicle parking supply without compromising current on-street parking supplies. The site has good transit connections which, along with the reductions in parking subsidy, will support the goal of shifting current office employee travel modes from private automobiles to other modes.

The proposed residential vehicle parking supply rate is consistent with expected parking demand for this location, based on review of other similar development in Victoria. The proposed parking supply is expected to accommodate site generated parking demand yet is not so high as to encourage excess private vehicle ownership and use.

The development's proposed parking supply for the commercial (and/ or library) component is in compliance with the City of Victoria bylaw requirement for these uses.

The Heritage Home residential units are expected to have parking demands lower than the other residential units as they will be smaller units and will be rental units. The 13 residential units in the three Heritage Homes located along Michigan Street are proposed to be serviced with eight parking spaces in the parkade structure under the office 2 building. These spaces will not be built until the office 2 building is complete, hence there will be an approximate 3 year lag on these parking spaces. The Heritage Home residential unit's parking demands will be supported with storage for each unit that could be used for a bicycle and newly created on-street parking spaces immediately adjacent on Michigan Street's north curb. These proposed 'Resident Only' parking spaces will become available with the removal of six existing driveway letdowns along this block edge (approximately 115m of curbside space will be made available or approximately 16 parking spaces). These spaces will accommodate resident demand in the interim while the 8 parkade spaces are being constructed. When the 8 spaces are provided with the office 2 building the newly created 16 on-street parking spaces will accommodate the Heritage Home residential visitor demand as well as provide additional on-street 'resident only' parking spaces.

Parking demand surveys conducted by Bunt of publically available on-street parking spaces located within a one block radius of the site undertaken on Wednesday May 28, 2014 suggest a peak day time occupancy of 58% at 1:00 PM during an in-session BC Legislature weekday. On the day of the parking surveys, the surrounding on-street parking area experienced a demand peak after 6:00PM when publically available parking spaces become free of charge. To confirm this finding, subsequent spot counts of on-street parking occupancy after 6:00 PM were undertaken; these follow up surveys suggest that on the first day of the parking surveys, there was likely an event at a nearby site (possibly the Royal BC Museum that resulted in an atypical demand pattern after 6:00 PM). The follow up surveys confirmed that there is a peak in on-

street peak demand patterns at 7:00 PM however it is typically not as pronounced as observed during our first survey (7:00 PM peak average occupancy approximately 65 -70% on 158 spaces). With the new data, it was concluded that the currently available on-street parking supply can absorb additional on-street demand if some residential visitors or commercial visitors choose to use on-street parking rather than the spaces provided on-site.

The parking demand surveys indicated that the north side of Michigan Street, which is currently signed "90 Minute Parking", experiences the highest parking demand. With the redevelopment of the site, the north side of Michigan Street will become residential frontage, so it is recommended that the current "90 Minute Parking" restriction be changed to "Resident Only" in keeping with the south side of the street.

Loading

On-site loading, recycling and garbage collection facilities will be provided at both the Superior Street and Menzies Street vehicle access points. Loading, recycling and garbage collection loading facilities will be designed to accommodate a SU-9 loading truck design vehicle.

Multi-Modal Analysis

The site is well located within a short five to ten minute walk from both Victoria's downtown area and to the James Bay residential community.

Internally to the site plan, the development scheme and proposed building locations provide a significant improvement to internal block pedestrian routes, resulting in better overall neighbourhood area pedestrian route connectivity.

The site will have strong pedestrian connections across Superior Street to the BC Legislature building and the adjacent transit facilities on Government Street. The central area of the block will have an enhanced pedestrian realm with outdoor seating areas, and open space landscaping.

Future City of Victoria goals to increase cycling mode split are encouraged with the site's provision of Class 1 and Class 2 bicycle parking and cycling end-of-trip facilities, all in excess of bylaw requirements. The proposed development will be well equipped with bike storage facilities, including covered and secure bike rooms for resident and employee use, and outside bicycle racks in convenient locations for shorter term visitor and customer bike parking.

Transportation Demand Management (TDM)

The development plan offers various TDM measures aimed at promoting non-private vehicle use. These initiatives include, perhaps most importantly, the reduction of subsidized vehicle parking for Provincial office employees, which currently accounts for 264 of the site's 317 surface parking spaces, down to approximately 30 subsidized parking spaces. Parking costs for Provincial office employees will hence increase from current levels of \$15 per month to approximately \$175 per month. This is expected to result in a decrease in office parking demand and subsequent private vehicle use.

Other TDM initiatives include ride-share initiatives, promotion of car sharing, cycling and transit use.

In summary, it is our opinion that the proposed development plan is well suited to this site due to the location's strong connections to transit and its proximity to a vibrant walking community. The site plan's sustainable transportation mode focus and the shared use synergies between the land uses reflected in internal trip capture abilities of the site mark a considerable step towards Smart Growth development principles and overall community sustainability.