



March 8, 2021

Charlotte Wain, Senior Planner
Development Services Division
City of Victoria
1 Centennial Square
Victoria, BC,
V8W 1P6

Dear Ms. Wain,

Re: 1045 Yates Street, Development Permit Application – Transportation Demand Management

The purpose of this letter is to provide commitments and details of the Transportation Demand Management (“TDM”) programs for Phase 1 of the Harris Green Village project located at 1045 Yates Street (“Subject Property”) – the phase of the overall rezoning that is currently subject to a Development Permit application. A variance is requested to the Schedule ‘C’ parking standards through the implementation of both parking management and TDM programs.

Watt Consulting Group prepared a Parking Study, dated May 22, 2020 which has been submitted to the City of Victoria as part of the Development Permit Application. The study describes a variety of TDM programs and the proportionate reduction in parking resulting from the implementation of each. The study serves as a “menu” of potential TDM programs that could be considered.

The required parking for the Subject Property in accordance with schedule ‘C’ would be a total of 433 spaces for residents, visitors, grocery store, CRU (assumes restaurant use) and daycare. With the implementation of the proposed parking management and TDM programs a reduction of 89 parking spaces can be supported. This results in a total proposed parking supply of 345 spaces for the Subject Property. The following table which is an excerpt from the Development Permit architectural plans summarizes the required parking spaces as per Schedule ‘C’, the adjustment of parking spaces for each TDM program and the proposed parking spaces for each use.

	Residential		Commercial				Total
	Resident	Visitor	Grocery	Grocery Office (mezzanine)	CRU (assumes restaurant)	Daycare	
Area (m2)	See separate calculation table.		2,136.80	263.60	548.80	492.12	
Rate (1 per x m2)			50	70	40	100	
Required	315.80	51.00	42.74	3.77	13.72	4.92	
Required (rounded)	316	51	43	4	14	5	433
TDM Adjustments							
Captive Market			-10%	-10%	-10%	-10%	
Shared Parking		-6%	-6%	-6%	-6%	-6%	
Cycling end-of-trip facilities				-3%	-3%	-3%	
E-Bike plugs	-2.5%						
Carshare	-10%						
Priced Parking		-20%	-20%	-20%	-20%	-20%	
Multimodal wayfinding signage	-3%		-3%	-3%	-3%	-3%	
Unbundled parking							
Marketing and promotion							
Total TDM Adjustments							
Total TDM Adjustments (%)	-15.5%	-26.0%	-39.0%	-42.0%	-42.0%	-42.0%	
Total TDM Adjustments (stalls)	(49.0)	(13.3)	(16.8)	(1.7)	(5.9)	(2.1)	(89)
Required (TDM Adjusted)	268	38	26	2	8	3	345
Proposed parking stalls	268	38	26	2	8	3	345

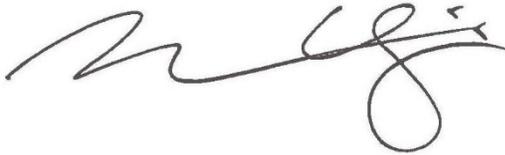
Starlight Developments (“Starlight”) can commit to the following TDM programs for the Subject Property in support of the requested parking variance:

- 1) **Commercial end-of-trip cycling facilities** – End of trip cycling facilities which includes lockers, shower, and change facilities are illustrated on the P1 level of the architectural Development Permit drawings (3% reduction in commercial parking).
- 2) **E-bike plugs** – 25% of the spaces will have access to a wall outlet 110v wall outlet to facilitate charging (2.5% reduction in resident parking).
- 3) **Resident program** – The property manager of the proposed building will facilitate residents to connect for informal rideshare/carpool program upon building occupancy (no specific reduction).
- 4) **Car share program** – Currently three parking spaces are protected for future carshare vehicles on the P1 level as shown on the architectural plans. Starlight will commit to work with Modo or other carshare providers to secure an agreement for carshare vehicles on the Subject Property (10% reduction in resident parking).
- 5) **Unbundled parking** - Proposed off-street parking supply for residents will be unbundled from the rent price per unit. Parking spaces will be leased separately from the rental units (no specific reduction).
- 6) **Shared parking** – Residential visitor and commercial parking will be in a single shared pool, subject to time-of-day efficiencies between different land uses (6% reduction in residential visitor and commercial parking).
- 7) **Captive market** – This recognizes the significant number of residential units on-site and seeks to avoid double-counting those who already park on-site as a resident but would walk to the on-site commercial uses (10% reduction in commercial parking).
- 8) **Priced parking** – Starlight intends to price both residential visitor and commercial parking. This would not preclude commercial tenants from providing “parking validation” – i.e. with minimum purchase, a credit back on a customer’s purchase (20% reduction for commercial and residential visitor parking).

- 9) **Wayfinding signage** – Wayfinding signage including directional signage for carshare vehicles, bike parking, and end-of-trip facilities in the parking levels and lobbies (3% reduction for residential and commercial).
- 10) **Marketing and promotion** – Prospective tenants and new residential tenants will receive information about the TDM programs available on the property (no specific reduction).

The requested parking variance proposed for the Subject Property can be supported based the above listed parking management and TDM programs. If you have any questions or require any additional information, do not hesitate to contact the undersigned.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Chemij', with a large loop at the end.

Mark Chemij
Director, Development
Starlight Developments