

**CORPORATION OF THE TOWNSHIP OF ESQUIMALT
DEVELOPMENT VARIANCE PERMIT
DVP00188**

Owner: 721 Aldebury Holdings Ltd, Inc. No. BC1123896
#1 – 717 Aldebury Street
Victoria BC
V9A 5T2

PID: 004-580-427

Land: LOT 1, SECTION 11, ESQUIMALT DISTRICT, PLAN 8650

Address: 721 Aldebury Street

Conditions:

1. This Development Variance Permit is issued subject to compliance with all of the bylaws of the Municipality applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Variance Permit regulates the development of lands by varying the provisions of Parking Bylaw, 2025, No. 3089 as follows:
 - **Section 10(2) – Vehicle Parking Supply:** to reduce the minimum required vehicle parking supply for a laboratory use with a gross floor area of 850 square meters, located in the Esquimalt Frequent Transit Designated Area, from 19 spaces to 11 spaces.
 - **Section 19(2) – Loading Space Supply:** to reduce the minimum required vehicle parking supply for a laboratory use with a gross floor area of 850 square meters from 1 space to 0 spaces.
3. Approval of this Development Variance Permit has been granted in general accordance with the following:
 - Parking Site Plan prepared by Low Hammond Rowe Architects, stamped “Received June 25, 2026” and attached hereto as Schedule ‘A’
 - Floor Plans provided by Biologica Environmental Services Ltd., stamped “Received June 3, 2026” and attached hereto as Schedule ‘B’
 - Parking Study prepared by Watt Consulting Group, stamped “Received June 25, 2026” and attached hereto as Schedule ‘C’
4. The terms, conditions and covenants contained herein shall enure to the benefit of and be binding upon the Owners, their executors, heirs or administrators, successors and assigns as the case may be or their successors to title in the lands.
5. This Permit lapses two (2) years after the date it is issued if the holder of the Permit does not substantially start any construction with respect to which the Permit was issued.

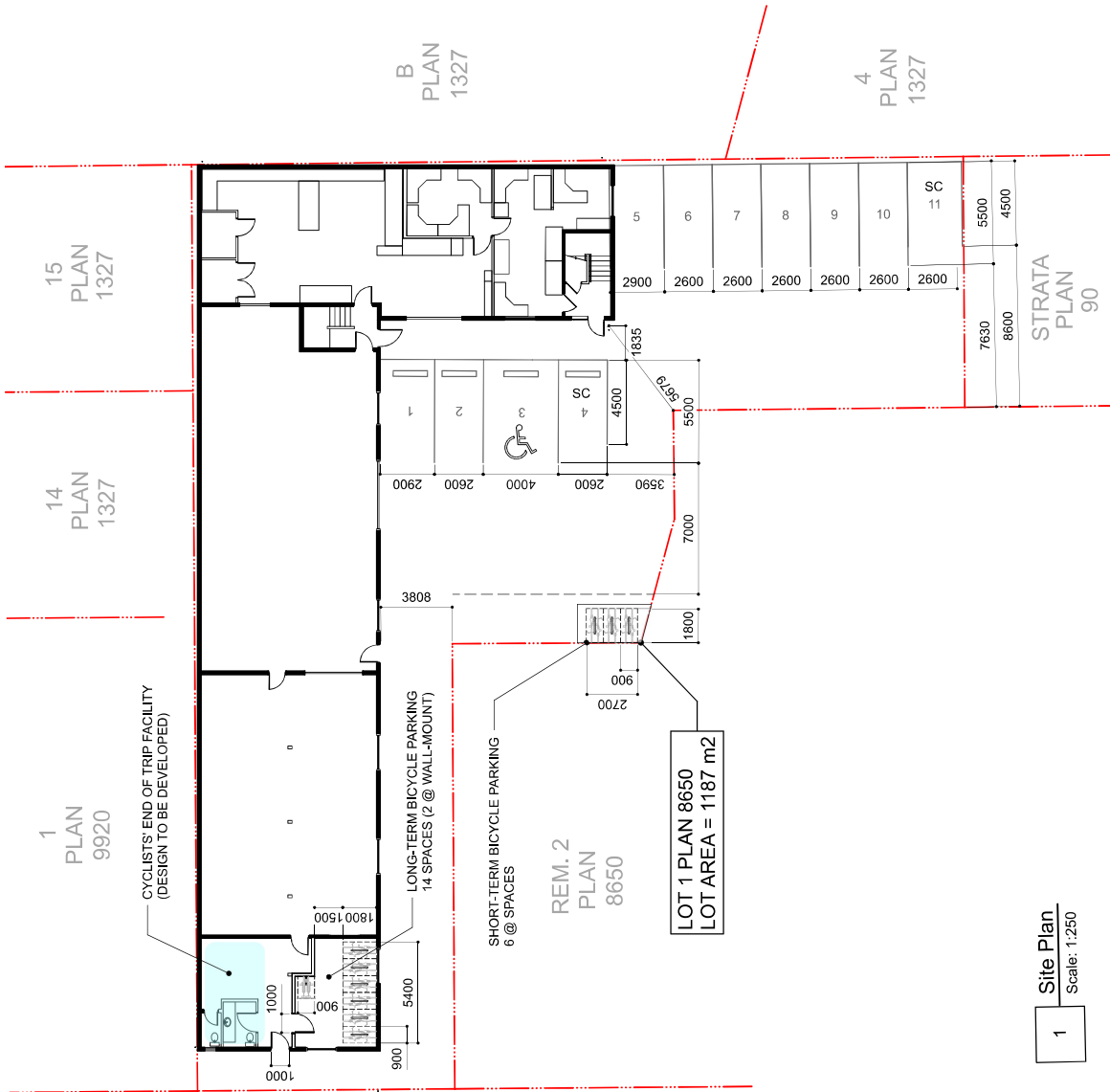
6. For the purposes of this Development Variance Permit, the holder of the Permit shall be the owner(s) of the lands.

APPROVED BY MUNICIPAL COUNCIL RESOLUTION ON THE _____ DAY OF _____, 2026.

ISSUED BY THE DIRECTOR OF DEVELOPMENT SERVICES THIS _____ DAY OF _____, 2026.

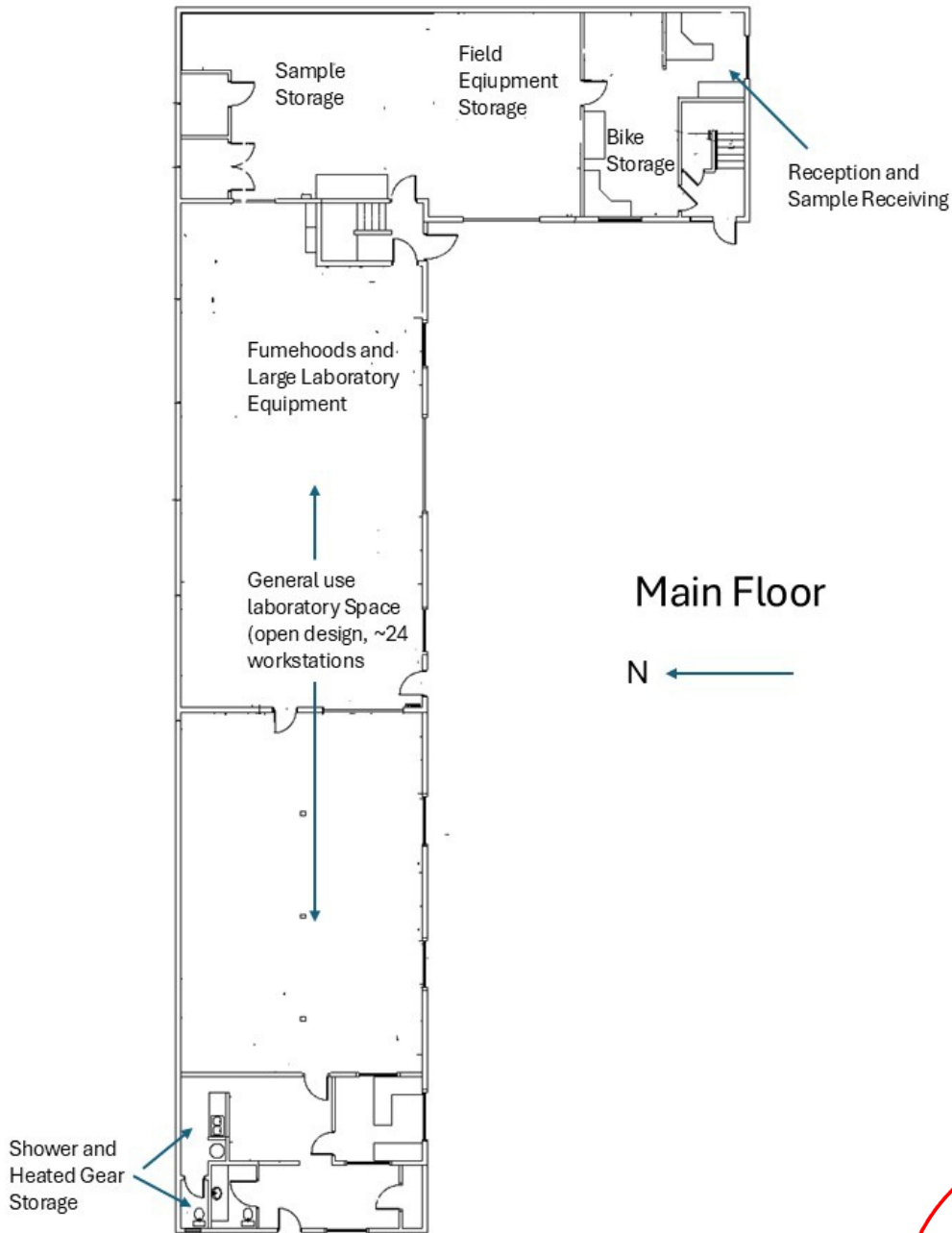
Director of Development Services

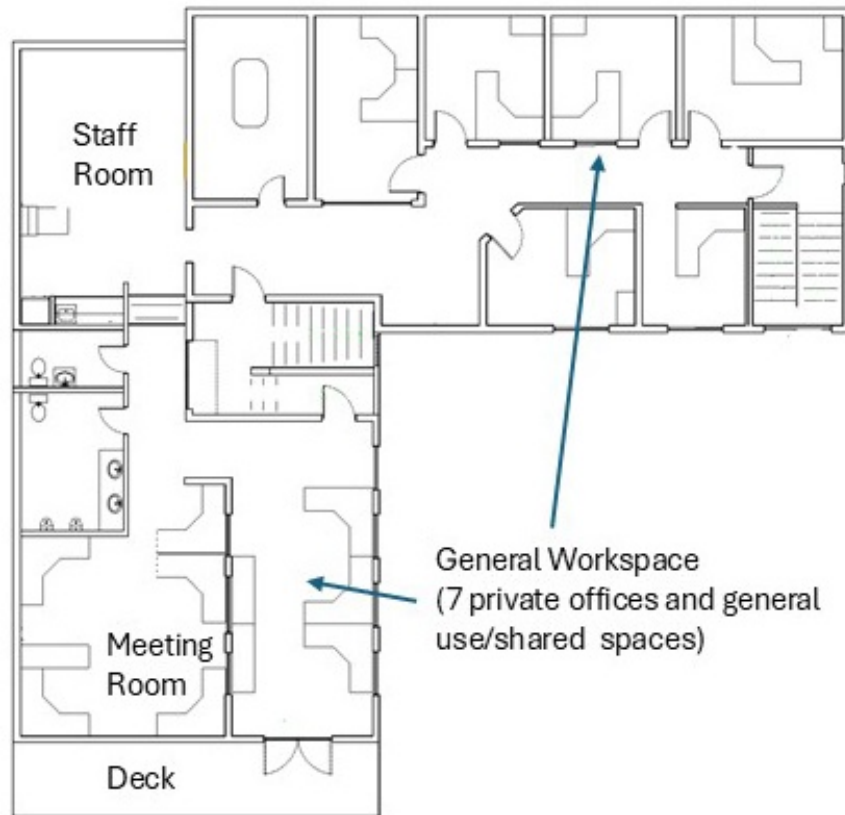
Corporate Officer
Corporation of the Township
of Esquimalt



Aldebury Road

1 Site Plan
Scale: 1:250





Second Floor

N ←



MEMORANDUM

Date: June 10, 2026
To: Tara MacDonald, Biologica Environmental Services
From: Matthew Lilly, WATT Consulting Group
Our File No: 4190.B01
Subject: 721 Aldebury St Parking Study - Town of Esquimalt Memo

1.0 INTRODUCTION

Watt Consulting Group (WATT) was retained by Biologica Environmental Services to perform a review of employee parking demand in anticipation of their firm moving from 488F Bay Street within the City of Victoria to 721 Aldebury Street within the Township of Esquimalt. The purpose of this memo is to assess the feasibility of the current proposed parking supply, based on the expected parking demand, as well as to provide mitigation measures in the form of Transportation Demand Management (TDM) to reduce parking demand if needed.

1.1 Background

Biologica Environmental Services is a marine and freshwater taxonomy laboratory with a total of 34 staff members (29 on-site and five remote).

1.2 Subject Site and Bylaw Requirement

The subject site is located at 721 Aldebury Street within the Township of Esquimalt, and is fully within the boundaries of the Esquimalt Designated Frequent Transit Area. It would require a rezoning to a Business and Professional Office land use. According to BC Assessment, 721 Aldebury Street has an approximate floor area of 849 metres² resulting in a bylaw parking requirement of 19 vehicle parking spaces. The current proposed parking supply is 11 vehicle parking spaces, resulting in a difference of eight vehicle parking spaces.

Additionally, the Township of Esquimalt requires that for every 150 metres² of gross floor area, one long-term bicycle parking space shall be provided (resulting in six long-term spaces for the subject site) and a six-space rack of short-term bicycle parking spaces shall be provided at the main entrance to the property.



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2.0 EMPLOYEE TRAVEL SURVEY

A travel survey was disseminated to the 29 current on-site staff members of Biologica Environmental Services to determine existing transportation habits and the potential efficacy of transportation demand management options. 26 staff members responded to the survey as detailed in the sections below. A full review of survey responses may be found in [Appendix A](#).

2.1 Primary Mode Share

To account for seasonal variability, the survey asked employees what their primary mode of transportation was for both the spring/summer months and the autumn/winter months resulting in [Figure 1](#).

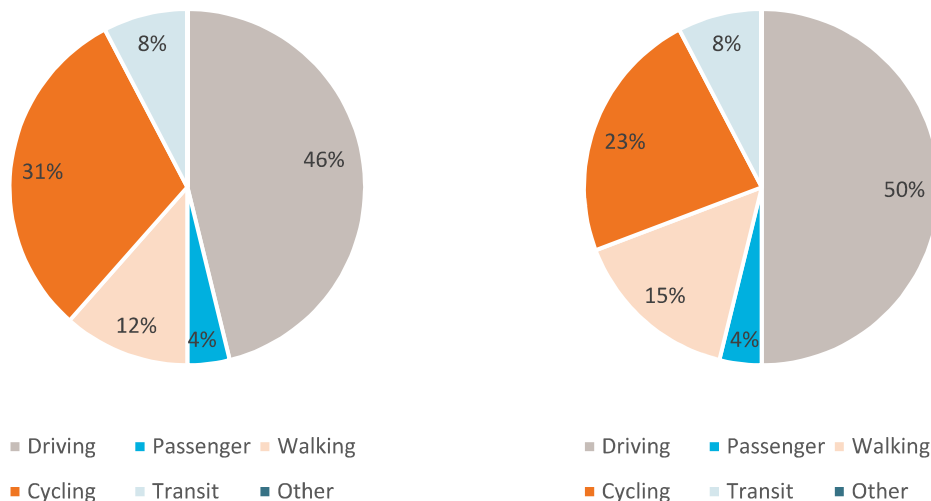


Figure 1: Spring/Summer (Left) and Autumn/Winter (Right) Employee Survey Primary Transportation Mode

Currently, between 46% and 50% of staff members indicate that their primary mode of transportation is driving. Conversely, between 50% and 54% of employees use either active transportation modes or are dropped off at work.

By applying these results to the current staff members, the expected parking demand ranges from 13.34 and 14.50 vehicle parking spaces. To increase the rigor of this analysis, the more conservative 14.50 vehicle parking spaces will be used as the expected parking demand.



2.2 Secondary Mode Share

Employees were further asked what their secondary mode of transportation would be if their primary mode of transportation was unavailable for both the spring/summer months and the autumn/winter months resulting in **Figure 2**.

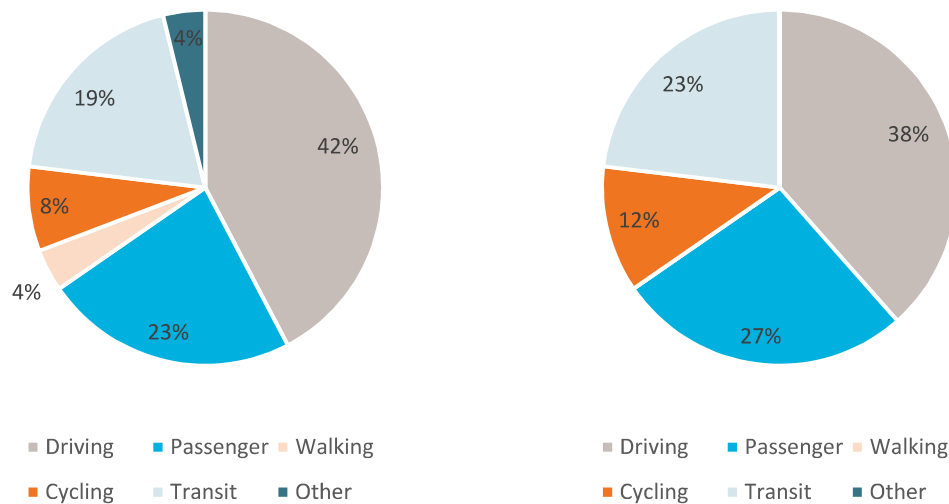


Figure 2: Spring/Summer (Left) and Autumn/Winter (Right) Employee Survey Secondary Mode of Transportation

When primary transportation modes are unavailable, active transportation modes and being dropped off at work become significantly more prevalent.

2.3 Office Location Change

Employees were asked if they were more or less likely to adopt non-motor vehicle-based transportation modes, should the office change locations. Answers were filtered based on whether their indicated primary autumn/winter transportation mode required a vehicle parking space or not, resulting in **Table 1**.

The responses to this question indicated that most individuals would not alter their transportation mode choice; however, five individuals who do not currently use a motor vehicle indicated that they would be less likely to continue, and three individuals who currently use a motor vehicle indicated they would likely change their behaviours.



Table 1: Responses for How the Proposed Move Would Affect your Transportation Mode Choice, Filtered by if Autumn/Winter Transportation Mode Requires Parking Space

If the office were to move to 721 Aldebury Street (in Esquimalt), would you be more, or less likely to use non-motor vehicle-based transportation modes?	Existing Mode Requiring Parking Space	Existing Mode Not Requiring Parking Space
No change	5	4
Other - Please Specify	0*	1
Less likely	3	5
More likely	3*	3
Not sure	2	0

*Two staff members indicated Other - Please Specify as their response. Upon review of their specifications, these were determined to be "More likely".

Based on this, it is assumed that the move would result in a likely increased demand of approximately two vehicle parking spaces. By applying this to the current expected parking demand (14.5 vehicle parking spaces) presented in **Section 2.1**, the expected parking demand is approximately 16.5 vehicle parking spaces.

2.4 Results and Transportation Demand Management Efficacy

Based on the analysis of the survey data, the expected parking demand is 16.5 vehicle parking spaces. A question to determine how effective TDM measures would be in affecting mode share resulted in five individuals* – that currently drive – indicating that they would change their primary transportation mode with appropriate support.

*It is noted that one individual that indicated their willingness to change their primary transportation mode due to TDM support also indicated a willingness to change their primary transportation based on the proposed locational change.

3.0 TRANSPORTATION DEMAND MANAGEMENT

The Township of Esquimalt does not currently have commercial parking reduction rates for the application of TDM measures. However, the City of Victoria is currently in the process of updates to their zoning bylaw to include TDM reduction rates for commercial developments.¹ The following recommended measures align with or exceed the proposed requirements to achieve City of Victoria's TDM reductions.

¹ City of Victoria (2026) Draft Off-Street TDM and Parking Supply Rates. Available online at: <https://pub-victoria.escribemeetings.com/filestream.ashx?DocumentId=103874>



3.1 BC Transit EcoPASS Contribution

The BC Transit EcoPASS program allows for a party to contribute funds into a pool of passes to be distributed through the UMO mobile phone application. The City of Victoria currently requires a minimum contribution of \$2,000 per 100 metres² of gross floor area with support for up to five years.

With a contribution of \$16,980 and continued monitoring and support for five years, a **parking demand reduction of 20% is supported.**

3.2 Additional Long-Term Bicycle Parking and End-of-Trip Facilities

The City of Victoria supports a 10% reduction in vehicle parking should a developer provide 20% greater (or more) long-term bicycle parking spaces than what is required within the bylaw (six long-term bicycle parking spaces), as well as the following end-of-trip facilities:

- E-bike charging
- Non-Standard Bicycle Parking (recommended for approximately 10% - 20% of riders)
- A shower/changing area and sink
- A locker for each long-term bicycle parking space

However, based on the primary spring/summer travel modes selected in the survey above – which indicated an expected bicycle parking demand of eight long-term bicycle parking spaces (33% greater than the bylaw requirement) – it is recommended that 13 long-term bicycle parking spaces be provided on site. By providing 13 long-term bicycle parking spaces (which exceed the bylaw by 116%) as well as the outlined end-of-trip facilities above, a **15% reduction in parking is supported.**

3.3 TDM Summary

By applying the two recommended TDM measures a **35% parking parking reduction** is supported for the proposed development. When applied to the expected parking demand of 16.5 vehicle parking spaces, results in a total remaining parking demand of 11 vehicle parking spaces (10.73 spaces, rounded) and means that demand would be adequately met by the proposed supply (**Table 2**).



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Table 2: TDM Parking Demand Reductions

TDM	Supported Percent Reduction	Spaces Reduced
BC Transit EcoPASS Contribution	20%	3.30
Additional Long-Term Bicycle Parking and End-of-Trip Facilities	15%	2.48
Total	35%	5.78
Expected Parking Demand		16.50
TDM Applied Parking Demand		10.73
Parking Supply		11
Difference		+0

4.0 PARKING MANAGEMENT

4.1 Carpool

Several staff members indicated a desire for an office carpool system. Management and operation of this system would have to be coordinated within the confines of the office. This is seen as a potentially effective measure to reduce parking demand; however, such a system would require a further study to quantify its efficacy.

5.0 ON-STREET PARKING ASSESSMENT

Despite the intent that all parking demand be accounted for on-site, data was collected on local streets to ensure that local residents would not be unduly affected should parking spillover occur, until the situation is resolved. On-street parking data was collected on Shearwater Street, Aldebury Street, Old Esquimalt Road, and Viewfield Road at the following dates and times:

- 2026 June 04 – 10:00am
- 2026 June 09 – 10:00am

These times were selected to capture hours when office workers would most likely be present at their place of employment.



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Table 3: On-Street Parking Observations

Road	Segment	Side	Restriction	Spaces	2026 June 04	2026 June 09
					Vehicles (Occupancy)	Vehicles (Occupancy)
Shearwater Street	Porter Road - Aldebury Street	N	Resident Parking Only	15	4 (27%)	3 (20%)
		S	Resident Parking Only	17	7 (41%)	7 (41%)
Aldebury Street	Viewfield Road - Shearwater Street	E	2-Hr Parking, 6am - 6pm, Commercial Vehicles	5	5 (100%)	5 (100%)
		W	No Parking	-	-	-
	Shearwater Street - Old Esquimalt Road	E	2-Hr Parking, 6am - 6pm, Commercial Vehicles	3	1 (33%)	2 (67%)
		E	2-Hr Parking, 8am - 6pm, Commercial Vehicles	2	1 (50%)	1 (50%)
		W	No Parking	-	-	-
Viewfield Road	Aldebury Street - Old Esquimalt Road	N	No Parking	-	-	-
		S	2-Hr Parking, 6am - 6pm, Commercial Vehicles	31	19 (61%)	20 (65%)
Total				73	37 (51%)	38 (52%)

37 vehicles were observed parking on-street on 2026 June 04, whereas 38 vehicles were observed on 2026 June 09. These observations result in an average occupancy of between 51% and 52%. This indicates that should spillover occur onto the local streets, there should be space to accommodate additional vehicles. Additionally, there is a large amount of available parking where residential parking only restrictions are present. This reduces the likelihood that a neighbour will be unduly affected by a person parking in violation of residential restrictions while the situation is resolved.



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6.0 RECOMMENDATIONS

Based on the results of the survey, should the Biologica Environmental Services implement the recommended TDM measures, it is recommended the Township of Esquimalt approve the parking variance.

Sincerely,

WATT Consulting Group



Matthew Lilly, MA

Transportation Planner

T 250-380-9877

E mlilly@wattconsultinggroup.com



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Appendix A: Survey Results



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What days of the week do you typically work at the office?	Approximately how far (in km) do you live from the current Biologica office at 488-F Bay Street?	What is your primary mode of transportation for getting to work during the spring/summer months (approx. April-September)?	What is your secondary mode of transportation during the spring/summer months if your primary mode is unavailable?	What is your primary mode of transportation for getting to work during the fall/winter months (approx. October-March)?
4	10+	Driving in your own vehicle	Passenger in a vehicle (e.g., carpool or getting dropped off)	Driving in your own vehicle
5	10+	Passenger in a vehicle (e.g., carpool or getting dropped off)	Cycling	Passenger in a vehicle (e.g., carpool or getting dropped off)
5	10+	Driving in your own vehicle	Passenger in a vehicle (e.g., carpool or getting dropped off)	Driving in your own vehicle
5	2 - 5	Driving in your own vehicle	Driving in your own vehicle	Driving in your own vehicle
5	2 - 5	Driving in your own vehicle	Passenger in a vehicle (e.g., carpool or getting dropped off)	Driving in your own vehicle
4	0 - 2	Walking (this includes the use of a mobility aid)	Cycling	Walking (this includes the use of a mobility aid)
5	10+	Cycling	Driving in your own vehicle	Cycling
5	5 - 10	Cycling	Driving in your own vehicle	Cycling
5	5 - 10	Cycling	Driving in your own vehicle	Driving in your own vehicle
5	2 - 5	Public transitibus	Driving in your own vehicle	Public transitibus
5	5 - 10	Driving in your own vehicle	Public transitibus	Driving in your own vehicle
5	10+	Driving in your own vehicle	Public transitibus	Driving in your own vehicle
5	2 - 5	Walking (this includes the use of a mobility aid)	Driving in your own vehicle	Walking (this includes the use of a mobility aid)
5	2 - 5	Cycling	Passenger in a vehicle (e.g., carpool or getting dropped off)	Cycling
5	0 - 2	Walking (this includes the use of a mobility aid)	Driving in your own vehicle	Walking (this includes the use of a mobility aid)
5	2 - 5	Cycling	Driving in your own vehicle	Cycling
5	10+	Cycling	Driving in your own vehicle	Cycling
5	10+	Driving in your own vehicle	Driving in your own vehicle	Driving in your own vehicle
5	5 - 10	Driving in your own vehicle	Other - Please Specify	Driving in your own vehicle
5	10+	Driving in your own vehicle	Driving in your own vehicle	Driving in your own vehicle
5	5 - 10	Driving in your own vehicle	Passenger in a vehicle (e.g., carpool or getting dropped off)	Driving in your own vehicle
5	10+	Driving in your own vehicle	Public transitibus	Driving in your own vehicle
5	2 - 5	Driving in your own vehicle	Public transitibus	Driving in your own vehicle
5	2 - 5	Cycling	Public transitibus	Cycling
5	0 - 2	Cycling	Walking (this includes the use of a mobility aid)	Walking (this includes the use of a mobility aid)
5	2 - 5	Public transitibus	Passenger in a vehicle (e.g., carpool or getting dropped off)	Public transitibus



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What is your secondary mode of transportation during the fall/winter months if your primary mode is unavailable?	If it was better facilitated at the office, would you use a mode of transportation that is not driving in your own vehicle?	If you answered "Yes" above, please specify which mode you would use and what improvement would make it easier for you to use this mode	If the office were to move to 721 Aldebury Street (in Esquimalt), would you be more, or less likely to use non-motor vehicle based transportation modes?
Passenger in a vehicle (e.g., carpool or getting dropped off)	No		No change
Public transit/bus	No		Other - Please Specify
Passenger in a vehicle (e.g., carpool or getting dropped off)	No		No change
Driving in your own vehicle	No		Less likely
Passenger in a vehicle (e.g., carpool or getting dropped off)	Yes	If the office was closer to home (in Esquimalt) I would prefer to walk to work both in summer and winter.	More likely
Cycling	Yes	I walk no matter what! But would bike if office was further	No change
Driving in your own vehicle	No		No change
Driving in your own vehicle	Yes	Cycling Better bike lanes/bikeways in the city, secure or underground bike lock up, change rooms	Less likely
Cycling	No		Less likely
Driving in your own vehicle	No		Less likely
Public transit/bus	No		No change
Public transit/bus	Yes	Preferred parking for carpools + carpool matching sign-up Bus-implementation of ProPASS bus passes BUT my commute would be 1.5hrs each way, so I would have to make significant lifestyle changes..	Other - Please Specify
Driving in your own vehicle	No	I always bike, it's been great. So it doesn't really change the likelihood, I think it's facilitated just fine.	Less likely
Passenger in a vehicle (e.g., carpool or getting dropped off)	Yes	I could take the bus if passes were subsidized reasonably.	No change
Driving in your own vehicle	Yes	Having a place to change and store wet clothing would ensure that I bike to work even when it is raining.	Less likely
Driving in your own vehicle	Yes	I would be open to one-way carpooling either as a passenger or driver. I drive on days I have personal obligations after work and cycling to and from those activities does not work.	More likely
Driving in your own vehicle	No		No change
Public transit/bus	No		No change
Driving in your own vehicle	No		Less likely
Passenger in a vehicle (e.g., carpool or getting dropped off)	Yes	Carpooling - having a sign up system for employees living in certain areas	No change
Passenger in a vehicle (e.g., carpool or getting dropped off)	Yes	alternate transportation for myself might involve a combination of carpooling, biking and busing. Subsidized bus pass, covered area for bikes, or carpool sign ups (including from park and ride locations) could help, work from home	Not sure
Public transit/bus	Yes	If the buses were more frequent I would take the bus more often.	Other - Please Specify
Public transit/bus	Yes	Cycling, parking in front of the building	Not sure
Cycling	Yes	I would bike more in the winter if there was covered storage for bikes and an area to shower and to store wet bike gear	More likely
Passenger in a vehicle (e.g., carpool or getting dropped off)	Yes	I normally take public transit since it is readily accessible from the current location. It would be nice if transit fares were subsidized since the cost is quite high to pay every month.	More likely