Parking Study

CONTENTS

1.2 PROPOSED LAND USE

The proposal is for a comprehensive redevelopment that includes an expansion of the English Inn hotel, expansion of the existing banquet facility, a restaurant, 173 condominium units (15 are timeshare units) and 7 townhouses. See **Table 1**.

TABLE 1. **PROPOSED LAND USES**[1]

Land Use		Quantity
Multi-Family Residential (Condominium)	One-Bedroom	46 units
	Two-Bedroom	93 units
	Three-Bedroom	19 units
Townhouse		7 units
Timeshare		15 units
Hotel		28 rooms
Pub/Restaurant + Winebar		100-110 seats[2]
Banquet/Wedding		130 seats

1.2.1 Proposed Parking Supply

The proposal includes a total of 307 parking spaces. See **Table 2**. 129 spaces are intended for visitors of the site (residential visitors, hotel guests, restaurant customer, etc.); and 164 parking spaces are intended for residents, in a secure controlled access parkade. Parking for each townhouse will be provided in a two-car garage; a total of 14 parking spaces.

There is also 158 Class I bike parking spaces; 1.0 per residential unit.

TABLE 2. **PROPOSED PARKING SUPPLY**

Land Use		Parking Supply
Parkade	Secure Residential	164
	Unsecure Visitor	129
Townhouses		14
	Total Parking Supply	**307**

[1] Confirmed April 5, 2016 by phone
[2] Pub/restaurant seating figures were provided by the development team. Seating capacity is assumed to be 100 seats for the purposes of this study.

3.0 EXPECTED PARKING DEMAND

Expected parking demand is considered in the following section based on vehicle ownership from comparable sites, observations, research, and results from previous studies.

3.1 RESIDENTIAL

There are 158 condominium units and seven townhouse units proposed on site. There is an additional 15 condominium timeshared units and are best representative of hotel land uses; see Section 3.2. As indicated in Table 1, the remainder of the condominium units consist of 46 one-bedroom units, 93 two-bedroom units and 19 three-bedroom units. All units will be by strata ownership (i.e., not purpose-built rental).

3.1.1 Existing Site

The existing site has a total of 18 units that are available to rent on a month-to-month basis; 17 units are currently occupied. Current tenants own a total of 18 vehicles[3], a parking demand rate of 1.06 vehicles per unit. As units are rented on a month-to-month basis, parking demand varies but is generally between 1.0 vehicle per unit[4] to 1.06 vehicles per unit. Rental units are known to experience approximately 35% lower parking demand as compared to strata ownership[5], suggesting a rate of approximately 1.35[6] vehicles per unit among proposed condominium (strata ownership) units.

3.1.2 One-Bedroom + Two-Bedroom Units

Vehicle ownership rates were established for a recent study in the Township based on ten representative sites. See **Table 4**. Sites reviewed are expected to have one- and two-bedroom units. Results suggest average vehicle ownership of 0.96 vehicles per unit.

[3] Based on conversations with hotel General Manager on March 29, 2016

[4] Based on conservations with hotel General Manager - Parking demand on January 11, 2016 (13 units with 13 vehicles).

[5] Metro Vancouver, *Metro Vancouver Apartment Parking Study*, September 2012, Page 44, Table 21; available online at: http://public.metrovancouver.org/planning/development/strategy/RGSDocs/Apartment_Parking_Study_TechnicalReport.pdf

City of Toronto, *Parking Standards Review – Phase Two Apartment Building / Multi-Unit Blocks Developments Component, New Zoning By-Law Project*, February 2007, Page 16, Figure 3.1; available online at: www1.toronto.ca/city_of_toronto/city_planning/zoning__environment/files/pdf/cansult_final_apart_stds.pdf

[6] Using parking demand rate based on March 29, 2016

3.1.4 Townhouses

A survey of parking demand at townhouses was conducted for a previous parking study in Colwood in 2014. Results suggest a parking demand rate of 2.0 vehicles per unit.

Townhouses units have been shown to exhibit similar vehicle ownership and parking demand characteristics as modest single-family homes. Single-family residential parking demand was observed in a similar suburban / rural neighbourhood in the Town of Sidney in 2013. Observations included vehicles parked in driveways, on-street and an assumed garage utilization. As the majority of the garage doors were closed, an estimate of parking demand was calculated based on garages being 50% occupied and 100% occupied. Parking demand was found to be 2.24 vehicles per unit if garages were assumed 100% occupied and 1.96 vehicles per unit if garages assumed 50% occupied.

As comparison, the ITE Parking Generation Manual indicates parking demand for single-family detached housing is 1.83 vehicles per unit.

A rate of 2.0 vehicles per unit is considered an appropriate representation of parking demand for townhouses.

3.1.5 Visitors

Vehicle ownership data considers resident parking demand, but does not account for visitors. A City of Toronto study[9] suggests locations outside of the downtown have a visitor parking demand of 0.15 vehicles per unit. Since the subject site is located farther from downtown, services and transportation options, it is expected there will be a visitor parking demand of 0.15 vehicles per unit.

3.2 HOTEL

The proposal included 28 hotel rooms located in the Inn and a new hotel wing. There are also 15 timeshare condominium units that will be managed by the hotel, and are expected to experience similar parking demand to the hotel.

3.2.1 Existing Site

A travel survey was administered by hotel staff during March 2016. Results found a parking demand rate of 1.0 vehicle per unit.

[9] City of Toronto, *Parking Standards Review – Phase Two Apartment Building / Multi-Unit Blocks Developments Component, New Zoning By-Law Project*, February 2007, Page 30, Table 4.1; available online at: www1.toronto.ca/city_of_toronto/city_planning/zoning__environment/files/pdf/cansult_final_apart_stds.pdf

three customers. The restaurant observed has similar transportation options to the subject site and is considered an appropriate representation of parking demand. Another customer travel survey was conducted at a pub in Saanich in August 2011. 72 patrons were surveyed and indicated a total parking demand of 28 vehicles, a rate of 0.39 vehicles per customer or approximately one vehicle per 2.5 customers. Results from these surveys suggest a parking demand of one vehicle per three seats for a restaurant at the subject site.

3.4 BANQUET/WEDDING

Other municipalities in the region were reviewed to identify those with a parking requirement specific to banquet uses. Of those reviewed, Langford has a "Banquet and Catering Facility" land use which has a parking requirement of one space per five seats, consistent with the parking requirement for Esquimalt.

The use of the banquet space at capacity will require that at least half the hotel rooms (i.e., 14 rooms) are also booked during the event, which factors in to the shared parking assessment (Section 4.2).

3.5 SUMMARY OF EXPECTED PARKING DEMAND

The total site parking demand is expected to be 327 vehicles. See **Table 6**. This is twenty spaces more than the proposed parking supply and 31 spaces more than the parking requirement.

TABLE 6. **SUMMARY OF EXPECTED PARKING DEMAND**

Land Use		Quantity	Expected Parking Demand Rate	Applied to Subject Site
Multi-Family Residential (Condominium)	One-Bedroom	46 units	1.0 vehicles per unit	46
	Two-Bedroom	93 units	1.25 vehicles per unit	116
	Three-Bedroom	19 units	1.75 vehicles per unit	33
Townhouses		7 units	2.0 vehicles per unit	14
Visitor (residential)		165 units	0.15 vehicles per unit	25
Timeshare		15 units	0.8 vehicles per unit	12
Hotel		28 rooms	0.8 vehicles per room	22
Restaurant		100 seats	1 vehicle per 3 seats	33
Banquet/Wedding		130 seats	1 vehicle per 5 seats	26
			Total Expected Parking Demand	**327**

4.2 SHARED PARKING

"Shared parking" refers to a scenario where two or more land uses in close proximity share a supply of parking spaces in order to reduce the overall parking supply for the site / area. The concept is successful where parking demand for different uses exhibit complementary demand patterns with peak demand experienced at different times of day. For example, an office building and multi-family residential are complementary land uses because office parking demand is typically highest during weekday working hours while residential demand is highest weekday evenings and weekends. Parking must be shared (i.e., unreserved) for the shared parking reductions to apply.

It is understood that resident parking will be accommodated in a secured underground parking area, removing this parking supply from the site's "shared" parking resource. All other parking supplies will be unreserved and available for sharing (i.e., hotel, visitors, restaurant, banquet/wedding).

4.2.1 Mixed Use Condition

The subject site contains distinct uses within close proximity. This creates a condition where individuals may park a vehicle on-site to access more than one land use. This is considered a "captive market" condition and should be reflected through reduced parking demand rates.

The following assumptions have been developed to identify quantitative parking reductions for anticipated captive market conditions:

1. Wedding/banquet demand is reduced by 40% to account for guests also staying at the hotel (and accounted for in Hotel parking demand) or residential visitors. At least 14 rooms must be reserved during a wedding, which this assumption addresses;

2. Restaurant parking demand is reduced by 20% to account for customer vehicles already accounted for in Hotel parking demand or residential visitor; and

3. Hotel and residential visitor parking demand will not have a reduction applied as their "sharing" is accounted for in the reductions above, and would essentially be "double counting" the reductions already applied.

Expected parking demand (from Section 3.0) has been adjusted to reflect the assumptions above. See **Table 7**. Shared parking is expected to reduce parking demand among the "shared" land uses by 17 vehicles, from 118 to 101 vehicles. This results in fewer overall parking spaces required to satisfy peak site parking demand - 327 spaces down to 310 spaces.

5.0 SUMMARY

The proposed development is for a mixed-use site with hotel, condominium, townhouse, banquet, and restaurant land uses. The proposed parking supply for the site is 307 spaces; 11 spaces more than the Township's parking requirement.

The expected peak parking demand was determined to be 327 vehicles based on vehicle ownership information, observations, research and results from previous studies. All on-site parking will be shared, excepting resident parking, providing opportunity to accommodate parking demand with 310 spaces (resident parking demand will be accommodated behind a gate, all other shared parking will be located in surface parking).

Further reductions in parking supply may be supported if TDM options are pursued.

5.1 RECOMMENDATION

The proposed parking supply is expected to adequately accommodate demand on site. Shared parking should be used amongst all land uses, except for residential.

Parking Layout Review

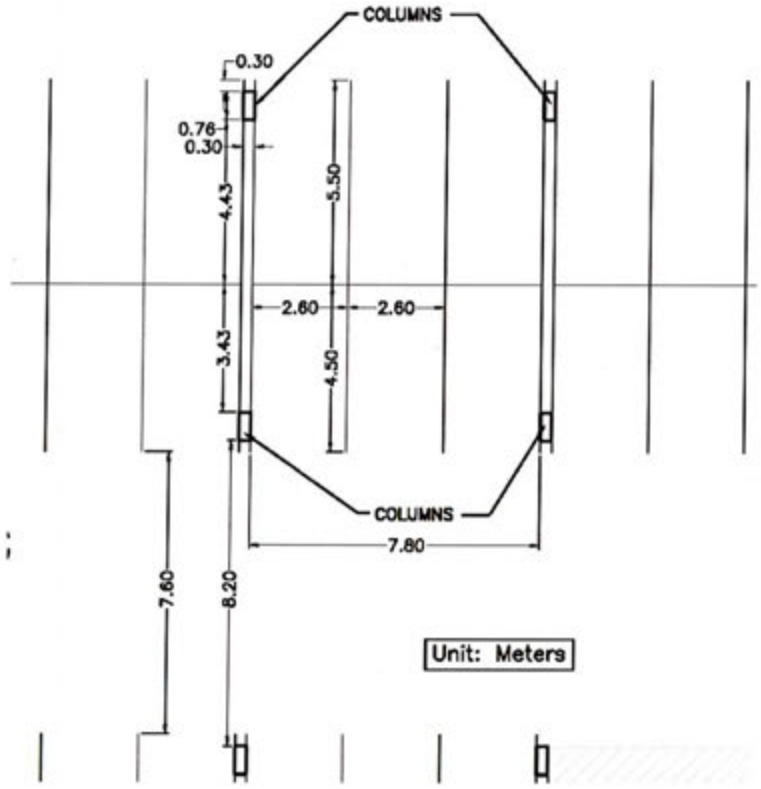


Figure 1: Proposed Parking Layout with Columns

Parking Stall Dimension Functional Review

A functional review of the proposed parking stall layout was conducted to assess the feasibility of the proposed layout and dimensions. This consisted of a review of vehicle placement and door-swing within the stall area, for both regular stalls and small stalls, considering both forward parking and reverse-in parking.

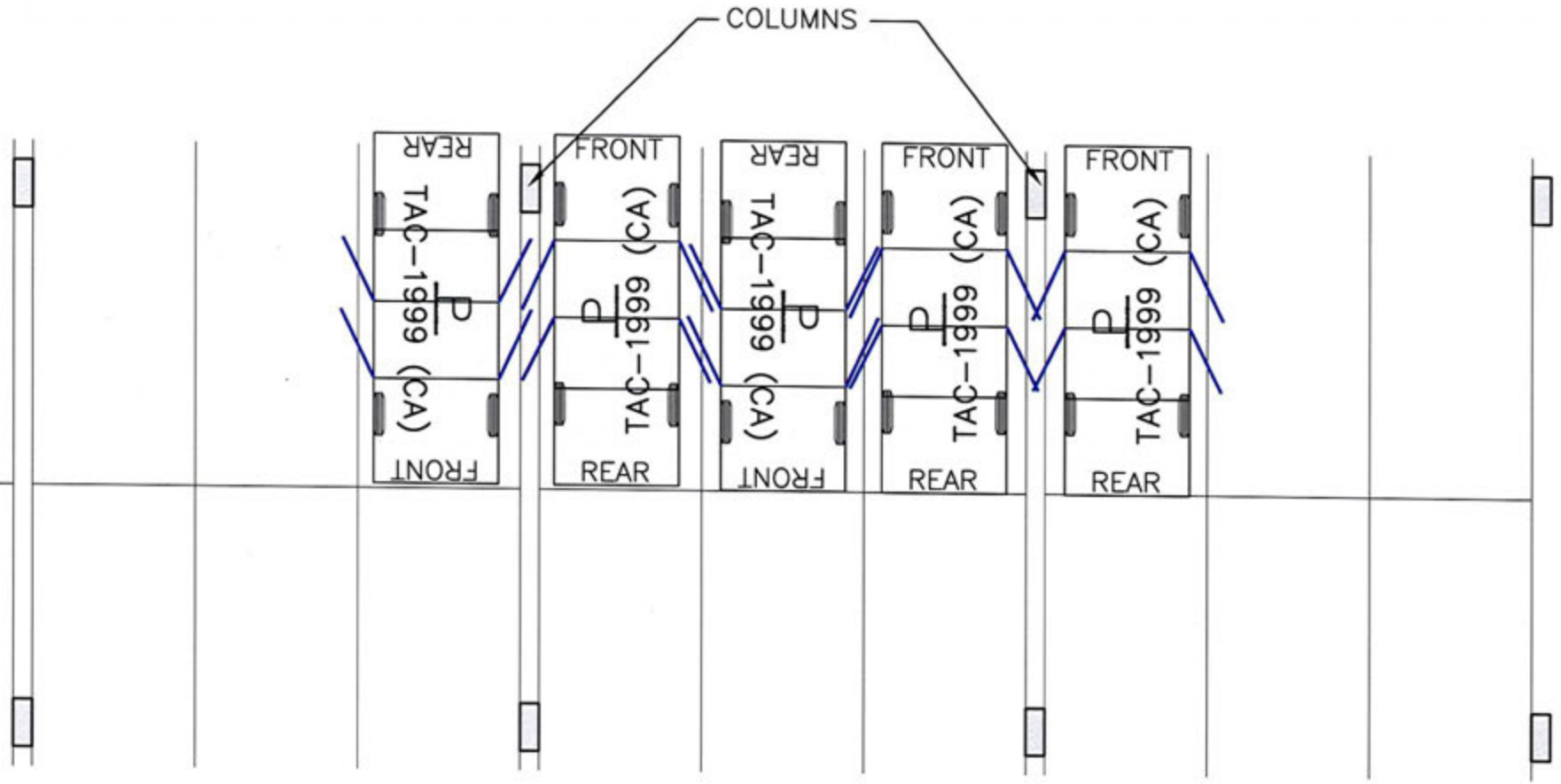
Design Vehicles

The review considered the following design vehicles:

- large passenger vehicle: TAC passenger vehicle[2], and
- small car: Honda Civic sedan (2012) for a small car.

Note that many small cars are likely to be smaller than the 2012 model-year Honda Civic, however this vehicle was selected for the review as a more conservative vehicle that is at the large end of the "small car" scale. See **Figure 2** for the design vehicle dimensions.

[2] Transportation Association of Canada, Geometric Design Guidelines for Canadian Roads



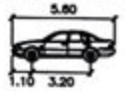
Boulevard TRANSPORTATION

WATT Consulting Group Since 1983

TITLE:
Regular Stalls with Large Cars
Proposed Parking Layout Review
The English Inn Development

DESIGNED:	DRAWN: mjo	SCALE: 1:100
DATE: MAR 1–2016	DRAWING NO: 1919_FIG 3	REV.

Design Vehicle:



P	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 36.2

PROJECT: V:\Project Files\1919 - English Inn Traffic & Parking\drawing\Parking Layout Review_Metric_Mar 1-2016.dwg
PLOT DATE: 3/1/2016 12:41 PM PLOTTED BY: Myonglaan Oh

there are some that identify 2.6m wide as a minimum. Specifically, the City of Vancouver identifies the minimum width for small car stalls of 2.6m where one side abuts a structure or fence[3]. There is therefore a precedent for 2.6m wide stalls against columns in other jurisdictions.

Conclusion

The proposed parking layout proposes stall dimensions meet Esquimalt's bylaw specifications with the exception of those stalls abutting columns, where it is proposed to not include the typically-required 0.3m extra buffer width. The functional review found that the column placement will not adversely impede vehicle operations in terms of manoeuvrability or door-swing, for regular cars in regular car stalls, or for small cars in small car stalls. There is also a precedent in the City of Vancouver for 2.6m wide stalls abutting structures for small cars.

Recommendation

It is recommended that the proposed parking stall dimensions, column dimensions, and column placement be used as proposed.

Please do not hesitate to contact me if you have any questions.

Sincerely,
Boulevard Transportation
... a division of Watt Consulting Group
Per,

Mitchell Jacobson, M.Sc., PEng
Transportation Engineer

D 250.388.9877 ext 427
E mjacobson@blvdgroup.ca

[3] http://vancouver.ca/your-government/parking-bylaw.aspx, Section 4, Clause 4.8.2

CONCLUSION

The proposed manoeuvring and drive aisle geometry of 6.1m hard surface and 0.9m clear zone for the proposed townhomes on the south edge of the English Inn site will accommodate the requisite design vehicle. Specifically a one-point reverse turn manoeuvre can be accommodated with the design for a vehicle exiting a townhome. While the hard surface width is less than Esquimalt's bylaw requirement, the combined width (with the clear zone) actually exceeds the required width (7.0m proposed vs. 6.75m required).

The clear zone will need to be free from all physical obstructions and all vegetation with the exception of very low plantings (e.g. grass).

Sincerely,
Watt Consulting Group

Mitchell Jacobson, M.Sc., PEng
Transportation Engineer

Green Building Checklist

Township of
ESQUIMALT

GREEN BUILDING CHECKLIST

The purpose of this Checklist is to make property owners and developers aware of specific green features that can be included in new developments to reduce their carbon footprints to help create a more sustainable community.

Creating walkable neighbourhoods, fostering green building technologies, making better use of our limited land base and ensuring that new development is located close to services, shops and transit are some of the means of achieving sustainability.

The Checklist which follows focuses on the use of **Green Technologies** in new buildings and major renovations. The Checklist is not a report card, it is a tool to help identify how your project can become 'greener' and to demonstrate to Council how your project will help the Township of Esquimalt meet its sustainability goals. It is not expected that each development will include all of the ideas set out in this list but Council is looking for a strong commitment to green development.

There are numerous green design standards, for example, Built Green BC; LEED ND; Living Building Challenge; Green Shores; Sustainable Sites Initiative. Esquimalt is not directing you to follow any particular standard, however, you are strongly encouraged to incorporate as many green features as possible into the design of your project .

As you review this checklist, if you have any questions please contact **Development Services at 250.414.7108** for clarification.

New development is essential to Esquimalt. We look forward to working with you to ensure that development is as green and sustainable as possible.

Other documents containing references to building and site design and sustainability, which you are advised to review, include:

- Esquimalt's Official Community Plan
- Development Protocol Policy
- Esquimalt's Pedestrian Charter
- Tree Protection Bylaw No. 2664
- A Sustainable Development Strategic Plan for the Township of Esquimalt

Adopted on January 10th, 2011

"One-third of Canada's energy use goes to running our homes, offices and other buildings. The federal government's Office of Energy Efficiency (Natural Resources Canada) reports that a corresponding one-third of our current greenhouse gas (GHG) emissions come from the built environment."
[Green Building and Development as a Public Good, Michael Buzzelli, CPRN Research Report June 2009]

Please answer the following questions and describe the green and innovative features of your proposed development. Depending on the size and scope of your project, some of the following points may not be applicable.

Green Building Standards

Both energy use and emissions can be reduced by changing or modifying the way we build and equip our buildings.

1	Are you building to a recognized green building standard? If yes, to what program and level?	Yes	(No)
2	If not, have you consulted a Green Building or LEED consultant to discuss the inclusion of green features?	(Yes)	No
3	Will you be using high-performance building envelope materials, rainscreen siding, durable interior finish materials or safe to re-use materials in this project? If so, please describe them. A rainscreen will be used, as will durable cementitious siding products.	(Yes)	No
4	What percentage of the existing building[s], if any, will be incorporated into the new building? The existing in is to be fully retained with minor interior changes.	Approximately 90%.	
5	Are you using any locally manufactured wood or stone products to reduce energy used in the transportation of construction materials? Please list any that are being used in this project. Framing and sheathing materials as well as heavy timber/glulam products will be sourced locally where possible.		
6	Have you considered advanced framing techniques to help reduce construction costs and increase energy savings? Six storey wood frame construction, is a relatively newly permitted construction practice which makes use of locally sourced materials and expertise.	(Yes)	No
7	Will any wood used in this project be eco-certified or produced from sustainably managed forests? If so, by which organization? Possibly, sourcing to be confirmed. For which parts of the building (e.g. framing, roof, sheathing etc.)? Framing and/or sheathing.		
8	Can alternatives to Chlorofluorocarbon's and Hydro-chlorofluorocarbons which are often used in air conditioning, packaging, insulation, or solvents] be used in this project? If so, please describe these. NOTE: Project is not air conditioned.	(Yes)	No
9	List any products you are proposing that are produced using lower energy levels in manufacturing. To be determined.		
10	Are you using materials which have a recycled content [e.g. roofing materials, interior doors, ceramic tiles or carpets]?	(Yes)	No
11	Will any interior products [e.g. cabinets, insulation or floor sheathing] contain formaldehyde?	Yes	(No)

Water Management

The intent of the following features is to promote water conservation, re-use water on site, and reduce storm water run-off.

Indoor Water Fixtures

12	Does your project exceed the BC Building Code requirements for public lavatory faucets and have automatic shut offs?	(Yes)	No
13	For commercial buildings, do flushes for urinals exceed BC Building Code requirements?	(Yes)	No
14	Does your project use dual flush toilets and do these exceed the BC Building Code requirements?	(Yes)	No
15	Does your project exceed the BC Building Code requirements for maximum flow rates for private showers?	(Yes)	No
16	Does your project exceed the BC Building Code requirements for flow rates for kitchen and bathroom faucets?	(Yes)	No

Storm Water

17	If your property has water frontage, are you planning to protect trees and vegetation within 60 metres of the high water mark? [Note: For properties located on the Gorge Waterway, please consult Sections 7.1.2.1 and 9.6 of the Esquimalt Official Community Plan.]	Yes	No	(N/A)
18	Will this project eliminate or reduce inflow and infiltration between storm water and sewer pipes from this property?	Yes	(No)	N/A
19	Will storm water run-off be collected and managed on site (rain gardens, wetlands, or ponds) or used for irrigation or re-circulating outdoor water features? If so, please describe. Refer to Landscape documents for comprehensive storm water management plan.	(Yes)	No	N/A
20	Have you considered storing rain water on site (rain barrels or cisterns) for future irrigation uses?	(Yes)	No	N/A
21	Will surface pollution into storm drains will be mitigated (oil interceptors, bio-swales)? If so, please describe. Refer to Landscape documents for comprehensive storm water management plan.	Yes	No	N/A
22	Will this project have an engineered green roof system or has the structure been designed for a future green roof installation? Under consideration for selected areas.	Yes	(No)	N/A
23	What percentage of the site will be maintained as naturally permeable surfaces? Refer to Landscape documents for comprehensive storm water management plan.	Minimum 45%		

Waste water

24	For larger projects, has Integrated Resource Management (IRM) been considered (e.g. heat recovery from waste water or onsite waste water treatment)? If so, please describe these.	Yes	(No)	N/A

Natural Features/Landscaping

The way we manage the landscape can reduce water use, protect our urban forest, restore natural vegetation and help to protect the watershed and receiving bodies of water.

25	Are any healthy trees being removed? If so, how many and what species? Refer to Landscape and arbourist documents. A comprehensive landscape strategy has guided the design. Could your site design be altered to save these trees? Have you consulted with our Parks Department regarding their removal?	(Yes)	No	N/A

26	Will this project add new trees to the site and increase our urban forest? If so, how many and what species? Refer to Landscape and arbourist documents. A comprehensive landscape strategy has guided the design.	(Yes)	No	N/A
27	Are trees [existing or new] being used to provide shade in summer or to buffer winds?	(Yes)	No	N/A
28	Will any existing native vegetation on this site be protected? If so, please describe where and how. Refer to Landscape and arbourist documents. A comprehensive landscape strategy has guided the design.	(Yes)	No	N/A
29	Will new landscaped areas incorporate any plant species native to southern Vancouver Island?	(Yes)	No	N/A
30	Will xeriscaping (i.e. the use of drought tolerant plants) be utilized in dry areas?	(Yes)	No	N/A
31	Will high efficiency irrigation systems be installed (e.g. drip irrigation; 'smart' controls)?	(Yes)	No	N/A
32	Have you planned to control invasive species such as Scotch broom, English ivy, Himalayan and evergreen blackberry growing on the property?	(Yes)	No	N/A
33	Will topsoil will be protected and reused on the site?	(Yes)	No	N/A

Energy Efficiency

Improvements in building technology will reduce energy consumption and in turn lower greenhouse gas [GHG] emissions. These improvements will also reduce future operating costs for building occupants.

34	Will the building design be certified by an independent energy auditor/analyst? If so, what will the rating be? To be confirmed.	Yes	No	N/A
35	Have you considered passive solar design principles for space heating and cooling or planned for natural day lighting? Single loaded exterior corridors and many double aspect units to increase cross ventilation.	(Yes)	No	N/A
36	Does the design and siting of buildings maximize exposure to natural light? What percentage of interior spaces will be illuminated by sunlight? To be confirmed.	(Yes)	No	N/A
37	Will heating and cooling systems be of enhanced energy efficiency (ie. geothermal, air source heat pump, solar hot water, solar air exchange, etc.). If so, please describe. Geothermal is under consideration; to be confirmed. If you are considering a heat pump, what measures will you take to mitigate any noise associated with the pump? To be confirmed.	Yes	No	N/A
38	Has the building been designed to be solar ready? Solar ready pipe runs.	(Yes)	No	N/A
39	Have you considered using roof mounted photovoltaic panels to convert solar energy to electricity?	Yes	(No)	N/A
40	Do windows exceed the BC Building Code heat transfer coefficient standards?	(Yes)	No	N/A
41	Are energy efficient appliances being installed in this project? If so, please describe. Energy Star appliances are to be specified wherever possible.			
42	Will high efficiency light fixtures be used in this project? If so, please describe.	(Yes)	No	N/A
43	Will building occupants have control over thermal, ventilation and light levels?	(Yes)	No	N/A
44	Will outdoor areas have automatic lighting [i.e. motion sensors or time set]?	(Yes)	No	N/A
45	Will underground parking areas have automatic lighting?	(Yes)	No	N/A

Air Quality

The following items are intended to ensure optimal air quality for building occupants by reducing the use of products which give off gases and odours and allowing occupants control over ventilation.

46	Will ventilation systems be protected from contamination during construction and certified clean post construction?	(Yes)	No	N/A
47	Are you using any natural, non-toxic, water soluble or low-VOC [volatile organic compound] paints, finishes or other products? If so, please describe. Paints and adhesives.	(Yes)	No	N/A
48	Will the building have windows that occupants can open?	(Yes)	No	N/A
49	Will hard floor surface materials cover more than 75% of the liveable floor area? To be confirmed.	Yes	(No)	N/A
50	Will fresh air intakes be located away from air pollution sources?	(Yes)	No	N/A

Solid Waste

Reuse and recycling of material reduces the impact on our landfills, lowers transportation costs, extends the life-cycle of products, and reduces the amount of natural resources used to manufacture new products.

51	Will materials be recycled during demolition of existing buildings and structures? If so, please describe. Selection retention/reuse (brick)	(Yes)	No	N/A
52	Will materials be recycled during the construction phase? If so, please describe. Strategy to be confirmed at BP.	(Yes)	No	N/A
53	Does your project provide enhanced waste diversion facilities i.e. on-site recycling for cardboard, bottles, cans and or recyclables or on-site composting?	(Yes)	No	N/A
54	For new commercial development, are you providing waste and recycling receptacles for customers? For limited commercial use in the Inn.	(Yes)	No	N/A

Green Mobility

The intent is to encourage the use of sustainable transportation modes and walking to reduce our reliance on personal vehicles that burn fossil fuels which contributes to poor air quality.

55	Is pedestrian lighting provided in the pathways through parking and landscaped areas and at the entrances to your building[s]?	(Yes)	No	N/A
56	For commercial developments, are pedestrians provided with a safe path[s] through the parking areas and across vehicles accesses?	(Yes)	No	N/A
57	Is access provided for those with assisted mobility devices?	(Yes)	No	N/A
58	Are accessible bike racks provided for visitors?	(Yes)	No	N/A
59	Are secure covered bicycle parking and dedicated lockers provided for residents or employees?	(Yes)	No	N/A

60 Does your development provide residents or employees with any of the following features to reduce personal automobile use [check all that apply]:

- ☐ transit passes
- ☒ car share memberships
- ☒ shared bicycles for short term use
- n/a ☐ weather protected bus shelters
- ☐ plug-ins for electric vehicles

Please Refer to Development Permit Design Rationale and Landscape Documents; much of the project has been defined in response to tree and landscape sustenance and preservation.

Is there something unique or innovative about your project that has not been addressed by this Checklist? If so, please add extra pages to describe it.