CORPORATION OF THE TOWNSHIP OF ESQUIMALT

OFFICIAL COMMUNITY PLAN BYLAW, 2006, NO. 2646

MARCH, 2017

***Consolidated for convenience*. In case of discrepancy the original Bylaw and Amending Bylaws must be consulted.**

The following amendments are included in this "Consolidated Bylaw":

◆ Amendment Bylaw No. 1, 2008	Bylaw No. 2683
◆ Amendment Bylaw No. 2, 2008	Bylaw No. 2693
◆ Amendment Bylaw No. 3, 2009	Bylaw No. 2707
◆ Amendment Bylaw No. 4, 2009	Bylaw No. 2717
◆ Amendment Bylaw No. 5, 2010	Bylaw No. 2727
◆ Amendment Bylaw No. 6, 2010	Bylaw No. 2730
◆ Amendment Bylaw No. 7, 2010	Bylaw No. 2732
◆ Amendment Bylaw No. 8, 2010	Bylaw No. 2742
◆ Amendment Bylaw No. 9, 2010	Bylaw No. 2746
◆ Amendment Bylaw No. 11, 2011	Bylaw No. 2770
◆ Amendment Bylaw No. 12, 2011	Bylaw No. 2773
◆ Amendment Bylaw No. 13, 2011	Bylaw No. 2774
◆ Amendment Bylaw No. 14, 2013	Bylaw No. 2804
◆ Amendment Bylaw No. 15, 2013	Bylaw No. 2808
◆ Amendment Bylaw, 2014	Bylaw No. 2825
◆ Amendment Bylaw, 2016	Bylaw No. 2865
◆ Amendment Bylaw, 2016	Bylaw No. 2875

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COMMUNITY VISION STATEMENT

"Esquimalt is a diverse community, a desirable place to live and an integral member of a larger region. We encourage meaningful community participation and consultation to provide open and responsible decision-making. We enhance responsible economic opportunities and embrace sports, recreation, the arts and the west coast lifestyle.

As we achieve the vision, we enhance our quality of life; enjoy health and safety; build upon our cultural heritage; revitalize our community; protect our natural environment and foster our diversity."

– 2003 Esquimalt Vision and Implementation Committee

THANK YOU!

The Township of Esquimalt is appreciative to those individuals who participated as members of the 2005 Official Community Plan Update Focus Group. Their advice and experience were very helpful in shaping the OCP 2005 Update.

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SECTION 1
INTRODUCTION

This Official Community Plan [OCP or the Plan] provides a framework to guide future growth and change in Esquimalt in a sustainable manner, while maintaining our small town ambience. The Plan's goals, objectives and policies promote the long-term economic, environmental, social and cultural sustainability of the community. Council decisions related to future growth and development will be consistent with the Plan.

The Plan provides anyone with interest in the community, including residents, land and business owners, investors and developers, with a vision of the future of the community and a framework for their own decision making. Importantly, the Plan is also the legal vehicle establishing growth and development control tools such as development permit areas and provides the broad policy framework within which future zoning amendments and bylaws must be crafted.

An Official Community Plan is not a static document, it should respond to changes in the community, including its values and social, economic and environmental conditions and changing regulations and authorities. Plan changes are required to be undertaken through bylaw amendments after consultation, as required under S. 879 of the Local Government Act and a Public Hearing process, to ensure that significant land use decisions and policy changes are given due public scrutiny before being considered for approval.

This OCP also contains an ***implementation program*** that arises from the policy statements of the Plan. This program, containing 31 specific items for the Township's attention, is found in Section 11.

1.1 The Planning Process for this OCP Update

The Township initiated this update of the OCP in Autumn, 2004. The planning process included three initial key consultation elements:

- The OCP Update Focus Group. This Council-appointed group was made up of members of Advisory Planning, Parks and Recreation Commission, Heritage Advisory Committee, Cycle Advisory Committee, Public Art Advisory Committee and municipal planning staff. The Focus Group responded to emerging issues and directions at key points during the planning process.
- A Public Open House in January 2005. The focus of this Open House was to identify the main issues and opportunities to be considered during the OCP review. The input from this open house is provided as Appendix A1—Esquimalt OCP Review Project: Issues and Opportunities Paper.
- A Public Open House in April 2005. The focus of this Open House was on emerging policy directions, presented in nine subject areas. The input from this Open House is provided as Appendix A2—Esquimalt OCP Review Project: April 30th Open House.

Council considered the need for consultation with neighbouring First Nations, School Districts No. 61 and No. 93, adjacent municipalities, the Department of National Defence, the Agricultural Land Commission and Capital Regional District and agreed that discussions with these public bodies would take place later in the development of the Plan. Discussion with the above public bodies began in the summer of 2006 and continued into the fall.

In 2006, additional Open Houses were held on May 27th and May 30th to allow the public to discuss the draft Official Community Plan with staff and council members.

1.2 Plan Area and Timeframe

The area covered by this OCP includes all water and land areas within the boundaries of the Township of Esquimalt, as shown on "Schedule A".

The intended term of the OCP is five to ten years. Unless there are major economic or demographic changes in the region as a whole, the goals and policies of this plan will remain current for this term. The Township does not intend to take a major review of this OCP until at least five years after its adoption; however, portions of the Plan may be amended, by bylaw, from time to time.

The Township has provided the Esquimalt and Songhees First Nations, the Department of National Defence, Capital Regional District [CRD] and adjacent municipalities with copies of the Official Community Plan and will consult with them regarding development plans of mutual interest and potential impact.

1.3 Purpose of an Official Community Plan

The Local Government Act sets out required and voluntary topics to be included in an OCP (refer to Figure 1) and provides a range of "tools" that allow municipalities to implement their plans. The legislation also advises municipalities to work toward 14 goals in its OCP as set out in Appendix B.

Figure 1: Local Government Act Required and Voluntary Topics

The Local Government Act sets out a framework for an OCP. It *must* include statements and maps in relation to seven matters:

1. location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least five years;
2. location, amount and type of present and proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses;
3. location and area of sand and gravel deposits;
4. restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development;
5. location and phasing of any major road, sewer and water systems;
6. location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal sites; and
7. policies respecting affordable, rental and special needs housing.

Also, an OCP *may* include policies relating to:

1. social needs, well-being and social development;
2. maintenance and enhancement of farming; and
3. preservation, protection, restoration and enhancement of the natural environment, its ecosystems and biological diversity

Where a topic is not within the jurisdiction of the local government, an OCP may only state the broad objectives related to that matter.

Once adopted, the OCP does not commit the Township to carry out the projects in the Plan but it does require that works undertaken and bylaws enacted by Council are consistent with it.

In addition to local interests, the OCP takes into account the policies and regulations of the Capital Region, provincial and federal ministries and regulating bodies that are involved in the management of land and natural resources. Land that is owned by the Federal Government is immune from municipal land use regulations. Further, the Provincial Government is not bound by municipal land use regulations in relation to the use and development of Provincial lands – although that immunity does not extend to tenants or occupiers of Provincial Crown land. To the extent that this OCP covers land that is owned by the Federal and Provincial Governments, and to the extent that those lands may be immune from the application of the Township's land use regulations, this OCP is only intended to set out the Township's vision for the future use and development of those lands.

Where this Plan mentions "Department of National Defence lands" or "DND lands", it should be noted that these are actually Federal Crown lands currently under the custodianship of the Department of National Defence.

This OCP update has its foundation in the 1996 OCP, as amended and consolidated in 2002[1]. Additionally, the update draws on several policy documents and plans that have been undertaken by the Township, the CRD and other agencies in the past 10 years. The Plan more clearly sets out land use designations and a vision for growth and change in Esquimalt. There are three major components to this Plan:

- Text, incorporating objectives and policies, and Appendices;
- Schedules as an extension of the policies in a geographic context; and
- Maps as information.

Table 1: Schedules and Maps	
1.	Map 1 — Regional Context Map
2.	Map 2 — Esquimalt's Neighbourhoods
3.	"Schedule A" — Land Use Designation
4.	"Schedule B1" – Road Network
5.	"Schedule B2" – Cycling Routes
6.	"Schedule C" — Development Permit Areas
7.	"Schedule D" – Public Facilities
8.	"Schedule E" – Agricultural Land Reserves
9.	*Schedules and Maps are found following page 89*

[1]Township of Esquimalt, Bylaw 2245, *Official Community Plan*. 1996.

1.4 Our Setting within the Capital Region

Esquimalt, with a population of approximately 17,100, is one of four "core municipalities" within the Capital Region. Map 1 shows Esquimalt's strategic location among the region's municipalities. The municipality has one of the highest ratios of jobs to residents. CFB Esquimalt, located primarily in Esquimalt, is one of the region's largest employers.

Esquimalt is one of 16 local governments within the Capital Regional District (CRD). Through the CRD, residents of Esquimalt have access to services such as regional parks, recycling, an affordable housing portfolio, water supply and waste disposal systems.

The CRD also has authority to facilitate the coordination of regional growth. In 2003, following a multi-year process, the Region formally adopted the Regional Growth Strategy (RGS)[2]. This commits the CRD and its member municipalities to a 25-year policy plan to guide regional growth and change toward common goals. The growth strategy encourages a strong metropolitan centre in Victoria, further infill and modest population increases within the "core municipalities", considerable growth in the West Shore area, and protection of rural areas through an Urban Containment Boundary.

The population of the Capital Region is projected to be 382,000 by 2015 — an increase of approximately 11.3 percent over the 2004 population. The Strategy forecasts that by 2026, Esquimalt will have 10,700 dwellings and 21,100 residents[3]. This would be an increase of approximately 24 percent over Esquimalt's estimated 2004 population of 17,038.

The Regional Growth Strategy aims to bring about a pattern of major urban centres, leading to the concentration of most new growth in these centres and connecting corridors. Esquimalt is recognized as one of the four "core municipalities" where the aim is to make best use of existing physical and social infrastructure in order to accommodate new growth. Specifically, the Strategy encourages the "core municipalities" to increase the amount of detached and ground-access housing by five percent over the designated capacities in their existing OCPs by 2011. To achieve a five percent increase in ground-access capacity requires a total increase in capacity of approximately 240 units in Esquimalt.

1.5 Our Settlement and Planning Context

The area that forms the Township of Esquimalt was settled by two First Nations — the Esquimalt and the Songhees. Members of these Nations reside on lands adjacent to Esquimalt's north-western boundary.

The name Esquimalt reflects its maritime setting. In the language of the native Coast Salish peoples, Es-whoy-malth means "place of shoaling waters". The first European explorer to enter Esquimalt harbour was Don Manuel Quimper, a Spanish explorer, who named it Puerto de Cordova in 1790. In 1842, James Douglas explored Esquimalt and neighbouring harbours with a view to finding a suitable location for the establishment of a Hudson's Bay Post.

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[2] Capital Regional District. The Regional Growth Strategy for the Capital Regional District. August 2003.

[3] Table 1, Population Dwelling Unit and Employment Forecast, *The Regional Growth Strategy for the Capital Region*. page 25.

Although Douglas chose Victoria, all of the land in the Township of Esquimalt was owned and farmed by the Puget Sound Agricultural Company, a subsidiary of the Hudson's Bay Company. The land area was divided into four farms: Craigflower Farm, Constance Cove Farm, Viewfield Farm and Kanaka Ranch.

In 1865, the Royal Navy established a base for naval operations in Esquimalt's harbour. An army camp was founded at Work Point in 1887; Work Point played an essential role in the protecting and guaranteeing Canada's sovereignty.

Esquimalt's original town site was located at the western end of Esquimalt Road in what is now the Dockyard. In 1912, with the additional expropriation of lands by the federal government, the village moved further east. Further federal expropriations occurred in the Naden area and Macaulay Plains during the early years of World War II.

The Township of Esquimalt was incorporated in 1912. In 1968, the municipality acquired the land "panhandle" between Craigflower Road and the Gorge Waters.

During the World Wars, the presence of the naval and shipyard facilities in Esquimalt Harbour contributed to the rapid development of the municipality. The combination of veterans returning to the workforce and National Housing Act provisions for financing new home ownership led to the development of the area south of Lyall Street during the years 1956 to 1961. A second period of rapid growth occurred from 1971 to 1976 with the construction of numerous low-rise apartment buildings throughout the municipality.

In the 1980s and 1990s, Esquimalt experienced modest infill and redevelopment. Looking into the foreseeable future, Esquimalt is likely to become a focus of renewed growth and redevelopment. The reasons for this are several-fold:

- Proximity and easy access to the main employment areas of the Capital Region;
- Established and attractive community amenities — schools, parks, trails, services, shopping;
- Almost 20 kilometres of saltwater shoreline and expansive water and mountain views from higher elevations;
- Affordable housing in comparison with many other areas of Greater Victoria, both rental and home ownership;
- Significant areas for potential redevelopment, particularly areas that may be surplus to the Department of National Defence. (Almost 30 percent of Esquimalt's land base is under the jurisdiction of the federal government); and
- Mature residential character areas and many features of significant heritage interest.

The first land use plan for Esquimalt was adopted in 1977. In 1988, the first OCP was adopted. This was updated in 1996. In 1993, a new zoning bylaw was adopted for Esquimalt replacing the previous bylaw, which dated back to 1957.

1.6 Our Residents

Esquimalt is a long-established, distinctive community within Greater Victoria. As of mid-2004, the population of Esquimalt was estimated at 17,100.

Appendix C provides an overview of various descriptors of Esquimalt's demographic make-up at the turn of the 21st century, along with information related to its real estate characteristics and tax base. This information has been valuable in helping to shape the objectives and policies of this Plan.

1.7 Our Neighbourhoods

Since the 1850s, areas within Esquimalt have developed into identifiable residential neighbourhoods. These are constantly changing, experiencing redevelopment, and exhibiting a variety of architectural styles and housing types. Fifty-four percent of the Township's homes were constructed before 1970; 36 percent between 1970 and 1990 and 10 percent from 1990 to 2001.

Neighbourhoods help define the community and provide an orientation and sense of belonging for their residents. While there are no formal boundaries delineating Esquimalt's neighbourhoods, the purpose of this section is to acquaint newcomers and non-residents with the general character and location of neighbourhoods. These are shown on Map 2.

There are two easily identified neighbourhoods — Rockheights and West Bay. In other areas, however, residents tend to describe their neighbourhoods by reference to nearby landmarks, geographical features, historical sites, major roads, schools, parks and municipal boundaries.

Panhandle

Landmarks: **Gorge Waterway, Esquimalt Gorge Park, Gorge Vale Golf Course**

The Panhandle neighbourhood, named because of its shape, occupies the area north of Craigflower Road between Esquimalt Gorge Park on the east and Admirals Road on the west. The Panhandle neighbourhood consists predominantly of detached single-unit housing. It borders the Gorge Waterway and many of the waterfront parcels are larger than Esquimalt's average single-unit residential parcels. Most of the homes were built in the late 1960s, when the Panhandle was annexed into the municipality.

Craigflower

Landmarks: **Selkirk Rd, Craigflower Rd, Gorge Waterway, Esquimalt Community School**

The Selkirk/Craigflower neighbourhood is located east of Tillicum Road and extends to the Victoria/Esquimalt border. According to long-time residents, Selkirk and Craigflower have historically been two distinct neighbourhoods, with Selkirk extending from Selkirk Avenue north to the Gorge Waterway and Craigflower encompassing the area south of Selkirk Avenue on both sides of Craigflower Road. This area contains a mix of detached single-unit homes, two-unit homes, townhouses, and older apartment buildings. There are many heritage homes in the area.

Industrial Park—Victoria West Boundary

Landmarks: **Industrial Park**

The area south of the Esquimalt Community School does not have a distinct name or neighbourhood identity. It comprises the area east of Lampson Street and north of Old

Esquimalt Road. Its residents often refer to it as the Industrial Park Area or area near the Victoria West Boundary and Trackside Gallery. It is a mix of detached single-unit and two-unit housing, one multi-unit development and industrial uses. Much of the housing, particularly the two-unit homes, was built in the 1960s.

West Bay

Landmark: **West Bay Harbour**

West Bay surrounds West Bay Harbour, south of Esquimalt Road, east of Lampson Street and north of Lyall Street. West Bay is comprised of detached single-unit and two-unit housing built in the 1940s and 1950s, with multi-unit dwellings along the waterfront, which date from the early 1960s and 1970s. This area also contains several of Esquimalt's heritage buildings built from the 1890s to the early 1900s. A floathome community is located in the West Bay Harbour.

Saxe Point

Landmark: **Saxe Point Park**

Traditionally the neighbourhood known as Saxe Point was restricted to the area immediately adjacent to the park. Today, the name Saxe Point has come to include a larger area between Lyall Street and the ocean. Houses were built in this area as early as 1893. Many of the older houses still exist, often side-by-side with recently constructed or renovated homes. Although it contains a significant number of two-unit homes, the neighbourhood has the appearance of an area with predominantly detached single-unit housing.

Esquimalt Village

Landmarks: **Municipal Hall, Esquimalt Plaza, Esquimalt Road**

Esquimalt Village describes the area on both sides of Esquimalt Road, between Joffre Street to Constance Ave. It is Esquimalt's main commercial area, containing the Esquimalt Plaza shopping centre and the civic centre with City Hall, Library and the Recreation Centre. Residential uses in this neighbourhood are mainly multi-unit buildings along Esquimalt Road, with single-unit residences and two-unit homes located between Esquimalt Road and Lyall Street.

Esquimalt Harbour

Landmark: **Dockyard**

The Dockyard area north of Esquimalt Road and west of Admirals Road is located adjacent to the Esquimalt Harbour, CFB Esquimalt, and the Dockyard. It is comprised mainly of low density multi-unit housing. In addition to the Naval Base and Dockyard, this area contains the Esquimalt Public Works Yard.

Rockheights

Landmark: **Rockheights School**

The Rockheights neighbourhood comprises the area around Rockheights School, west of Lampson Street, north of Fernhill Road and east of Drake Street. This area is unusual in Esquimalt, as it was subdivided and developed in the early 1960s. Although there is considerable variation in architectural styles, it has a cohesive appearance compared to other areas of Esquimalt. Unlike most of Esquimalt's residential areas, Rockheights is zoned for single-unit residential homes. Homes in this area are slightly larger than those in the older subdivisions to the north and west.

The area along Old Esquimalt Road from Lampson Street to Park Terrace has a unique character with a number of stately homes on larger properties. This area also contains some of the most significant remnant Garry oak ecosystems in Esquimalt.

Colville Road

Landmarks: **Colville Road, Gorge Vale Golf Course, DND Sports Fields**

The Colville Road neighbourhood consists of the area along both sides of Colville Road, north Rockheights neighbourhood, west of Lampson Street and east of Admirals Road. It contains a mix of single-unit and two-unit homes, many of which were built as wartime housing. Although the same basic house plan was used repeatedly throughout the neighbourhood, after numerous additions and renovations, these houses now display a range of shapes and styles.

Parklands

Landmarks: **Heavily treed, park-like setting**

The Parklands neighbourhood is located in the northwest corner of the municipality, southwest of the Gorge Vale Golf Course and south of the Songhees First Nations Reserve. It contains predominantly single-unit residences with some two-unit parcels. The distinctive features of this area are the large lot sizes (many parcels over 10,000 sq. ft.), winding roads, and mature gardens which, in combination, create a park-like environment. Along Admirals Road are several townhouse complexes dating from the late 1970s and 1990s.

1.8 Our Overall Goals

The following goals form a solid foundation for the management of growth and change in the community in a balanced and sustainable manner.

1.8.1 Well Managed Growth

To accommodate and manage moderate population growth in a manner that enhances Esquimalt's existing amenities and services and preserves and enhances the natural areas.

1.8.2 A Healthy Community

a) To work toward a healthy, active[4] and livable community that has adequate, available and accessible greenspace and recreational facilities, a range of transportation choices, quality housing, and medical and educational services.

b) To encourage business diversity and community service infrastructure that supports community interaction and helps build sustainable community partnerships.

1.8.3 A Strong Sense of Community

To enhance and improve upon the strong sense of community within Esquimalt.

1.8.4 A Prosperous Economy

To develop and promote a healthy economic climate in which residents and businesses can prosper and take pride.

1.8.5 Respect for the Natural Environment

a) To recognize the intrinsic value of the natural environment and its importance to Esquimalt's quality of life.

b) To protect and enhance the natural environment while accommodating change and development.

1.9 Other Information respecting the Management of Growth and Change

S. 877 of the Local Government Act requires that an official community plan include statements respecting the approximate location and area of sand and gravel deposits suitable for future sand and gravel extraction as well as the approximate location, amount and type of agricultural lands, as the use of these lands has an effect on the future development of a community.

1.9.1 Agricultural Land

The Township of Esquimalt is an urban community and contains only one parcel of land within the Agricultural Land Reserve [ALR]. That parcel is the Gorge Vale Golf Course which has been used as such since 1930. Golf courses are a permitted use of land in an agricultural land reserve.

Any development of the golf course for other land uses will require the approval of the Agricultural Land Commission.

1.9.2 Sand and Gravel Deposits

There are no lands suitable for sand or gravel extraction within the Township of Esquimalt.

[4] Esquimalt is a participant in the British Columbia *Active Communities Initiative*

Section 2
Managed Growth — Land Use and Development

Esquimalt residents are proud of its history and enthusiastic about its future growth prospects. The objectives and policies of this section provide the basis for physical change in the coming five to ten years. The objectives and policies in this section are designed to promote sustainable land use and development in the community.

2.0.1 General Land Use and Development Objectives

a) To encourage high quality development that enhances and benefits the community as a whole.

b) To maintain a good balance between jobs and population.

c) To encourage a mix of land uses in Esquimalt that facilitate walking, cycling, transit use, car sharing and car pooling and reduce single occupancy vehicle [SOV] use and the number of non-essential trips by private motor vehicles.

d) To support increased residential density and higher buildings along the Esquimalt Road corridor, particularly in the areas within walking distance of Esquimalt Village and the Vic West border.

e) To encourage small scale redevelopment / infill that improves and enhances the appearance and livability of single-unit and two-unit neighbourhoods and the community as a whole.

f) To encourage the federal government to work with the Township and the community to develop concept plans for lands that may become surplus to the federal government's needs.

g) To facilitate moderate densification in accordance with the overall objectives and statements of the Regional Growth Strategy and which will meet the municipality's anticipated housing needs for the life of this Plan.

2.0.2 General Land Use and Development Policies

a) Esquimalt's future new development, infill and redevelopment will be in accordance with the land use designations shown on "Schedule A", together with the guidelines set out in Development Permit Areas (Section 9). Developers and their design teams are encouraged to become familiar with all aspects of this Plan and related regulatory bylaws.

b) The land use designations shown in "Schedule A" are broad categories of predominant land use(s) within geographically defined areas. They provide the framework for the detailed regulations contained in the Zoning Bylaw.

c) The Township may consider flexibility in the land use designations along land use boundaries on "Schedule A" provided the policies underlying the designation are

maintained. Where designations fall within an existing right-of-way, the designation line will be determined to be located along the centre line.

d) If a development proposal requiring an application for rezoning is not consistent with the land use and development policies contained in this section, an amendment to this Plan will be required.

e) The Township will encourage development and redevelopment that minimizes and mitigates the risks associated with natural hazards and increases the community's resilience to hazard events.

2.1 Land Use Designations

The following land use designations are shown on "Schedule A" and form the basis of physical land use for this Plan.

- **Single-Unit and Two-Unit Residential** applies in contiguous areas throughout Esquimalt's neighbourhoods.
- **Townhouse Residential** applies in specific areas, particularly in the eastern part of the Township, adjacent to the boundary with Victoria, and in the western area along Admirals Road.
- **Multi-Unit, Low-Rise Residential** applies in specific areas, including properties along Esquimalt Road near Esquimalt Village and in the neighbourhoods adjacent to the boundary with Victoria.
- **Multi-Unit, High-Rise Residential** applies in specific areas, particularly in the Dockyards neighbourhood and along Esquimalt Road, adjacent to the boundary with Victoria.
- **Floathome Residential** applies in a specific area of the West Bay Harbour neighbourhood only.
- **Commercial—Mixed Use** applies in four principal locations, with a predominance of this use along Esquimalt Road.
- **Esquimalt Town Square** applies specifically to the large property located southwest of the Municipal Hall bordered on the north by Esquimalt Road, on the south by Carlisle Avenue, on the west by Park Place and on the east by Fraser Street. **[Amendment Bylaw 2875, adopted July 11, 2016]**
- **English Inn Mixed Use** applies specifically to the large property containing the building known at various times as Rosemead, the Maclure House and mostly recently the English Inn.
- **Institutional** applies in locations throughout Esquimalt's neighbourhoods, with predominance in the central areas of the Township.
- **Parks and Open Spaces** applies to publicly-owned areas in all neighbourhoods of Esquimalt, as well as the privately-owned Gorge Vale Golf Course.
- **Trails** apply to non-motorist corridors that are currently publicly-owned or may be publicly-acquired over the period of this Plan.

- **Industrial** applies to privately-owned lands in the eastern area of the Township, bracketing the rail line and the oil storage facility at Victoria Harbour.
- **DND Federal Land** applies to those areas expected to be retained by the federal government for military and related purposes.

2.2 Residential Land Use

Most of Esquimalt's land base, with the exception of DND lands, is already built upon; therefore, modest growth is likely to occur through the infilling of vacant or under-utilized parcels, redevelopment of existing residential properties to higher densities (such as townhouses, apartment buildings and mixed commercial-residential uses), and the replacement of existing buildings.

The objectives and policies of this section are intended to ensure that residential growth occurs in a manner that maintains and enhances individual neighbourhoods and the community as a whole.

2.2.1 Residential Objectives

a) To work toward a more "complete community" by maintaining a healthy mixture of housing types, accommodating people with a wide range of income levels.

b) To encourage new residential development with high design standards for building and landscaping and which enhance existing and new neighbourhoods.

c) To permit complementary uses within single-unit and two-unit residential areas, including such uses as home-based businesses, parks, bed and breakfast accommodation, and group homes for persons with mental or physical disabilities.

2.2.2 General Residential Policies

a) The specific residential policies of this Plan will necessitate a review and revision to the multiple family residential designations of the Zoning Bylaw.

b) Bed and Breakfast uses may be considered in any residential area and will be reviewed on their individual merit. Such a use must not alter the residential character of the neighbourhood, and will provide for adequate on-site parking. The Zoning Bylaw limits other aspects of this use, such as number of guests, duration of rental, signage, landscaping, and site coverage, among other matters.

c) Home occupations that are compatible with residential use are acceptable within all residential areas of Esquimalt, provided:

   - The amenities of the neighbouring residences are not affected;
   - There is no negative impact on the residential character of the neighbourhood; and
   - The volume of traffic is similar to that normally associated with a residential use. The Zoning Bylaw limits other aspects of this use, such as types of business, outdoor storage, and signage.

d) The Township encourages developers of new residential units to incorporate adaptable housing standards.

2.2.3 Single-Unit and Two-Unit Residential Policies

Historically, the Township allowed two-unit buildings within most residential zones. This ended in 1993 with the passage of the current Zoning Bylaw. Today there are approximately 1,210 two-unit dwellings. Although many of the existing two-unit dwellings have been well designed and provide an attractive alternative to single-unit residences, some poorly designed and poorly maintained dwellings have tended to degrade the overall image of Esquimalt. Since there is currently no legal mechanism to compel owners to improve the appearance of existing buildings, the Township will work towards finding methods to encourage owners to upgrade two-unit residences. The following policies are intended to influence such improvements.

a) Proposed subdivisions or redevelopment/infill within established single-unit and two-unit residential areas must be built to high design and landscaping standards and respond sensitively to existing neighbourhood amenities and existing significant views.

b) The Township will review the guidelines and zoning requirements for Single-unit Infill and Two-unit Housing to ensure that they are appropriate for Esquimalt at this time. In the interim period, the applicable policies of this section and Section 9.8 — Guidelines for Single-unit Infill Housing (2002) — apply to all Single-unit infill housing proposals.

c) The Township encourages the conversion of existing two-unit buildings from rental to ownership. The primary objectives of conversion are to foster the reconstruction/rehabilitation of existing buildings and encourage new homes that, in form and character, appear as single-unit dwellings.

d) Infill projects that propose to consolidate and re-subdivide existing parcels will be considered where:

   - The proposed increase in dwelling density should generally not be more than 1.33 times that allowed under the current zoning unless there is a distinct benefit to the community;
   - Heritage or natural amenity features are preserved or enhanced; and
   - The Requirements and Guidelines of Development Permit Area No. 5 — Enhanced Design Control Residential — are adhered to.

e) Innovative, creative design is encouraged for two-unit dwellings. Relaxation of street setbacks may be considered if the design merits this.

f) Incentives may be considered in order to encourage the creative and aesthetic rehabilitation of older two-unit buildings, including:

   - Variances to parking or zoning regulations;
   - The splitting of the two-unit building into two small detached dwelling units; and
   - Density bonusing[5].

[5] Density bonusing means an increase in the permitted number of Dwelling Units or permitted floor area of a project in return for the provision of certain Amenities, or Affordable or Special Needs housing. Section 907 of the Local Government Act authorizes a municipality to grant density bonusing.

g) The Township is not supportive of new applications for infill housing, including rezoning and subdivision for panhandle lots in the 1100 and 1200 blocks of Old Esquimalt Road and the 600 block of Fernhill Road.

2.2.4 Multi-Unit Residential

Over the years, townhouses and apartment buildings have tended to be developed in clusters throughout the neighbourhoods of Esquimalt. They are generally located in the following areas:

- On both sides of Esquimalt Road from Grafton Street to Dunsmuir Road;
- The area around Craigflower Road and Selkirk Avenue;
- Admirals Road, Astle and Nelson Streets;
- West Bay south of Dunsmuir Road; and
- West Parklands.

Smaller clusters of multi-unit development are also found along Lampson Street between Devonshire and Old Esquimalt Roads, Lampson Street south of Lyall Street, and Ellery Street south of Esquimalt High School. This scattered pattern of development has contributed to residents' concerns related to the proliferation of multi-unit developments in neighbourhoods where single-unit and two-unit homes have been the predominant land use.

2.2.4.1 Multi-Unit Residential Policies

The following policies provide more predictability for residents in mixed residential use neighbourhoods and give direction to design teams involved in the preparation of development proposals.

a) Multi-Unit Residential refers to three or more dwelling units on a parcel. Multi-unit Residential does not refer to a single-unit home with a secondary suite.

b) The Township encourages the concentration of multi-unit residential development where such development is in keeping with the overall goals of this Plan.

c) Wherever practical, multi-unit residential housing will be located near a Major Road as shown on "Schedule B". This supports transit service and also helps maintain the integrity of single-unit and two-unit housing neighbourhoods;

d) Wherever feasible, major multi-unit residential projects will be located within reasonable distance of one of Esquimalt's commercial areas in order to encourage walking and cycling;

e) A mix of housing types will be provided in multi-unit residential areas in order to provide visual interest and to meet the varying housing needs of Esquimalt's current and future residents;

f) Wherever desirable and achievable, consideration will be given for special needs and assisted housing, including seniors, disabled persons and families.

g) Within the areas designated on "Schedule A" as Townhouse Residential, Multi-Unit, Low-Rise Residential and Multi-Unit, High-Rise Residential, the following criteria

will be used to evaluate development proposals requiring an application for rezoning:

- The massing and height of the project will respond sensitively to the prevailing character of the immediate neighbourhood. This will vary by location;
- The project will relate to the street. Its exterior finishes, scale, treatment of parking areas, and landscaping, will enhance the appearance of the neighbourhood and contribute positively to the streetscape;
- The proponent will demonstrate that the neighbourhood has been consulted in a fair and meaningful way, and that residents' concerns have been appropriately responded to in the proposal; and
- Where new multi-unit residential projects are proposed, they should not "land-lock", otherwise isolate, or negatively affect the development potential of adjacent parcels. Projects must either consolidate the isolated parcels or leave a sufficient area available to allow for the eventual redevelopment of the adjacent land.

h) Development proposals with heights and /or densities greater than those set out in policies 2.2.4.2 to 2.2.4.4. may be considered, where appropriate, through variances to zoning and/or parking regulations and density bonusing of floor-space where new affordable, accessible or special needs housing units or amenities are provided for the benefit of the community.

i) For the purposes of density bonuses, "amenities" may include, but not be limited to:

- Privately-owned, publicly-accessible open space;
- Public art;
- Contributions towards the enhancement of public recreation facilities;
- Contributions towards street and boulevard enhancements, including street furniture and decorative lighting;
- Daycare facilities; and
- Preservation of heritage structures or features.

j) In new multi-unit residential developments, secure bicycle storage for residents should be provided in the ratio of 1.5 storage spaces per dwelling unit. In addition to the residents' parking, each multi-unit building should have six (6) bicycle lock-up spaces for the use of visitors.

A bicycle storage requirement may be waived or varied in a Development Permit where, in the opinion of Council, there is no demonstrated need, such as in a congregate care facility.

2.2.4.2 Townhouse Residential

In the Townhouse Residential areas designated on "Schedule A", new buildings up to three storeys with a Floor Area Ratio of up to 0.70 may be acceptable provided the neighbours are consulted and the design responds effectively to both its site and surrounding land uses. The requirements and guidelines of Development Permit Area No. 1 apply.

2.2.4.3 Multi-Unit, Low Rise Residential

In the Multi-Unit, Low-Rise residential areas designated on "Schedule A", new buildings up to four storeys with a Floor Area Ratio of up to 1.5 may be acceptable. The requirements and guidelines of Development Permit Area No. 1 apply.

2.2.4.4 Multi-Unit, High Rise Residential

In the Multi-Unit, High-Rise residential areas designated on "Schedule A", building heights up to 12 storeys are acceptable with a Floor Area Ratio of up to 3.0. Buildings with shallow setbacks must step down to no more than three storeys at street level in order to provide an appropriate human scale along the sidewalk. The requirements and guidelines of Development Permit Area No. 1 apply.

2.2.4.5 Floathome Residential

Floathomes provide an alternative housing choice, for year-round and seasonal residents as well as visitors. Esquimalt's only Floathome community is located in West Bay, as designated on "Schedule A".

2.2.4.5.1 Floathome Residential Objectives

To encourage the retention of the West Bay Marina Floathome community as a well-managed, environmentally-responsible housing choice.

2.2.4.5.2 Floathome Residential Policies

a) Floathome owners and managers will adhere to municipal bylaws, environmental and marine safety standards set out by regulating authorities.

b) The Township requires floathome owners and managers to use sewage disposal methods that are connected to the municipal sewage system.

c) Year-round tenancies will be restricted in numbers of 50 percent of the total marina moorage and concentrated along the southern boundary of West Bay Marina.

2.3 Commercial—Mixed Land Use

Commercial activity in Esquimalt is clustered in four main groupings:

- Esquimalt Village;
- Esquimalt Road/Head Street;
- Craigflower Road/Tillicum Road; and
- West Bay Harbour.

2.3.1 General Commercial - Mixed Use Objectives

a) To create a diversified commercial and employment sector that provides a wide range of goods and services to residents of Esquimalt.

b) To foster the creation of an identifiable and vibrant Esquimalt Village that successfully integrates commercial, public and residential activity.

c) To encourage growth through revitalization and redevelopment of commercial areas.

d) To encourage a mix of ground-level commercial and upper-level(s) residential.

2.3.2 General Commercial – Mixed Use Policies

a) The Township encourages a mix of commercial and multi-unit residential developments in all commercial-mixed use areas denoted on "Schedule A". These will have commercial uses on the ground floor and residential uses above.

b) All commercial-mixed use areas are designated Development Permit Areas, as shown on "Schedule C" in order to ensure that future development and infill contributes positively to the visual and aesthetic character of its site, setting and surrounding properties.

c) The Township encourages public and private sector initiatives to improve streetscapes and accessibility for pedestrians and cyclists to all commercial areas.

d) The Township will develop signage guidelines for each commercial area, as part of design guidelines for these areas. The Township, in partnership with interested members of the community, will take the initiative to design and install entrance signage at key street locations, including entrances to Esquimalt.

e) The Township encourages the provision of amenities such as mini-parks/plazas, street furniture, public art and decorative lighting on private lands in all commercial areas. The Township is amenable to using density bonusing, or providing variances to zoning or parking regulations for redevelopment proposals.

f) To encourage the use of bicycles, provision should be made in new commercial buildings for bicycle parking for employees and visitors. Secure bicycle parking for employees should be provided in the ratio of one (1) parking space per ten (10) full-time employees with a minimum of one (1) space for each new building. In all new commercial buildings, six (6) bicycle parking spaces should be available for the use of temporary visitors.

g) End of trip facilities for cyclists such as secure bicycle parking/storage, lockers, change rooms and showers, should be provided to encourage cycling as a viable form of transportation.

h) Where all of the following criteria are met in a commercial building, Council may reduce the off-street parking requirement through the Development Permit:

   i) Two (2) or more secure bicycle storage spaces are provided;

   ii) Shower and change rooms are provided;

   iii) Six (6) visitor bicycle parking spaces are provided; and

   iv) The building is located within 200 metres of a regional bus route.

i) Lands outside the Commercial—Mixed Use designation on "Schedule A" will not be considered for commercial zoning unless the following criteria are met:

   i) The project is needed to serve tourists or local residents and cannot be appropriately located within established commercial areas;

   ii) The density and scale of the project is sensitive to the prevailing character of surrounding lands;

   iii) The project, through its exterior finishes enhances the aesthetics of the neighbourhood;

   iv) The project's parking requirements can be satisfied on-site and will not unduly affect neighbouring residences; and

   v) The proponent demonstrates that the neighbourhood has been consulted and residents have had an opportunity to express their concerns.

j) In mixed commercial and multi-unit residential developments, buildings up to 12 storeys in height and with a floor area ratio of up to 3.0 for the residential portion of the building may be acceptable.

k) Development proposals with heights and/or densities greater than those set out in Section 2.3.2 (j) may be considered, where appropriate, through variances to zoning and/or parking regulations and density bonusing of floor space where new commercial buildings provide affordable, accessible, or special needs housing units or amenities are provided for the benefit of the community.

2.3.3 Commercial Area 1: Esquimalt Village

Esquimalt Village is located along Esquimalt Road, between Constance Avenue and Joffre Street. During the public consultation for this OCP Update, there was frequent mention of the need to improve the design, landscaping and diversity of businesses in Esquimalt Village.

2.3.3.1 Esquimalt Village Objectives

a) To continue to intensify commercial usage in Esquimalt Village in order to create a more vital, diverse and attractive business area.

b) To continue to encourage private business owners to improve their premises, including landscaping that complements the Esquimalt Village beautification scheme.

2.3.3.2 Esquimalt Village Policies

a) Esquimalt Village will continue to be the principal commercial area within Esquimalt. The Township encourages a range of retail, services, professional

offices, community services, recreation, and arts / cultural uses that encourage activity throughout the day and evening.

b) The Township encourages high quality development that supports and reinforces Esquimalt Village as the main commercial, civic and recreational service centre. Designs are encouraged which incorporate a pedestrian orientation and include such features as sidewalk cafes, attractive landscaping, public art and other amenities.

c) Higher density mixed commercial/residential complexes are encouraged in Esquimalt Village.

d) Esquimalt Village should continue to provide opportunities for Esquimalt's young people, including places for activities and programs.

e) Improvements to the Esquimalt Road frontage within Esquimalt Village should encourage pedestrian use and facilitate connections to nearby public buildings and spaces.

f) Thornton Walk, which is aligned with one of the region's earliest survey lines, will continue to form an ostensible organizing axis for a north/south pedestrian link. **[Amendment Bylaw No. 2875, adopted July 11, 2016]**

g) It is the Township's intention to create a clearly defined, well-landscaped, and well-lit pedestrian network throughout the Esquimalt Village.

h) Any redevelopment of the Old Town Hall site will maintain the existing or a relocated Town Square as a community focal point.

2.3.4 Commercial Area 2: Esquimalt Road/Head Street Policies

The Head Street and Esquimalt Road area, as shown on "Schedule A", is Esquimalt's secondary commercial node. A beautification study for this area is intended to encourage redevelopment.

Although redevelopment is encouraged and the commercial activities found in this area may be similar to those of Esquimalt Village area. The Township's vision for this area is to provide services for the immediate neighbourhood.

2.3.5 Commercial Area 3: Craigflower Road/Tillicum Road Policies

The Craigflower Road and Tillicum Road commercial area, as shown on "Schedule A", is considered as a neighbourhood shopping area serving primarily the residents of the Panhandle, Gorge Vale Golf Course and the area east of Tillicum Road.

As the nearby residential areas intensify and population grows, redevelopment of this commercial area is encouraged as a mix of small shops and services, potentially with residential above.

2.3.6 Commercial Area 4: West Bay Harbour Policies

The waterfront and lands around the West Bay Harbour, as shown on "Schedule A", will function as a "marine-oriented commercial village", serving regional marine traffic, local residents and tourists. It is strongly encouraged that this marine commercial area be oriented to pedestrians and boat traffic.

2.3.7 English Inn Mixed Use

The English Inn consists of a 1.8-hectare parcel of land located in the Saxe Point neighbourhood. Originally containing only one building, constructed in 1909 as a private residence for the Slater family, the English Inn property had been developed over the years to include six buildings, most constructed during the 1950s and 1960s and representing a fanciful recreation of an English-style Tudor village, with a variety of commercial uses, staff dressed in Shakespearean costume and a "museum-like" atmosphere. However many of the buildings have fallen into disrepair as the previous concept became no longer commercially viable. Today, the English Inn exists as an important landmark in the local community and offers both tourist accommodation and event space, primarily in the main building.

This land use designation is a variation of the Commercial Mixed Use designation, intended to achieve heritage protection of the significant features and trees on the property and the main building, known at various times as The Olde England Inn, Rosemead and the Maclure House given the design by architect Samuel Maclure. This English Inn Mixed Use designation shall be interpreted to permit and encourage a mixture of commercial (tourist accommodation), residential (single, multiple, townhouse) and institutional uses (congregate care senior citizens apartments and similar), but it also allows the possibility of *only* residential uses.

Subdivision, covenants and variances to parking and zoning regulations may be considered to further facilitate protection and maintenance of the main Maclure House building concomitant with redevelopment of the remainder of the property. For example, given the land contours and existing trees and vegetation, the uses in the main heritage building itself may require some parking spaces to be provided on adjacent lands if/when the original parcel is subdivided.

2.4 Industrial Land Use

Industrial activity currently occurs in three areas of Esquimalt: Industrial Park — Devonshire/Viewfield Area, the Department of Public Works/Drydock area, and to a lesser extent, at the Imperial Oil docks south of the Work Point Barracks. Areas designated for Industrial Land Use are shown on "Schedule A".

2.4.1 General Industrial Objective

a) To encourage the maintenance and viability of an industrial sector within Esquimalt to provide for local employment and a diversified tax base.

2.4.2 General Industrial Policies

a) Lands designated Industrial on "Schedule A" will be used for industrial and accessory uses. Lands outside this designation will not be rezoned for industrial purposes.

b) All industrial areas are designated a Development Permit Area (Cross-reference: Section 9.5). Proposed development in these areas will require a Development Permit and must adhere to the Development Permit Area guidelines. The intent of

this requirement is to ensure that future development improves the overall appearance of the industrial lands, thereby helping to contribute to a more attractive community as a whole.

c) To encourage the use of bicycles, provision should be made in new industrial buildings for secure bicycle storage and parking for employees and visitors. Secure bicycle parking for employees should be provided in the ratio of one (1) space per ten (10) full time employees with a minimum of one (1) space for each new building. Each new commercial building should have six (6) bicycle parking spaces available for the use of temporary visitors.

d) Where all of the following criteria are met in an industrial building, Council may reduce the off-street parking requirement through the Development Permit:

   i) two (2) or more secure bicycle storage spaces are provided;

   ii) shower and change rooms are provided;

   iii) six (6) visitor bicycle parking spaces are provided; and

   iv) the building is located within 200 metres of a regional bus route.

2.4.3 Industrial Area 1: Esquimalt Industrial Park

Esquimalt Industrial Park is the Township's primary industrial location. For the most part, the light industrial uses in this area are small, non-polluting, and locally operated. As small business is one of the fastest growing sectors of the economy and the primary generator of employment, this area presents an excellent location for future development within the Capital Region.

2.4.3.1 Esquimalt Industrial Park Objectives

a) To encourage the growth and prosperity of industries within the Esquimalt Industrial Park.

b) To encourage the enhancement and beautification of the Esquimalt Industrial Park in order to maintain and attract value-added industries to Esquimalt.

2.4.3.2 Esquimalt Industrial Park Policies

a) The industrial-zoned lands adjacent to Devonshire and Viewfield Roads will be referred to as "The Esquimalt Industrial Park" in order to enhance and reinforce the image of a dedicated and prosperous light industrial area.

b) The zoning regulations and development permit guidelines related to the Esquimalt Industrial Park will be reviewed to ensure that regulations are reasonable and in keeping with the current land use trends within industrial parks.

c) The Township will consider innovative proposals that intensify the light industrial uses and may consider proposals for innovative live-work developments.

d) Public and private initiatives that enhance the aesthetics and identity of the Esquimalt Industrial Park will be supported.

2.4.4 Industrial Area 2: Dockyards/Old Esquimalt

The continued use of the Federal Department of Public Works' drydock for industrial purposes is encouraged. In the event that such lands are disposed of or privatized, they will remain industrial and be subject to local government bylaws and development permit guidelines.

2.4.5 Industrial Area 3: Former Oil Storage Facility (McLoughlin Point Special Use)

(Updated in 2013) The Oil Storage facility for bulk oil storage was located on McLoughlin Point along the Outer Harbour on approximately 1.37 ha of freehold property commonly known as 337 Victoria View Road and legally described as:

- PID 000-336-491 Lot A, Section 11, Esquimalt District, Plan 35322
- PID 000-336-505 Lot B, Section 11, Esquimalt District, Plan 35322
- PID 000-336-513 Lot C, Section 11, Esquimalt District, Plan 35322
- PID 000-336-521 Lot D, Section 11, Esquimalt District, Plan 35322
- PID 000-336-530 Lot E, Section 11, Esquimalt District, Plan 35322

("McLoughlin Point")

There were 17 oil tanks with maximum storage capacity of 2.5 million litres. Ships and barges delivered the fuel and oil from the Lower Mainland weekly and fuel trucks visit the site daily. In 2010, the Capital Regional District included McLoughlin Point in the regional Liquid Waste Management Plan for purposes of a sewage treatment plant, a public facility as shown on Schedule 4. Although originally supported by the Township when part of a regional distributed model whereby all member municipalities would have a small sewage treatment plant, the location for a singular facility for the entire region was met with much skepticism and opposition from the community. Additional Policies:

a) This Plan recognizes the provincial prerogative under the *Environmental Management Act,* and seeks to facilitate a variety of high technology, industrial, institutional, business and professional mixed uses of impeccable design and cohesive operation, preferably with public access primarily for educational purposes, to showcase the development and proposed sewage treatment plant to the community and world, particularly given the prominence of McLoughlin Point as the entrance to Victoria Harbour.

b) At the time of redevelopment for other uses that do not include the sewage treatment plant, any plan should be prepared in consideration of the surrounding DND lands, and to alternative uses for this site that complement and support a mixed use (including high-tech, clean industrial) redevelopment plan of impeccable design with public access.

c) The Township and proponents may consider and implement (as appropriate) the full breadth of statutory planning tools under the *Local Government Act* and *Community Charter,* as well as any other authority or agreement, to further the attributes of and achieve a place of prominence for this unique site, including to implement promises of the proponent(s), achieve high quality design and/or secure amenities for the community.

2.4.6 Temporary Commercial and Industrial Use Permits

Sections 920.2 and 921 of the Local Government Act allow an official community plan to designate areas where temporary commercial and industrial uses may be allowed and specify general conditions regarding the issuing of temporary permits in those areas.

In circumstances where a proposed commercial or industrial land use may be necessary or desirable but does not fit within the current official community plan designation or zoning, Council may consider allowing such use on a temporary basis for a period of two years. If necessary, the temporary commercial or industrial use permit may be renewed for a second two year term, however, only one renewal is permitted.

Temporary Commercial and Industrial Use Permits may only be considered after appropriate notification as required by the Local Government Act has been given.

(a) Temporary Commercial Use or Temporary Industrial Use permits may be considered and issued within Esquimalt.

2.5 Institutional Land Use

Esquimalt's existing Institutional land uses are shown on "Schedule A" and include schools, civic facilities, and houses of worship. These facilities help physically define Esquimalt and provide a social focus for its residents and visitors.

2.5.1 Institutional Objectives

a) To encourage the retention of Esquimalt's civic, faith-based and educational institutions as important components of the social fabric of the community.

2.5.2 Institutional Policies

a) Institutional uses are generally considered to be appropriate within any land use designation and need not be specifically designated on "Schedule A". However, any proposal for new institutional zoning will be reviewed in detail and assessed on its own merits.

2.6 Federal Lands

The Federal Department of National Defence (DND) owns the largest tracts of land within Esquimalt. Although these tracts are within the Township's geographical boundaries, they are not subject to municipal zoning regulations.

The municipality is interested in acquiring any DND lands which may be released for sale or redevelopment. Two areas which are currently part of the Canadian Forces Base, CFB Esquimalt but are surrounded by residential neighbourhoods are the Macaulay Point—Work Point area and the Wardroom—Hospital area. The municipality may develop a general concept plans for these areas, however, at this time, the Township does not have the authority to regulate these lands.

2.6.1 General Federal Lands Objectives

a) To encourage ongoing communication between the Township and DND regarding possible land divestitures and future land use changes.

b) Should Federal lands become available, the Township will work with DND to develop conceptual land use plans for any areas considered as possible land divestitures.

2.6.2 Area 1: Macaulay Point—Work Point

The Macaulay Point property comprises about 68 hectares (168 acres) stretching along Victoria's Harbour. The adjacent Work Point Barracks site is also waterfront property. These DND lands, the root of much of Esquimalt's early history, are now the source of much of its future potential.

The site is occupied by a number of older and more recent military structures clustered around Work Point. On the remainder of the site there are low-density married quarters for services personnel and scattered maintenance facilities. The CRD's sewage pumping station is located close to Macaulay Point.

2.6.2.1 Macaulay Point—Work Point Land Use Policies

a) Future land use on any lands divested by the federal government will be consistent with the general goals and objectives of this or any future Official Community Plan should they ever become part of the jurisdiction of the Township of Esquimalt.

b) The Township will take a leadership role in facilitating a general concept plan for the Macaulay Point—Work Point area. This plan will involve a process with DND and the community and will set out basic planning and design principles for future development.

c) Continuous public waterfront access linking Macaulay – Buxton Green Park with the West Bay Walkway and downtown Victoria will be a key planning principle in any future concept plan.

d) Should new development occur on the Macaulay Point—Work Point lands, the developer(s), not the Township, will be responsible for the additional financial impacts associated with providing off-site sewer, roads, and other infrastructure and services.

e) The development of a regional sewage treatment facility at Macaulay Point is considered to be inconsistent with the development of a future neighbourhood in the Macaulay Point—Work Point area and historically has not been supported by the Township. (Cross-reference: Section 5.1.2.3)

2.6.3 Area 2: Wardroom—Hospital Area

The Wardroom—Hospital Area comprises approximately 24 hectares (59 acres) and is occupied by the Wardroom, hospital, recreation grounds and other military structures close to Colville Road. The lands above the Wardroom have been proposed for a variety of uses over the years.

2.6.3.1 Wardroom — Hospital Land Use Policies

a) Should these lands ever become part of the Township of Esquimalt, it is envisaged that parts of this area could be redeveloped in clusters of low and medium density multi-unit housing surrounded by greenspace. If divested by the Federal government, future use of these lands will be consistent with the general goals and objectives of this or any future Official Community Plan.

b) At the time a general concept plan is undertaken, consideration should be given to a mix of housing types and densities, incorporating a variety of greenspaces. If this area is developed away from the Parklands subdivision and overlooking the golf course, the amenities of surrounding Parklands and Admirals Road residents will be protected. Also, a significant local neighbourhood park for the Parklands/ Wardroom area will be negotiated as part of any development proposal.

c) Should new development occur on the Wardroom – Hospital lands, the developer, including DND if it is the developer, will be responsible for the additional financial impacts associated with providing off-site sewer, roads, and other infrastructure and services.

SECTION 3
A HEALTHY COMMUNITY

During the planning process, the residents and business people of Esquimalt expressed their strong interest in promoting a "healthy community".

The physical environment of any community has significant impacts on the well-being of its residents, their connection to the community and its sustainability. Factors such as neighhood design, landscaping, degree of pedestrian friendliness, quality of public space, quality of public transport, availability of affordable housing, diversity of land uses, accessibility of services, cultural and age diversity, and the ability of seniors to age in place all potentially affect health and well-being.

A community is more than its natural setting and built environment, it is the people of all ages, cultures and levels of income who live, work and play there. Land use planning has an important role to play in contributing to the overall well-being of its residents and facilitating the development of communities that are safe, convenient and sustainable. Thoughtful land use planning can also support social interaction and foster community development to create a sense of place and neighbourliness.

This section of the Plan includes objectives and policies for topics where land use planning can contribute to a healthy and socially welcoming community.

3.1 Healthy Community General Objectives

To work towards achieving a healthy community that provides:

- Adequate green space, including play areas and natural areas;
- Pedestrian-friendly, quality public spaces;
- Good public transport and transportation choices;
- Safety for people and security for property;
- Quality housing that meets the accessibility and affordability needs of the community;
- Diversity of land uses;
- Accessible public services;
- Cultural diversity, community interaction and involvement;
- Age diversity and the ability of seniors to age in place;
- Child/youth service infrastructure; and
- Business diversity and medical services infrastructure.

3.2 Heritage

Heritage features, including buildings, trees, First Nations cultural features, natural areas and viewpoints are important community amenities that give the community a "sense of place". Esquimalt's history is closely associated with, and shaped by, the ocean, which almost surrounds the community. No point in Esquimalt is further than 1.6 kilometres from saltwater.

There are many buildings in Esquimalt that represent the style of a period in the Township's settlement history. Examples of heritage architecture can be found throughout Esquimalt. Because of their size, and cost of upkeep, it is not always financially possible to maintain them as single-unit dwellings. The challenge is to find new ways to assist in their preservation and rehabilitation. There are 12 properties designated as municipal heritage buildings and one — St. Paul's Anglican Church — is also under consideration as a National Heritage site.

3.2.1 Heritage Policies

a) The Township encourages the recognition and adaptive re-use of heritage structures, provided that the essential character of the building or site can be maintained.

b) The Township strongly encourages the preservation and adaptive reuse of heritage resources located on DND property.

c) The preservation and adaptive reuse of historic sites, including military heritage sites, buildings, features, trees, natural areas and viewpoints, is considered to be an amenity to the community and, as a result, the municipality may consider the use of density bonus zoning, bylaw variances and tax credits to encourage the retention of such amenities.

d) When redeveloping heritage sites or buildings, the owners are encouraged to do so in a manner that is respectful of the character and significance of the site.

e) This plan encourages the municipality to work with the development community and owners of heritage structures to find innovative solutions that will permit change to occur while minimizing its impacts upon sites' heritage value.

f) The Township will assist in the development of the heritage signage strategy.

g) The Township will update the 1996 Heritage Management Plan, including provisions for a heritage registry and a commitment to maintain a heritage inventory. The updated Heritage Management Plan will provide guidance to Esquimalt's decision makers respecting heritage conservation and preservation.

3.3 Housing

Esquimalt is one of Greater Victoria's most attractive and affordable communities, for both home owners and renters. Affordable housing is central to community livability and is *not* synonymous with social housing or low-income housing. Housing may be affordable whether or not it involves a government subsidy.

Home ownership has benefits to the homeowner and to the community as a whole. Some of the benefits include a sense of pride and community, security of tenure, increased control over residential environment, ability to build equity, and increased investments in homes through renovation.

Rental housing also meets the needs of many people — military personnel, students, people not interested in owning a home and those who cannot realistically afford home ownership. Regrettably, some rental projects and individual homes have been poorly maintained and managed, resulting in a reaction by residents towards any addition of affordable rental housing stock. Affordable housing initiatives in the future should, therefore, focus on improving the quality of affordable housing and finding ways of providing alternatives to the "low-cost apartment block".

3.3.1 Affordable Housing Objectives

a) Encourage a range of housing by type, tenure and price to ensure that people of all ages, household types, abilities and incomes have a diversity of housing choice in Esquimalt.

b) Involve the real estate community, non-market housing providers and other community interests in helping to develop and maintain well-managed, attractive, affordable housing in Esquimalt.

3.3.2 Affordable Housing Policies

a) Affordable housing will be provided by the private market and the non-profit housing sector. Partnerships between private, public or non-market housing providers will be encouraged. These might include innovative approaches such as limited equity, rent-to-own, and mixed market and non-market projects.

b) Special needs housing and non-market housing are integral components of residential areas and are encouraged. This housing should be dispersed throughout Esquimalt, rather than focused within a single area.

c) In the design and placement of new affordable housing, adaptable housing or special needs dwelling units, the following guidelines should be carefully considered:

- Integrate sensitively into the fabric of the community, considering the visual and social impact on the neighbourhood;
- Avoid spatial concentration of these forms of housing; and
- Avoid large complexes and, if possible, mix them with different types of housing.

d) The Township recognizes the need for affordable family housing and will support partnerships that will address this need. Where housing is proposed for families, it should provide following:

- o Dwelling units should be designed to create a sense of neighbourhood with sufficient unit entrances at street level to provide 'eyes on the street'.
- o Dwelling units for families should be designed to include private indoor and outdoor storage areas.
- o Family-oriented developments should provide appropriate amenities such as outdoor play areas for young children, well-separated from traffic circulation and parking areas, and outdoor recreation areas for youth.

e) In order to enable citizens to "age in place", the Township supports the provision of a range of seniors' housing and innovative care options in mature and new residential areas. This may include such facilities as Abbeyfield group housing, assisted living projects, and residential complex care facilities. Proximity and accessibility to services and amenities are encouraged.

f) The Township has an interest in ensuring that affordable housing is given consideration by proponents of projects of a significant size. This will be reviewed and discussed on an application-specific basis. Affordable housing may be required on-site or in the form of a cash dedication to the Capital Region's Housing Trust Fund.

g) The Township may consider bonus density floorspace, parking relaxations or other development variances where a development proposal includes affordable or special needs housing. This may apply to both market and non-market housing, and mixed-use proposals. A "housing agreement" may be entered into between the Township and the owner, and registered on the land's title.

h) The Township is concerned with the potential impact or displacement of tenants where there is an application for conversion or redevelopment of rental housing. In these instances, the applicant will submit a plan indicating how tenants' concerns will be addressed, including the potential of compensation or assistance with relocation.

i) To the extent available under the Community Charter, the Township will consider giving tax exemptions to build/convert housing that provides affordable rental accommodation. This will include upgrading the current stock of sub-standard, low-cost, multi-unit projects.

j) The Township will work in co-operation with the provincial and federal governments, the real estate community, social service agencies, faith-based organizations, service clubs and other community resources to provide affordable housing and support services for seniors, the frail elderly and other special needs groups.

k) In the event that local government's land holdings are to be sold, subject to their suitability for housing, the Capital Region's non-market housing providers will be approached to determine whether any of these providers have an interest in these lands for affordable or special needs housing.

3.3.3 Secondary Suites Policies

Secondary suites, which are often referred to as illegal or in-law suites, are prevalent throughout Esquimalt and meet the shelter needs of many people, particularly individuals and single parent families. While the exact number of secondary suites is not known, some housing analysts estimate that there are suites in approximately one in every seven single-unit homes throughout the region as a whole. Many secondary suites in Esquimalt pre-date the current zoning regulations; however, most have likely been established without approvals and are technically "illegal". Esquimalt is no different in this regard than other municipalities in the Capital Region. Due to the increase in property prices, the income generated through a secondary suite is often necessary to afford house ownership.

Many BC municipalities have adopted secondary suite policies and programs in the interests of both tenants and home owners. The BC government and Canada Mortgage and Housing Corporation have taken several steps to make it easier to build / renovate secondary suites.

New policies concerning secondary suites will include the following:

a) Subject to safety and other performance criteria, one secondary suite is considered appropriate within a single-unit dwelling, in zones which permit such use.

b) Secondary suites are not acceptable in two-unit dwellings (i.e. duplexes), townhouses or other multiple family units.

c) In the interests of maintaining the overall appearance and character of Esquimalt's neighbourhoods, there are limits on the size of secondary suites, on the size of the suite relative to the primary dwelling unit, to the number of off-street parking spaces required and other matters as controlled by the Zoning Bylaw.

d) All secondary suites are subject to the Zoning Bylaw, Building Bylaw and the BC Building Code. Existing suites that are found to be non-compliant with any of those regulations will be required to upgrade. If an upgrade is not undertaken, or the suite cannot be made compliant, in the interests of safety it will be closed.

e) All suites whether new or existing must be registered with the Township of Esquimalt.

f) The Township will encourage the upgrading of poorly maintained two-unit projects (i.e. a single family residence with a secondary suite), through enforcement of the Maintenance of Property Bylaw.

g) Property owners are encouraged to provide well-lighted entries and pathways leading to any secondary suites.

3.4 Public Art

The guiding principles, goals and policies related to public art are identified in full in Esquimalt Public Art Policy (adopted by Council 15 July 2002).

3.4.1 Public Art Policies

a) For municipal capital projects with high visibility and public impact, the funding strategy shall be a "Percentage of Construction" of 1.25% of the total construction/renovation costs.

b) For private sector projects, the Township encourages the inclusion of artworks in new and existing developments, gifts of artwork to the municipality, sponsorship of art production, and partnerships with artists and community groups.

c) Gifts and donations of artwork are accepted according to municipal donation policies and procedures. The Township may consider tax credits or density bonus zoning for the installation of art that is publicly displayed in private or civic spaces.

d) Where a significant artwork which would be visible or accessible to the community is to be incorporated into a development, that artwork may be considered an amenity which could, with council approval, qualify for an increase in permitted density.

3.5 Community Events

3.5.1 Community Events Policies

a) The Township encourages initiatives and partnerships to facilitate community events.

b) Council will support and promote leadership in community events related to arts, culture, heritage and other community interests.

3.6 Smart Design and Construction

There is a growing awareness that many of the negative impacts of population growth can be minimized if more environmentally sustainable planning, design and construction methods are employed. In attempting to reduce humanity's overall impact upon the earth and its finite resources, new methods of planning and building our communities must be found and implemented.

Smart design can also address issues related to personal and property security. Crime Prevention Through Environmental Design (CPTED) is a well-established program that encourages designers of buildings, parks, and streetscapes to incorporate measures that successfully minimize or preclude crimes.

3.6.1 Smart Design and Construction Policies

One way in bringing smart design into our community is by following guidelines similar to those of the Leadership in Energy and Environmental Design [LEED] established for commercial buildings. The LEED rating system is a tool for assessing a buildings'

sustainability, water and energy efficiency, conservation of materials and resources and indoor environmental quality. Details of the LEED program are found in Appendix E.

a) The Township encourages developments that use "green technologies", of which LEED is one example, and encourages design teams to explore innovative methods of construction, reducing impervious areas and using nature-scaping where feasible.

b) The Township encourages the use of sustainable technology in the design of all new buildings whether commercial, multi-unit residential, institutional or residential.

c) The design of new buildings, including areas used for parking, should incorporate Crime Prevention through Environmental Design (CPTED) principles and measures.

3.7 Public Service Facilities

There is a range of public service-oriented institutional facilities, such as health services, schools and child care facilities, seniors and youth services and emergency services, library services and places of worship and civic uses that contribute to the amenities and social fabric of Esquimalt.

Established public facilities [schools, parks, municipal hall, library, waste treatment sites, recreation and sports centres] are shown on Schedule D.

3.7.1 Health Services Policies

Esquimalt has a number of health service facilities located in the community. With respect to the aging population and growing retirement sector in the community, there is a growing need for health and support services.

a) Encourage health services and wellness-related businesses to locate in Esquimalt Village.

3.7.2 Schools and Child Care Facilities

Esquimalt is home to two elementary schools — Lampson and Macaulay, one middle school — Rockheights, plus the Esquimalt High School and L'Ecole Victor Brodeur. L'Ecole Brodeur, which is operated by Conseil Scolaire Francophone de la C.B., contains kindergarten through grade 12 and also functions as centre for the francophone community.

During the next five years it is not anticipated that additional school sites will be needed within Esquimalt. However, if plans develop for a new neighbourhood using the DND lands at Macaulay Point—Work Point, a review of school needs will be required.

3.7.3 Seniors' Services Policies

A Seniors Activity and Community Centre is located within the Esquimalt Recreation Centre that offers a wide variety of programs. Other senior services are offered through the Esquimalt Neighbourhood House and the Esquimalt Royal Canadian Legion.

a) Encourage a senior-friendly infrastructure and community environment, including medical and support services, an accessible trail system, public transit and recreational opportunities for seniors.

3.7.4 Emergency Services Policies

The Esquimalt Emergency Program is made up of Township staff, protection services (police, fire, ambulance) and volunteers. Volunteers provide assistance on Communications, Emergency Social Services, Neighbourhood Emergency Preparedness Program and Training.

a) The Township has established a municipal emergency program as a corporate priority and is actively working towards ensuring the municipality is capable of responding to an emergency.

3.7.5 Library Services Policies

The new Esquimalt Branch of the Greater Victoria Public Library opened in 2003 as part of the Esquimalt Civic Centre. This 800 m^2 [8,600 sf] one-level facility is an excellent community asset.

a) Esquimalt recognizes the important role the library plays in the community to provide education and learning facilities. The Township supports the development/expansion of library services within the community of Esquimalt, depending on community needs.

3.7.6 Places of Worship Policies

There are a number of churches and places of worship located within Esquimalt that contribute to the community services network and provide a wide range of programs and activities, including day care, community outreach and various recreational activities, and community events.

a) Esquimalt recognizes the valuable role places of worship play in the community and continues to support the development of facilities in accordance with local community needs.

3.7.7 Public Accountability — Local Government Policies

a) The Township will use budget presentation practices that improve Council's and the community's understanding of the Township's financial position and financial practices.

b) The Township will continue to ensure that information is readily available to the public via the municipality's web page, including discussion of community issues, municipal zoning information, municipal documents and maps, information on community events, and Council's activities and public meetings.

c) The Township will develop a newsletter describing issues, activities and programs and make it available to all residents.

3.7.8 Wastewater Treatment Plan & Related Facilities

In the latter 2000s, future facilities included consideration of a decommissioned McLoughlin Point as a small sewage treatment plant whereby each municipality in the region would have a liquids only treatment facility and marine outfall. In 2010, the Capital Regional District (CRD) included McLoughlin Point in the Liquid Waste Management Plan for purposes of a singular regional sewage treatment plant, and subsequently sought amendment to the Plan and the Zoning Bylaw, emphasizing the provincial prerogative under the *Environmental Management Act.*

McLoughlin Point, as proposed in 2013, is too small to accommodate all of the components necessary to treat the volume of sewage required under Amendment 8 to the Liquid Waste Management Plan, therefore, the CRD identified Hartland Landfill as the location of a Biosolids Energy Centre for sludge treatment. In 2013, it purchased a property in the Township's Viewfield Industrial Park, in close proximity to residential uses, but has not yet formally sought approval for such facility, either from the Township or the Province. Sludge treatment in proximity to residential uses is strongly discouraged, as an affront to an established residential community, nearby businesses and schools, including for the negative health, safety, risk and other considerations identified in the CRD-commissioned reports.

SECTION 4
A CONNECTED COMMUNITY — TRANSPORTATION

Transportation issues, whether within Esquimalt or as part of the regional network are critical to our community's ongoing sustainability. This section sets out a variety of transportation issues within our community, including roads, parking, public transit, cycling and walking, and how we connect to the regional network.

- To improve mobility and access for local travel and to adjacent municipalities.
- To minimize intrusion of major traffic flows into neighbourhoods.
- To promote the safe use of the road network by pedestrians and bicyclists.
- To improve the network and infrastructure for safe cycling;
- To provide convenient routing for transit service, together with good local access routes for pedestrians to transit service, particularly in higher density areas, parks and recreation facilities.
- To avoid or mitigate the negative impacts of parking on aesthetics, livability, and the environment.
- To ensure the continued availability of sufficient parking.

4.1 Roads

Esquimalt's road system serves a variety of purposes and users. In addition to allowing residents to move between their homes, places of work, shopping and recreational facilities, it is also part of a larger regional network, which provides for the movement of private and commercial vehicles, as well as DND traffic.

4.1.2 Roads Policies

a) Major Roads and Residential Collector Roads are shown on "Schedule B". All roads not highlighted on "Schedule B" are designed to serve local traffic only.

b) Craigflower Road and Esquimalt Road will continue to serve as the municipality's principal east/west through-traffic routes. Through-traffic will be encouraged to use these routes rather than local streets.

c) Encourage multi-modal street design and accessibility for pedestrians, cyclists, transit users and motorists.

d) All roads, including all major collector roads, should become bicycle-accommodating.

e) The Township is pursuing potential funding from other levels of government in order to assist with improvements to Craigflower Road.

f) Major and local roads within Esquimalt are considered to be a "community resource" for the benefit of all users of the road. They increase opportunities for personal communication and interaction among residents/businesses of the community and are not simply conduits for "efficient" motor vehicle travel.

g) Pedestrians' and cyclists' needs and neighbourhood amenities will be taken into consideration in designing road improvements. There is minimal additional cost to construct a road to "bicycle friendly" and "pedestrian friendly" standards.

h) As the Township rebuilds or improves roads, consideration will be given to accommodating cyclists, pedestrians and motor vehicles in the interests of road safety.

i) The Township will consider the development of neighbourhood transportation plans where traffic issues are problematic. The use of traffic calming measures may be considered. Where a neighbourhood transportation plan is prepared, there will be full involvement of neighbourhood residents/businesses and other stakeholders.

j) The Township uses a pavement management system as a guide to ensure the cost-effective upgrade and maintenance of all roads.

k) The Township encourages public and private road safety and road revitalization initiatives. As resources allow, the Township commits to an ongoing maintenance program and timely responses to maintenance requests.

4.2 Public Transit

Esquimalt is well served by frequent transit service and is one of the region's highest transit users. Regular bus service is provided on all major routes. This system creates alternatives to vehicular travel and allows for the more efficient and appropriate allocation of land use along the transit corridors, creating transportation savings and more lifestyle options for residents of Esquimalt.

4.2.1 Public Transit Objectives

a) To encourage increased use of the public transit system.

b) To explore the viability of increased passenger ferry service.

4.2.2 Public Transit Policies

a) The Township strongly supports the enhancement of the public transit system, especially bus transportation.

b) Development of an improved municipal bus shelter program is required, as is the support of municipal bus shelters by advertising businesses.

c) The Township supports expanding public transit through the use of mini-bus service to areas that have a high proportion of seniors.

d) The Township supports further discussion and study of a publicly-funded passenger ferry between West Bay and Victoria's Inner Harbour. This ferry should also provide for the opportunity to transport bicycles, child strollers and wheelchairs.

4.3 Cycling

Cycling as a means of commuting to work, shopping or simply riding for pleasure has grown in popularity, despite the general unfriendliness of the current streetscape in the Region. Most CRD communities are taking steps to make cycling safer and encourage it as an alternative to the motor vehicle.

4.3.1 Cycling Objectives

a) To encourage increased use of cycling for recreational and commuting purposes.

b) To encourage motorists to be more aware of, and tolerant towards, cyclists.

c) To ensure that new developments consider the inclusion of bicycle facilities.

d) To ensure cycling infrastructure meets safety standards.

e) To evaluate and redesign the Lyall Street bikeway.

4.3.2 Cycling Policies

a) The Township will use current "best management practices", the CRD Regional Transportation Strategy and UVic's Bicycling Strategy to provide guidance on decisions regarding the expansion and improvement of Esquimalt's cycling infrastructure.

b) The Township commits to assisting in the CRD's targets of achieving a minimum cycling mode-share of 15 percent for journey-to-work trips by 2026.

c) The Township supports the recommendations of the past Esquimalt Cycle Advisory Task Force. The Task Force's recommendations are grouped into six topics:

d) Give bicycling a presence and profile at City Hall;

e) Promote bicycling as a viable transportation alternative;

f) Incorporate bicycle friendly guidelines into road design guidelines;

g) Focus on a "core network" of on-street and off-street routes;

h) End-of-trip facilities to enhance the bicycle network; and

i) Funding strategy

j) The Township will use the Bicycle Network Plan 2001[6] to provide guidance on decisions regarding Esquimalt's cycling network, including the design and construction of a connector to the Galloping Goose Trail using the E & N rail right-of-way.

4.4 Walking

The Capital Region enjoys a relatively mild climate, making it conducive to walking throughout most of the year. In Esquimalt, where shopping, services and parks are close to residential areas, walking for pleasure and walking with a destination are increasingly popular. In addition to the policies of this sub-section, reference should be made to Section 6 for complementary policies related to trails.

4.4.1 Walking Objectives

a) To encourage an increase in walking as an alternative to motor vehicles.

b) To continue to develop and maintain a safe, pleasant environment for walking in Esquimalt.

4.4.2 Walking Policies

a) The Township encourages pathways and laneways that promote safe pedestrian travel, in new private developments and in the public realm.

b) As resources allow, the Township commits to improvements to existing sidewalks, street furniture, crosswalks and other street amenities to make walking a safer choice for people of all ages and abilities.

c) The Township will complete an inventory of sidewalks and develop a process for prioritizing new sidewalk construction, including the tie-in to the CRD's Blue and Green Spaces Strategy.

[6] Corporation of the Township of Esquimalt. *Bicycle Network Plan 2001*.

d) In Esquimalt Village, special consideration will be given to the pedestrian environment, ensuring that pedestrians, rather than motor vehicles, are given priority.

e) The Township will undertake a study of pedestrian use in residential neighbourhoods to determine what improvements may be needed to encourage more walking. Ideally, residents should be able to walk safely to commercial areas within 10 minutes.

f) Additional planting and ongoing maintenance of trees along the public boulevards of roads will reinforce the role and value of sidewalks as public greenways.

g) As a general policy, outside normal maintenance programs and the installation of mobility ramps at intersections, new sidewalks will continue to be funded on a local improvement basis by the owners and developers of properties abutting the right-of-way.

4.5 Rail Corridor

The Esquimalt and Nanaimo (E & N) Railway, which runs from Victoria to Courtenay on Vancouver Island, was built by Victoria coal baron Robert Dunsmuir to support a thriving coal and lumber industry and the Royal Navy base at Esquimalt. The Victoria to Nanaimo portion was completed in 1888 and extended to Lake Cowichan, Port Alberni, Parksville, Qualicum Beach and finally Courtenay by 1915. At its peak of operations, the line had 45 stations on the main line, eight stations on the Port Alberni Line and 36 stations on the Cowichan Line. As roads improved, the passenger and freight use of the line declined precipitously, resulting in much reduced service.

In 2002, the Township, in conjunction with the City of Victoria and the Town of View Royal, commissioned a study of the E & N Railway right-of-way as it traverses Esquimalt — approximately 8.5 kilometres — to determine a conceptual design for multiple uses of the rail corridor. The outcome of the study was the comprehensive *West Side Rail Trail Report.* The primary conclusion was that a multi-use trail within the rail right-of-way is feasible.

Since that time, the Island Corridor Foundation (ICF) has assumed control of the E & N right of way. The Township will work with the ICF to plan and develop a multi-use trail within the rail corridor.

4.5.1 Rail Corridor Objectives

a) To encourage multi-use of the E & N rail right-of-way.

4.5.2 Rail Corridor Policies

a) The Township supports continued use of the rail line for passenger and freight services, and possibly, future light-rail transit.

b) The Township supports multi-use of the rail line right-of-way to accommodate walking and cycling as an extension to the CRD's Galloping Goose Trail and, in conjunction with other municipalities and community organizations, will investigate funding for its implementation.

4.6 Parking

4.6.1 Parking Objectives

a) To ensure there is on-site parking associated with all land uses.

b) To avoid or mitigate the negative impacts of parking on aesthetics, livability and the environment.

4.6.2 Parking Policies

a) The Township will review and amend the off-street parking bylaw to encourage shared parking, bicycle-parking facilities and to ensure that current standards are appropriate.

b) The Township will update the parking requirements for Esquimalt Village, including reducing on-site space requirements for new developments that demonstrate how the development positively relates to the public transit system.

c) The Township will consider the costs and benefits of municipally-managed parking lots in Esquimalt Village.

d) The Township will explore further opportunities for on and off-street public parking in the vicinity of the West Bay waterfront so as to ensure that local residential streets are not overburdened by West Bay's commercial uses.

SECTION 5
A WELL-SERVED COMMUNITY — SERVICES AND UTILITIES INFRASTRUCTURE

5.1 Services

Several different service providers own and maintain services and utilities to Esquimalt's residential properties and businesses.

- The Township provides the sanitary sewage collection system and the storm water collection system.
- The City of Victoria provides the water distribution system.
- The CRD provides trunk sewer services and sewage treatment.
- Utilities such as power, communications, fibre optic and cable networks may be provided by public or private companies.

Esquimalt's sanitary and storm water collection systems provide service throughout the municipality, through infrastructure located within the road network and rights of way.

5.1.1 Services and Utilities Infrastructure Objectives

a) To set high standards for utilities and services, for existing neighbourhoods and new developments.

b) To require all utility services to individual properties to be located underground when new development or redevelopment occurs.

5.1.2 Services and Utilities Infrastructure Policies

a) The Township will investigate Development Cost Charges and other potential financing measures to assist in paying for the costs of road and underground infrastructure upgrading required by new developments that increase density.

5.1.2.1 Sanitary and Storm Sewer — Policies

Esquimalt's aging sanitary sewer system has been adequate to respond to the current population. However, the capacity of the system will likely have to be increased before major developments can be considered. During the past several years, the Township has made improvements to the sanitary sewer system to address the problems of inflow and infiltration of rainwater and groundwater that had reduced the system's capacity to handle sewage.

a) The Township will continue to address the problem of an aging storm and sanitary sewer system through a programmed, cost-effective upgrading program.

b) The Township will take such reasonable steps as are necessary to repair or replace the sanitary sewer system where its condition may result in sewage pollution into the storm drain system or directly into a body of water.

c) Regional initiatives to control the deposition of pollutants at their source into the sanitary sewer system are supported and encouraged.

d) The Township is a partner in the CRD Core Area Liquid Waste Management Plan that guides municipal decisions respecting source treatment, with the goal to eliminate chemicals from industrial and residential effluent at the source.

e) The Township will consider a review of the Storm Drain Bylaw in conjunction with the CRD Best Management Practices in order to provide up-to-date and regionally consistent regulations related to storm water management and the use of natural methods to reduce reliance on the piped system.

5.1.2.2 Waterworks System

The water system in Esquimalt is owned and managed by the City of Victoria, which charges residents and businesses on a usage basis.

5.1.2.3 Sewage Treatment — Policies

The Capital Regional District [CRD] operates a regional trunk sewer collection system, which currently pumps sewage from the Macaulay Point Pump Station. This site, together with a large upland area, has been proposed as a site for an eventual Regional Sewage Treatment Plant. The Township is of the view that a large facility at this site would have a negative impact on the community and significantly limit/impact the redevelopment potential of the DND lands. The Township will continue to encourage investigation of innovative sewage management practices within the CRD.

a) The current use of Macaulay Point sewage pumping and screening facility, located on a 0.34 ha (.83 acre) site is acknowledged.

b) Minor expansion of the current pumping and screening facility may also be considered to address effluent volume increases. However, the Township opposes the use of this site for a regional multi-stage sewage treatment plant.

c) Subject to its jurisdiction, the Township will not approve a bylaw that will have the effect of authorizing the use of lands in and around Macaulay Point for the purposes of a Regional Sewage Treatment Facility.

d) As a member municipality of the CRD, the Township will work with the CRD to investigate a more appropriate location for a Regional Sewage Treatment Facility than Macaulay Point.

5.2 Utilities

5.2.1 Utilities Policies

a) Underground wiring for hydro, streetlighting, telecoms and cable is required for all new subdivisions and infill development in Esquimalt.

b) In all new on-street electrical installations, the use of underground utilities, including high-speed internet, is strongly encouraged.

c) The inclusion of underground conduit will be considered before any major road reconstruction takes place, even if a utility is not to be installed in the immediate future.

d) As resources allow, in the interests of upgrading Esquimalt's overall image, the Township will consider the conversion of overhead hydro lines to underground wiring.

SECTION 6
A GREEN AND BLUE COMMUNITY — PARKS, TRAILS AND RECREATION

Thirteen percent of Esquimalt's total land area is recreational land, which includes municipal parks, school fields, DND fields, and golf courses. There are 25 Municipal Parks that vary in size from as small as regular residential lot sizes to as large as Esquimalt Gorge Park with approximately 110,000 m^2 (27 acres). Parkland and playgrounds make up seven percent of the total land base.[7]

This system of public parks serves the current population well; however, as the population of Esquimalt increases, consideration will be given to securing additional lands and/or enhanced public recreational opportunities.

6.1.1 Parks, Trails and Recreation Objectives

a) To maintain a linked series of parks, open spaces and facilities that provide residents and visitors to Esquimalt with a range of opportunities for active and passive recreation.

b) To ensure that Esquimalt's system of parks and open spaces is consistent with the CRD's Green Blue Spaces Strategy[8].

c) To provide opportunities for public access to the saltwater shoreline, including that of the Gorge Waterway, by continuing to acquire land or easements.

d) To maintain and enhance the urban forest, street trees and remnant natural areas.

e) To maintain water views and public access to saltwater where appropriate and in a way that minimizes impact to native vegetation and the shoreline habitat.

6.1.2 General Parks, Trails Recreation Policies

a) The Esquimalt Parks and Recreation Strategic Plan[9], adopted by Council in 2003, will be used to provide guidance on municipal decisions respecting parks and recreation services.

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[7] Esquimalt Parks and Recreation, David Speed 2004 Figure prepared by Esquimalt Parks and Recreation Department in 2005

[8] Capital Regional District. Green and Blue Space Strategy. 2002.

[9] Township of Esquimalt. Parks and Recreation Strategic Plan. Final Report. Prepared by Yates, Thorn and Associates. January 2004.

b) This OCP supports initiatives of that plan, including:

c) Recreational access to the waterfront from West Bay to Macaulay Point;

d) Public ownership of the Gorge Waterway shoreline;

e) Increasing the parks budget; and

f) Reducing the deficit of the Archie Browning Sports Centre.

6.1.2.1 Parks — Policies

a) The Township will continue with the Esquimalt Gorge Park 10-year Management Plan and Stream Restoration. This Plan, prepared in 2003, provides guidance on municipal decisions respecting Esquimalt Gorge Park.

b) Facilities proposed include an upgraded parking lot, revitalized Japanese garden, picnic shelter and tables, a play park, a multi-purpose service building, and a relocated playground.

c) A new pedestrian bridge across the Gorge connecting to Gorge Waterway Park in Saanich is also proposed.

d) As growth occurs, the Township will consider and may use the following measures to obtain and improve public parks as part of the development process:

e) A parkland acquisition and improvement Development Cost Charge in accordance with the provisions of the Local Government Act;

f) Dedication of parkland, or cash-in-lieu of parkland, as a condition of subdivision in accordance with the provisions of the Local Government Act; and

g) Density-bonusing as part of the rezoning or development permit process.

h) As the Parklands and Panhandle residential areas lack neighbourhood parks, when vacant land in these areas is subdivided or redeveloped, the municipality should acquire a suitable site for a neighbourhood park.

i) The Township intends to develop a Development Cost Charge [DCC] Bylaw to require the payment of development cost charges for park land acquisition and improvement – that Bylaw may require payment of such DCCs at the subdivision or building permit stage where lands proposed to be rezoned to higher residential densities are not subject to the normal park dedication requirement.

6.1.2.2 Trails and Waterfront Walkways — Policies

a) The Township's long range goal is to maximize public access to the Gorge Waterway and to connect existing parks and greenspaces where possible. Where properties are proposed for redevelopment which involves rezoning or subdivision, the municipality will endeavor to secure park dedication or access easements for parkland, public access or ecological restoration along the Gorge Waterway.

b) The Township recognizes that privately-owned small docks and floats have been built along the Gorge Waterway and are enjoyed by their owners. These should continue to exist.

c) When constructing waterfront walkways, to the extent possible, the Township will ensure that indigenous coastal vegetation and intertidal habitat [eelgrass, clam beds, rocky shorelines and mudflats] are retained and protected.

d) The Township supports the continued usage of the Westsong (West Bay) Walkway as a scenic pedestrian linkage to the City of Victoria.

e) The Township supports, in principle, a pedestrian connection through Gorge Vale Golf Course. Should portions of the golf course ever be redeveloped to residential use, the municipality will work with the developer and the Golf Course to determine where a trail may be feasible.

6.1.2.3 Recreational Facilities — Policies

The Township will, as resources allows, undertake a review of the Sports Centre in order to:

a) Identify and review options including funding opportunities;

b) Identify alternate funding opportunities, Federal/Provincial Infrastructure Funding, 2010 funding; and

c) On a continuing basis, the Township will review the quantity and breadth of recreation programs being provided by the municipality to ensure they are meeting the current and emerging needs of Esquimalt residents of all ages and abilities.

6.1.2.4 Other — Policies

a) The Township supports a balance of shoreline uses, including the protection of natural areas and providing public access and recreation opportunities.

b) The Youth Development Strategy 2005-2009[10], provides guidance on municipal decisions regarding recreational infrastructure for youth.

[10] The Township of Esquimalt Parks and Recreation. Youth Development Strategy. 2005.

SECTION 7
RESPECTING OUR NATURAL SETTING — ENVIRONMENT

Most of the land area, and a very significant portion of the waterfront, within Esquimalt has been altered and developed over the past 150 years. As a result, there are few truly natural environments remaining. The current challenge is to attempt to avoid new negative impacts and, as resources allow, ameliorate negative impacts of past practices on the natural environment.

The Township is particularly concerned that the depletion and removal of overhanging vegetation along fish-bearing waters such as the Gorge has resulted in a loss of native habitat supportive of fish and wildlife.

7.1.1 Environment Objectives

a) To balance the need for development with the need to protect and maintain a healthy environment.

b) To identify, protect and enhance environmentally sensitive aquatic areas and shoreline habitats as well as terrestrial areas.

c) To encourage public stewardship of natural areas on private lands, with particular care and concern for Garry Oak habitats and the Gorge Waterway and marine shoreline.

d) To preserve and enhance the scenic and environmental values of the marine shoreline and the Gorge Waterway.

e) To ensure that the natural environmental features and functions are appropriately considered during subdivision, rezoning and development permit processes.

f) To control or remove invasive plant species in natural areas.

7.1.2 Environment Policies

a) All fresh and saltwater bodies within Esquimalt are designated "Water Areas" on "Schedule A". Areas currently leased or otherwise dedicated for marina or harbour uses by the federal or provincial governments are recognized by this OCP as appropriate; however, all other water surfaces within the Water Areas designation will be limited to the following uses:

- Passive-recreational activities, which includes bird watching, nature appreciation, walking, canoeing, kayaking, fishing from the shore;
- Natural habitat conservation works;
- Public park facilities; and
- Private docks authorized by Provincial or Federal lease and zoned for dock purposes.

b) The Township supports the stewardship and rehabilitation of previously damaged natural environments through the development process, private initiatives and through public and non-profit society initiatives.

c) Provincial and regional resources such as the Victoria and Esquimalt Harbours Environmental Action Program & Harbours Ecological Inventory and Rating Project (VEHEAP) are important resources to provide guidance on improving the environmental quality of the harbour areas. Other resources which may be consulted include:

- Conservation Data Centre [BC Ministry of Environment]
- Sensitive Ecosystems Inventory [BC Ministry of Environment]
- Greenways Inventory [Victoria Natural History Society]
- Natural Areas Atlas [Capital Regional District]
- Harbours Atlas [Capital Regional District]

7.1.2.1 The Gorge Waterway — Policies

The Gorge Waterway is a unique geographic feature, which merits sensitive treatment and attention. The shore and upland areas along the Gorge are highly visible from both sides, and from the waterway itself. Aesthetics, fish and wildlife habitat, water quality, public access and recreation are all issues which need to be addressed in planning for new waterfront development.

The Gorge provides habitat for various species of fish, shellfish, mammals, upland birds and waterfowl. Loss of aquatic habitat has occurred through gradual infill of the Gorge, which has had the effect of reducing the area and volume of water available.

Loss of habitat has also occurred due to the construction of vertical retaining walls, which inhibit the movement of animals between the shore and the water. The reduction in the amount of vegetation along the shoreline reduces the flora, which aquatic creatures rely on for food as well as resting and breeding areas. In addition to aquatic animals, small mammals, birds and waterfowl rely on the vegetation in the inter-tidal zone.

There are a number of privately-owned small docks and floats along the Gorge Waterway. These also have some impact on the waterway and shoreline environments.

a) The Gorge Waterway and adjacent lands is designated as a Development Permit Area No. 4 (Cross-reference: 9.6) in order to better protect the environmental integrity of the Gorge.

b) The Township will review and update the requirements and guidelines of the Gorge Waterway DPA; however, in the interim, the requirements and guidelines of DPA No. 4 apply.

c) The planting of native species and removal of invasive plant species is encouraged in order to return as much of the shoreline of the Gorge as possible to a more natural state.

d) The use of landfill, pesticides or herbicides on lands adjacent to the Gorge is strongly discouraged.

e) Programs to inform the public about the harmful effects of pesticides, herbicides, land filling and residential pollution into storm drains are encouraged as are those which inform residents on the removal of invasive plant species, naturalization of the shoreline and the creation of wildlife habitat.

f) The owners of small privately-owned docks and floats are encouraged to undertake improvements that will minimize the impact of these facilities on the natural habitats of the waterway and shoreline.

g) The reduction of impervious surfaces that contribute to increased run-off into the Gorge Waterway is encouraged. This may be achieved through the use of permeable paving materials, storm water retention, and collecting or diverting rainwater for on-site irrigation.

7.1.2.2 Urban Forest Policy Statement

Esquimalt's urban forest is composed of a variety of treed environments, including natural areas, residential and commercial landscapes, conservation areas, recreational parks and street boulevards. While individual landscape specimens are important, larger grouping of trees that grow in community with other plants and natural features [for example meadows or rock outcrops] are capable of providing more ecological functions, diversity and habitat. The urban forest helps to cleanse the air we breathe while reducing storm run-off and erosion. Trees also help to conserve moisture in time of drought, cool our homes in summer and buffer winds. The urban forest provides valuable habitat for a broad range of plants, insects, birds and animals that are unique to this region.

Recent development activity throughout the Capital Region has put pressure on the urban forest as treed environments are cleared to make way for new homes and roads. Often large native trees, growing within productive soils and plant communities, are replaced with small, exotic ornamental trees and lawns. The Township will work to enhance its urban forest by focusing on an ecosystem based approach to local landscaping which:

a) clearly identifies the values and benefits at stake in the urban forest;

b) determines the present extent, character and quality of the urban forest on both private and public lands;

c) establishes clear objectives for the protection, restoration and enhancement of the urban forest.

The Township will work with the development community to create clear guidelines, bylaws and permit processes to support these objectives and best practices in urban forest management.

7.1.2.3 Stormwater, Sewer Systems and Source Pollution — Policies

a) The Township will take such reasonable steps as are necessary to repair or replace the sanitary sewer system where its condition may result in sewage pollution into the storm drain system or directly into a body of water.

b) Regional initiatives to control the deposition of pollutants at their source into the sanitary sewer system are supported and encouraged.

c) Regional regulations to control and regulate storm drains will be enacted by Township bylaw to reduce the potential for accidental or negligent pollution into storm drain systems.

d) When considering development proposals for private or public lands adjacent to or near any water body, the Township will require the installation of oil traps and other intervening/mitigating measures in order to preserve or rehabilitate the native shoreline habitat.

e) The Township will encourage and support coordinated environmental initiatives that are designed to:

- reduce solid waste,
- reduce water and air pollution, and
- reduce the use of pesticides,

f) The Township will work proactively to promote more efficient recycling of household materials and the disposal of hazardous wastes.

7.1.2.4 Solid Waste Management — Policies

Through a concerted regional effort to reduce solid waste, Esquimalt residents have reduced the amount of municipal refuse taken to the Hartland Landfill. These significant reductions are essential if the Hartland Landfill is to serve the region well into the next century. The CRD is the agency responsible for the collection of recyclable materials.

a) Regional initiatives to reuse, recycle and reduce solid waste are supported and encouraged by this Plan. The CRD's best practices guides provide advice for decisions made by the Township regarding recycling.

b) The Township will use best practices measures and the CRD Recycling Guide to the Capital Region to provide guidance on recycling in Esquimalt.

7.1.2.5 Reduction of Air Pollution — Policies

Urban areas are subjected to higher levels of air pollution than are their rural counterparts. Concentrated air pollution from vehicles, factories, wood fires and open burning all contribute to this problem. The medical effects have been recognized and all levels of government are taking action to control emissions.

a) Where possible, the Township will work towards the reduction of air-borne pollutants and carbon dioxide emissions.

7.1.2.6 Greenhouse Gas Emission Reduction Targets

In addition to the policies listed in preceding sections, the Township of Esquimalt is committed to reducing community greenhouse gas emissions (GHG). The Local Government Act requires that an Official Community Plan include targets for the reduction of community GHG emissions, as well as policies and actions for achieving those targets.

In 2010, the Township of Esquimalt established its commitment to the following:

Climate Science:

- To acknowledge that increasing carbon dioxide (CO_2) levels in the atmosphere resulting from human activities are causing rapid climate change;
- To recognize "dangerous" climate change as a rise in global average surface temperature of 2ºC above the pre-industrial level; and
- To take action on stabilizing GHG concentrations in the atmosphere by reducing emissions and enhancing greenhouse gas sinks and reservoirs.

Community GHG Reduction Targets:

- To set GHG targets which are science-based; and
- To reduce community greenhouse gas emissions by at least 38% by 2020; and 83% by 2050 compared to 2007 levels.

Carbon Neutrality:

- To strive for the ultimate objective of carbon neutrality by realizing zero net community GHG emissions.

The Township of Esquimalt will develop a plan which outlines the specific policies and actions required to achieve these targets. The plan will be evaluated regularly, and when required amended, to ensure that Esquimalt will meet its reduction targets as quickly as possible.

SECTION 8
A PROSPEROUS COMMUNITY — ECONOMIC DEVELOPMENT

Within the Capital Region, Esquimalt has a vibrant economy, underpinned by the direct and indirect jobs created by CFB Esquimalt, the Naden Dockyards and the Graving Dock. The Township has an enviable balance of jobs to residents, particularly in comparison with other parts of the Capital Region.

The Township's largest employer, CFB Esquimalt, supports the ships of the Canadian Pacific Fleet. There are approximately 3,700 military and 2,800 civilians working at the base. Each year, CFB Esquimalt contributes about $330 million to the local/regional economy.

The Township recognizes that diversification of the local economy is important over the long term. There is a great potential to further develop the tourism service sector, due to Esquimalt's proximity to the City of Victoria, the main tourism focus of the Capital Region.

One of the strategic initiatives of the CRD's Regional Growth Strategy is to maintain a diversified and sustainable economy that minimizes economic fluctuations and lays the groundwork for future prosperity. A study undertaken by the CRD[11] identified six opportunities as offering the best economic development potential for the region:

- Expand advance technology and knowledge-based businesses;
- Expand the tourism service sector;
- Sustain and expand the region's marine science and industry (e.g., ship/boat building and repair) sector;
- Expand the sport, art and culture sector;
- Expand and diversify the agriculture sector; and
- Develop and expand education products and research.

8.1.1 Economic Development Objectives

a) To expand job opportunities within Esquimalt that draw on the strengths of the local setting and its established economic activities.

b) To continue to recognize the significance of CFB Esquimalt to the local economy, and to support its continued presence in our community.

8.1.2 Economic Development Policies

a) The Township supports the implementation of "A Framework for Employment and Economic Development in Esquimalt".

b) The Township supports economic development that:

[11] Greater Victoria Enterprise Partnership Society. Economic Development Opportunities Blueprint – Summary Report. October 2004.

i) Fosters investment and growth in local businesses, services and facilities that cater to the community;

ii) Encourages a wide range of marine-oriented businesses (e.g., ship/boat building and repair, marine-related science and technology);

iii) Encourages businesses that provide goods and services to the military sector;

iv) Attracts a wider range of business types, including advanced-technology and knowledge-based businesses;

v) Expands tourism-related businesses and develops a tourism service strategy that promotes Esquimalt's unique regional offerings, including sports facilities, military history, and saltwater recreational opportunities;

vi) Expands the sport, arts and culture sector, promoting Esquimalt's sports and conference facilities, arts and cultural heritage;

vii) Continues to build relationships with the film industry and attracts more film productions; and

viii) Works towards creating complete communities for families and seniors, including medical and support services, daycare, an accessible trail system, public transit and recreational opportunities.

c) The Township supports expansion and commercial waterfront development around the West Bay Harbour, provided it is planned to be compatible with the adjacent residential areas. A waterfront trail that links downtown Victoria via Victoria West to this area of Esquimalt is strongly supported. (Cross reference: Section 6.1.2.2)

d) The Township will continue to work with the Greater Victoria Harbour Authority to promote economic opportunities for the area.

e) Working with other organizations, the Township will continue to promote Esquimalt's visitor attractions, including waterfront parks, the Gorge Waterway, West Bay and Esquimalt Harbour, the Navy Base/Museum and military history and related recreational activities.

f) The Township will undertake leadership in the preparation of a local tourism service strategy. This will build on existing attractions and planned amenities such as the extension of the West Bay Promenade to Macaulay Point, a connection with the popular regional Galloping Goose Trail, extension of harbour ferry service, and enhanced public access to the Gorge Waterway.

g) The Township will continue to support sports facilities as an important component of its economic diversity.

h) The Township will continue to build relationships with the film industry and is receptive to attracting more film productions to Esquimalt.

i) The Township supports expansion of the retirement sector, by working towards a seniors-friendly infrastructure and community environment, including medical and support services, trail system, public transit and recreational opportunities for the elderly.

j) The Township welcomes development of seniors-oriented housing, including assisted living and complex care facilities.

SECTION 9
DEVELOPMENT PERMIT AREAS

In order to encourage the development of Esquimalt's residential, commercial and industrial areas in a manner that is compatible with the high quality of life that residents currently enjoy, and that will promote a high level of building quality and design, the municipality has designated a number of areas as Development Permit Areas (DPA).

Development permits are one of the strongest legal tools provided through the Local Government Act for influencing development. Pursuant to Section 919.1 of the Local Government Act, Development Permit Areas can be designated for the following purposes:

- Protection of the natural environment, its ecosystems and biological diversity;
- Protection of development from hazardous conditions;
- Protection of farming;
- Revitalization of an area in which a commercial use is permitted;
- Establishment of objectives for the form and character of intensive residential development; and
- Establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

This section sets out five Development Permit Areas in Esquimalt, providing the justification for their designation, along with guidelines to be taken into account by property owners, prospective developers, and their design teams. This section also includes general policies in relation to "Development Approval Information Areas" as provided for in the Local Government Act.

9.1.1 Development Permit Areas — General Objectives

a) To provide guidelines for property owners and developers regarding the Township's expectations for the protection of the natural environment, avoidance of hazardous conditions and promotion of a form and character of development that is best suited to Esquimalt; and

b) To use the provisions of the Local Government Act in order to facilitate a development permitting system through the designations of Development Permit Areas.

9.1.2 Development Permit Area — General Policies

a) Development permits are required for development proposals in the areas designated on "Schedule C" — Development Permit Areas. This plan designates five types of Development Permit Areas:

   i) Multi-Unit Residential;

   ii) Commercial;

   iii) Industrial;

   iv) Gorge Waterway; and

   v) Enhanced Design Control Residential.

b) A Development Permit must be obtained from the Township by an owner of land within a Development Permit Area prior to:

i) Subdivision of a parcel;

ii) Construction or alteration of a building; and

iii) Alteration of land (if within a heritage or natural environment Development Permit Area).

c) The guidelines in the following sections identify those aspects of development which the township wishes to influence, including such aspects as the general character of development, landscaping, and the exterior design and finish of buildings and structures.

d) Although compliance with any specific guideline may not necessarily be required, general and substantial compliance with the intent of all guidelines is expected by the Township.

e) Subject to the limitations of section 920 of the Local Government Act, Council may by resolution issue a Development Permit that varies or supplements certain municipal bylaws and/or includes requirements and conditions for that development. Any variances or conditions will be set out in the terms of the Permit.

f) Pursuant to the Local Government Act, Development Permits may not be required for minor modifications to an existing building.

9.2 The Development Review Process

Any person is entitled to apply for a change in the zoning of their property. however, Esquimalt Council is under no obligation to approve any application.

9.2.1 Development Review Process Objectives

a) To ensure that decisions and zoning bylaw changes are consistent with the OCP and other Council-adopted statements of public interest.

9.2.2 Development Review Process Policies

a) When rezoning applications are submitted, every effort should be made by the applicant and the design team to ensure that the issues of concern to the community have been addressed.

b) In the event that a development proposal may create certain negative impacts on community amenities, or place demands on the Township's utilities and resources, the proponent should be required to commit and agree to mitigative measures *before* final zoning approvals are given.

c) A Development Review Process should provide a thorough review of all proposals and applications, *before* they reach the public hearing stage.

d) A development review procedures bylaw (amended 2004) outlines the steps and procedures required of applicants seeking development approvals.

9.3 Development Permit Area No. 1 — Multi-Unit Residential

9.3.1 Scope

All land designated Multi-Unit Residential on Schedule "C" are part of DPA No. 1.

9.3.2 Category

Section 919(1)(f) of the Local Government Act — form and character, multi-family residential.

9.3.3 Justification

This Plan emphasizes the importance of protecting residential neighbourhoods and encouraging a high quality of construction for new development. It is essential that new multi-unit residential development not have a negative impact on, or be out of character with, existing residential neighbourhoods. The primary objective of Development Permit Area No. 1 is to ensure that the development of multi-unit residential sites is compatible with surrounding uses.

9.3.4 Requirements of Owners of Land within the Development Permit Area

a) Owners of land within Development Permit Area No. 1 must not do any of the following without first obtaining a development Permit in accordance with the guidelines for this Development Permit Area:

   i) subdivide lands; or

   ii) construct or alter a building or structure;

   without first obtaining a Development Permit in accordance with the guidelines of this Development Permit Area.

b) Exemptions:

   The following do not require a development permit:

   i) construction of buildings or structures less than 10 square metres in area;

   ii) minor additions to existing dwellings where the floor area of the addition does not exceed 10 percent of the ground floor area of the dwelling;

   iii) emergency repairs to existing structures and public walkways where a potential safety hazard exists;

   iv) fences;

   v) the cutting of trees as permitted upon application under the municipal tree protection bylaw; and

   vi) placement of signs less than 1.5 sq. metres in area.

9.3.5 Guidelines for Owners of Land within the Development Permit Area

a) The size and siting of buildings that abut existing single- and two-unit and townhouse dwellings should reflect the size and scale of adjacent development and complement the surrounding uses. To achieve this, height and setback restrictions may be imposed as a condition of the development permit.

b) New buildings should be designed and sited to minimize visual intrusion onto the privacy of surrounding homes and minimize the casting of shadows onto the private outdoor space of adjacent residential units.

c) High-density multi-unit residential buildings or mixed commercial/residential buildings in commercial areas with a zero front setback should be designed so that the upper storeys are stepped back from the building footprint, with lower building heights along the street front.

d) Landscaping of multi-unit residential sites should

emphasize the creation of an attractive streetscape, as well as provide privacy between individual buildings and dwellings, screen parking areas and break up large expanses of paving.

e) Surface parking areas in multi-unit residential developments less than five storeys in height, will be situated away from the street and screened by berms, landscaping or solid fencing or a combination of these three.

f) Underground parking will be provided for any multi-unit residential buildings exceeding four storeys.

g) The retention of public view corridors particularly views to the water should be encouraged wherever possible.

h) To preserve view corridors and complement natural topography, stepped-down building designs are encouraged for sloping sites.

i) Retention and protection of trees and the natural habitat is encouraged wherever possible.

j) Townhouses will be designed such that the habitable space of one dwelling unit abuts the habitable space of another unit and the common wall overlap between adjoining dwellings shall be at least 50 percent.

k) Site lighting in multi-unit residential developments should provide personal safety for residents and visitors and be of the type that reduces glare and does not cause the spill over of light onto adjacent residential sites.

l) Garbage receptacle areas and utility kiosks should be screened by solid fencing or landscaping or a combination of the two.

m) For waterfront sites, retention of natural features and existing trees should be a priority in site planning considerations.

n) When any existing single-unit residence or duplex residence is being redeveloped to a multi-unit residential use by adding on of one or more dwelling units, such addition will be designed so that all of the units form a cohesive whole. In order to achieve cohesiveness:

    i) both, the existing and proposed structures will be in the same architectural style;

    ii) variations between the roofline of the existing building and any proposed addition(s) will be no greater than 1.5 metres;

    iii) roof styles and pitches must be complementary;

    iv) architectural features such as sloping roofs and dormers should be incorporated into the design to unite the various parts of the structure; and

    v) the existing and proposed structure will be constructed using the same or complimentary exterior finishes including roofing materials, window treatments, door styles and other finishing details.

o) Within the area bounded by Tillicum, Craigflower, Lampson and Transfer Streets, redevelopment to multi-unit residential use will require that vehicular access to these sites be off Lampson Street rather than Tillicum, in recognition of the high levels of traffic currently using Tillicum Road.

p) To create a more aesthetic and functional design that links each multi-unit residential project with the streetscape, the following guidelines are recommend:

    i) Avoid long, narrow parcels with minimal road frontage (consolidate one or more parcels where necessary);

ii) Place parking areas away from the street; and

iii) Design porches and windows overlooking the street to increase personal interaction and safety.

9.4 Development Permit Area No. 2 — Commercial

9.4.1 Scope

All lands designated Commercial on Schedule "C" are part of DPA No. 2.

9.4.2 Category

Section 919(1)(f) of the Local Government Act — form and character, commercial.

9.4.3 Justification

Traditionally, Esquimalt's commercial areas have not been developed on the basis of a particular theme or concept. The design and form of commercial development has been rather haphazard and, as a result, the Esquimalt Village and other local commercial areas do not have the cohesiveness nor the attractiveness they could have.

When asked in a recent questionnaire to identify what they disliked most about Esquimalt, an overwhelming number of respondents identified the lack of a downtown commercial area, with appropriate shops and services, and the appearance of Esquimalt Road in the village core.

Where new development is to occur within Esquimalt's commercial core, that development should add to the pedestrian appeal and overall appearance of the street through features such as easily accessible entrances, street furniture and public art, landscaping and attractive exterior finishing materials, and by their orientation to the street rather than to a parking lot or internal square.

The goals for Development Permit Area No. 2 are:

a) to enhance the aesthetic image of Esquimalt's commercial district, particularly those areas that are considered community focal points, such as the Village, the Head Street/Esquimalt Road intersection and major entrance points to the municipality;

b) to revitalize existing commercial areas by encouraging a variety of businesses;

c) to encourage growth in the tax base through diversified commercial development and redevelopment of existing commercial areas; and

d) to encourage integrated residential/institutional/commercial uses in commercial areas.

9.4.4 Requirements of Owners of Land within the Development Permit Area

a) Owners of land within Development Permit Area No. 2 must not do any of the following without first obtaining a development Permit in accordance with the guidelines for this Development Permit Area:

   i) subdivide lands; or

   ii) construct or alter a building or structure;

   without first obtaining a Development Permit in accordance with the guidelines of this Development Permit Area.

b) Exemptions:

   The following do not require a development permit:

   i) construction of buildings or structures less than 10 square metres in area;

ii) minor additions to existing structures where the floor area of the addition does not exceed 10 percent of the ground floor area of the structure;

iii) emergency repairs to existing structures and public walkways where a potential safety hazard exists;

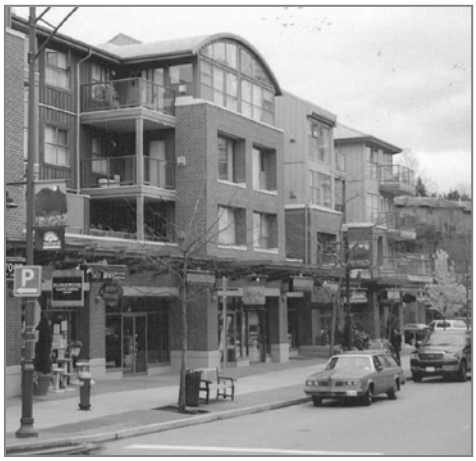
iv) fences;

v) the cutting of trees as permitted by the municipal tree protection bylaw; and

vi) replacement or changing of existing signs, provided the sign area is not to be increased.

9.4.5 Guidelines for Owners of Land within the Development Permit Area

a) Commercial building facades should be appropriate to a pedestrian shopping area with windows facing the street and doors opening onto the street rather than onto a courtyard or laneway. (See image)



b) Ornamental lighting that not only highlights the building but also increases the amount of light falling onto pedestrian areas should be used wherever possible. However, commercial lighting should not create unnecessary glare or shine directly into neighbouring residential properties.

c) Buildings should be designed and sited to minimize the creation of shadows on public spaces.

d) Where possible, weather protection (i.e. awnings and canopies) should be provided above all pedestrian walkways including walkways to on-site parking areas.

e) Off-street parking areas should be located either at the rear of commercial buildings or underground. Surface parking should be screened with landscaping. Large parking areas should contain additional islands of landscaping.

f) The design of new commercial buildings, including areas use for parking, should incorporate Crime Prevention through Environmental Design (CPTED) principles.

g) Buildings may be located at the front property line in order to create a pedestrian-oriented environment, except where vehicle visibility is affected and on those streets that have been identified as requiring future road widening.

h) Landscape screening and fencing should be located around outdoor storage areas and garbage and recycling receptacles.

i) Retention and protection of trees and the natural habitat is encouraged wherever possible.

9.5 Development Permit Area No. 3 — Industrial

9.5.1 Scope

All lands designated Industrial on the Plan Maps are part of DPA No. 3 and are shown on "Schedule C" of this Plan.

9.5.2 Category

Section 919.1(1)(f) of the *Local Government Act* — form and character, industrial.

And also for McLoughlin Point:
Section 919.1(1)(a) – natural environment, its ecosystems and biological diversity
Section 919.1(1)(b) – protection of development from hazardous conditions
Section 919.1(1)(d) – form and character, revitalization of area in which commercial use permitted
Section 919.1(1)(h) – energy conservation
Section 919.1(1)(i) – water conservation
Section 919.1(1)(j) – GHG emissions reduction

9.5.3 Justification

The Devonshire/Viewfield Road industrial area is surrounded by residential neighbourhoods. In order to ensure that any future development in this area is undertaken in a manner that will be compatible with the surrounding residential uses, development permits will be required for new construction and renovations in Development Permit Area No. 3.

Goals for Development Permit Area No. 3 are:

a) to encourage environmentally friendly light industry in the Devonshire/Viewfield industrial park; and

b) to encourage revitalization and enhancement of the existing industrial areas.

9.5.4 Requirements of Owners of Land within the Development Permit Area

a) Owners of land within Development Permit Area No. 3 must not do any of the following without first obtaining a development Permit in accordance with the guidelines for this Development Permit Area:

   i) subdivide lands; or

   ii) construct or alter a building or structure;

   without first obtaining a Development Permit in accordance with the guidelines of this Development Permit Area.

b) Exemptions:

   The following do not require a development permit:

   i) construction of buildings or structures less than 10 square meters in area;

   ii) minor additions to existing buildings where the floor area of the addition does not exceed 10 percent of the ground floor area of the building;

   iii) emergency repairs to existing structures and public walkways where a potential safety hazard exists;

   iv) fences;

   v) the cutting of trees as permitted by the municipal tree protection bylaw; and

   vi) replacement or changing of existing signs, provided the sign area is not to be increased.

9.5.5 Guidelines for Owners of Land within the Development Permit Area

a) Buildings should be designed to minimize the intrusion into the privacy of existing surrounding homes.

b) Buildings should be located to avoid casting shadows onto adjacent residential properties.

c) Outdoor storage and parking areas will be screened by berms, fences, landscaping or solid noise-absorbing barriers or a combination of these methods. Landscaping should also be incorporated within the parking areas to "break up" large expanses of pavement.

d) The style and finish of new buildings should enhance the appearance of the industrial area, which is surrounded by urban residential development.

e) Buildings should be designed to avoid doors and openings that would tend to direct noise in the direction of immediately adjacent residentially-zoned lands.

f) Retention and protection of trees and the natural habitat is encouraged wherever possible.

9.5.6 McLoughlin Point Revitalization

a) Description and Justification: Site of a former oil storage facility, McLoughlin Point is an oceanfront site and a prominent entrance to Victoria Harbour. An objective is redevelopment of mixed uses, including revitalization when commercial uses are permitted, as is encouraged under section 2.4.5 of this plan, of impeccable design and cohesive operation, respecting adjacent DND lands as well as the broader communities. Public access from land and the water is encouraged, primarily for educational purposes, the latter recognizing historic uses and the heritage of the property, while recognizing the former is and may be limited given upland access through DND lands.

As an oceanfront site, there are nearby natural habitat considerations worthy of protection and preservation, as well as enhancement of the subject property itself given the history of heavy industrial use. The subject property is susceptible to high winds, and high tides, including risk of tsunami and therefore development on the site must occur in a manner to protect it from these natural hazards, while respecting the need to do so in a manner that does not increase risks for other properties or harm the natural environment. The report "Modelling of Potential Tsunami Inundation Limits and Run-up" for the Capital Region was completed by the Capital Regional District's Local Government Emergency Program Advisory Commission; it identified risks for McLoughlin Point that the CRD has indicated it has been considering to-date in its proposal for this site.

The CRD has also prepared and submitted a number of professional reports which identify special conditions at McLoughlin Point, including for a sewage treatment plant, and further justify designation to achieves objective both the CRD's and Township's objectives. These include but are not limited to the reports entitled:

- "Core Area Wastewater Treatment Program McLoughlin Point Zoning Application, Township of Esquimalt McLoughlin Point Risk Assessment" dated December 18, 2012 prepared by Stantec Consulting Ltd.;
- "Archaeological Review of the Proposed Capital Regional District McLoughlin Point Wastewater Treatment Facility" dated January 2013 prepared by Tera Environmental Consultants;
- "Capital Regional District Core Area Wastewater Treatment Program McLoughlin Point Wastewater Treatment Facility Traffic Considerations" dated January 23, 2013 prepared by Bunt & Associates;
- "Terrestrial Environmental Effects of the Proposed Capital Regional District McLoughlin Point Wastewater Treatment Facility" dated January 2013 prepared by Tera Environmental Consultants; and the

- "Community Impact and Mitigation Report" dated January 2013 and prepared by CitySpaces Consulting Ltd.

Prominent regional facilities should be models of energy and water efficiency and reduction of greenhouse gas emissions, and such is an objective of this development permit area. This is supported and/or required under the goals established pursuant to the 2007 Capital Region Community Energy Planning process.

The objective, requirements and guidelines of previous sections under Section 9.5 DPA extend to McLoughlin Point, and are further supplemented, except as specifically varied below, as follows:

b) Requirement and Exemptions: A development permit is required for all activities in accordance with section 920 of the *Local Government Act* and there are no exemptions for McLoughlin Point except for 9.5.4(b)(iii).

c) Guidelines: In addition to guidelines identified above, all of the following apply to McLoughlin Point:

i) All those identified in 'Design Guidelines – McLoughlin Point Wastewater Treatment Plant" prepared by CitySpaces (Revised May 2013), a copy of which is attached as Appendix H to this bylaw, as are appropriate to these development permit area designations;

ii) Consider the establishment of an 8.0 m buffer from the High Water Mark;

iii) Consider the establishment of a 4.0 m heavily landscaped buffer within the 8.0 m buffer to hide the building(s) on the site;

iv) Consider stepping buildings back on the site with the lowest buildings (the tanks) located closest to the shore;

v) Consider the establishment of a seawall using as its design precedent, the convention centre in Seattle;

vi) Consider the establishment of an historical interpretation program;

vii) Consider the establishment of public access to the 8.0 m buffer area via a public dock;

viii) Consider the incorporation of water features as public art within the design of the building;

ix) Consider design and construction in a manner that mitigates environmental and human health impacts (in particular those related to odour and noise), and contributes to the visual quality and scenic beauty of the harbour entrance; and

x) Any proposed buildings or structures must incorporate the findings of the "Modelling of Potential Tsunami Inundation Limits and Run-up" for the Capital Region that has been completed by the Capital Regional District's Local Government Emergency Program Advisory Commission.

9.6 Development Permit Area No. 4 — Gorge Waterway

9.6.1 Scope

All waters of the Gorge within Esquimalt and the lands within 30 meters of the natural boundary of the Gorge Waterway form DPA No. 4 and are shown on "Schedule C" of this Plan.

9.6.2 Category

Section 919(1)(a) of the Local Government Act — protection of the natural environment.

9.6.3 Justification

The Gorge waterway is a sensitive, tidal-influenced watercourse that connects the fish-bearing fresh water of Craigflower and Colquitz Creeks with the saltwaters of Victoria Harbour.

Over the past few decades, significant public expenditures and efforts have gone into removing sources of pollution and contamination that once plagued this waterway.

However, the removal of native shoreline vegetation and the construction of extensive sea walls have substantially diminished the quality of the shoreline as supportive habitat for fish and wildlife. Both private and public landowners are responsible for this loss of habitat, often through well meaning and beneficial projects such as shoreline walkways.

This plan, like previous plans, encourages the restoration of more natural habitat conditions on private and public land adjacent to the Gorge Waterway and the acquisition of the foreshore as parkland in all redevelopment proposals. Environmentally friendly construction methods must be utilized in redevelopment in this environmentally significant zone.

The Township encourages property owners to undertake voluntary protection of natural features and the use of stewardship tools such as conservation covenants.

9.6.4 Requirements of Owners of Land within the Development Permit Area

a) Owners of land within Development Permit Area No. 4 must not do any of the following without first obtaining a development Permit in accordance with the guidelines for this Development Permit Area:

   i) alter lands;

   ii) subdivide lands; or

   iii) construct or alter a building or structure;

   without first obtaining a Development Permit in accordance with the guidelines of this Development Permit Area.

b) Exemptions:

   The following do not require a development permit:

   i) construction of buildings or structures less than 10 square metres in area and located more than 20 m from the high water mark;

   ii) minor additions to existing dwellings where the floor area of the addition does not exceed 10 percent of the ground floor area of the dwelling;

   iii) emergency repairs to existing structures and public walkways where a potential safety hazard exists;

   iv) fences constructed along a side parcel boundary (generally perpendicular to the shoreline); and

   v) the cutting of trees as permitted by the municipal tree protection bylaw.

9.6.5 Guidelines for Owners of Land within the Development Permit Area

a) New buildings or structures, other than lawfully established boat moorage facilities, will not be located with 20 metres of the high water mark of the Gorge Waters.

b) Where shoring methods are required to prevent erosion or sloughing of the shoreline, bio-engineering methods are preferred rather than the use of sea-walls or retaining walls.

c) Where sea-walls or retaining walls are the only means of effectively preventing erosion, they should be designed in consultation with qualified environmental professionals as well as engineering professionals.

d) The preservation and enhancement of native trees and shrub clusters that overhang the waters edge will be strongly encouraged as these provide shade, protection and feeding habitat for fish and wildlife.

e) In the design of new developments or re-developments, lands within 7.5 metres (25 ft) of the high water mark of the Gorge will be retained in a natural state. In the event that the area has been previously cleared or altered, it should be rehabilitated with native plant species suitable to the site conditions. Rehabilitation may be a requirement of the Development Permit.

f) Any new public pathways along the Gorge waterway will be designed and constructed in consultation with qualified environmental professionals and the Township of Esquimalt Parks Department.

g) Lighting fixtures within 30 metres of the Gorge Waters will be designed to avoid glare spill over onto the water's surface.

h) In the design of new developments or re-development, the use of soft engineered and innovative alternatives to stabilizing shorelines and preventing erosion, such as bioengineering rather than traditional hard engineered solutions should be considered.

9.7 Development Permit Area No. 5 — Enhanced Design Control Residential

9.7.1 Scope

All lands zoned for two-unit dwellings or zoned as Comprehensive Development Districts for residential developments only are designated as part of Development Permit Area No. 5 — Enhanced Design Control — Intensive Residential as shown on "Schedule C" of this Plan.

9.7.2 Category

Section 919(1)(f) of the Local Government Act — form and character of intensive residential development.

9.7.3 Justification

The following policies and guidelines were developed to allow for the better utilization and redevelopment of parcels within residential neighbourhoods and ensure that development occurs in a manner that retains the desirable physical characteristics of a neighbourhood.

9.7.4 Requirements of Owners of Land within the Development Permit Area

a) Owners of land within Development Permit Area No. 5 must not do any of the following without first obtaining a development Permit in accordance with the guidelines for this Development Permit Area:

   i) construct a two-unit dwelling;

   ii) subdivide a two-unit dwelling;

   iii) convert a single-unit dwelling to a two-unit dwelling;

iv) renovate an existing two-unit dwelling if the value of construction, as specified in the Building Permit, would exceed 50 percent of the assessed value (as listed on the BCAA property roll at the time of construction) of the building being added to or renovated;

v) construct two or more separate dwelling units on one parcel, without first obtaining a Development Permit in accordance with the guidelines of this Development Permit Area; or

vi) construct a dwelling on a parcel less than 530 m^2 in area if that parcel was created after May 31st, 2002.

b) Exemptions:

The following do not require a development permit:

i) additions or renovations to, or the construction of, one single-unit dwelling situated on a fee simple parcel;

ii) additions or renovations to any two-unit dwelling situated on a parcel zoned for two-unit use where the value of construction, as specified in the Building Permit, does not exceed 50 percent of the assessed value of the building (as listed on the BCAA property roll at the time of construction) being added to or renovated;

iii) construction of buildings or structures less than 10 square meters in area;

iv) minor additions to existing dwellings where the floor area of the addition does not exceed 10 percent of the ground floor area of the dwelling;

v) emergency repairs to existing structures where a potential safety hazard exists; and

vi) fences.

9.7.5 Guidelines for Owners of Land within the Development Permit Area

The intent of these guidelines is to ensure that new two-unit development (i.e. duplexes) is compatible with and enhances the surrounding community.

a) New two-unit dwellings, additions to or renovations of existing two-unit dwellings, and the conversion of single-unit dwellings into two-unit dwellings should be designed to be consistent with and preserve the proportions and patterns of existing residential buildings in the immediate vicinity, including the wall-to-window area ratios and the amount and type of open space provided.

b) Where it is not possible to achieve buildings of similar size and proportion to the surrounding residential buildings, the fronts of the buildings should be designed to create the appearance of smaller structures either by staggering the dwelling units or visually breaking up the façade with architectural detailing.

c) Innovative and creative site-specific two-unit dwellings are encouraged where yard space is maintained either on the ground or as rooftop gardens. Setbacks to the street may be reduced to maximize property use.

d) Front to back duplexes are generally discouraged unless they can be designed to eliminate negative impacts to the immediate neighbours such as shading of gardens, overlook of outdoor amenity areas and violation of privacy.

e) Side by side, up and down, or staggered unit configurations are preferred as these result in a greater number of units facing the street, less disruption of privacy, and a more equitable division of outdoor amenity areas between the two dwelling units.

f) The use of exterior building materials similar to those used in older residential neighbourhoods (i.e. combinations of wood, brick, stucco, and stone) is encouraged.

g) Rooflines of new development should relate in height, shape and pitch to existing residential buildings in the immediate area. For corner sites, the building design should avoid having large unbroken sloped roof areas facing the street.

h) To create interest in the façade of the buildings facing the street, the incorporation of architectural elements such as bay windows, covered porches, verandas and prominent front doors is encouraged.

i) Buildings should be designed to minimize visual intrusion onto the privacy of surrounding homes. Some overlook of adjoining yards and neighbouring decks may be unavoidable; however, additional privacy should be achieved by insetting balconies, decks and patios into the building or by screening them with latticework or landscaping. Windows should be spaced so that they do not align directly with those of other buildings.

j) The height and massing of new two-unit dwellings should be designed to minimize the casting of shadows onto the private outdoor space of adjacent residential dwellings

k) A landscaping plan showing ground cover areas, planting beds, shrubbery and trees (both existing and proposed) is required for every new two-unit dwelling or the conversion of a single-unit dwelling to a two-unit dwelling. Landscaping should add to the aesthetic appeal of the streetscape as well as provide privacy between dwelling units.

l) The provision of private open space should be part of an overall site development and landscape plan and should take into consideration general site circulation patterns (including parking), existing landscape features, sun access, privacy and usability.

m) Retention and protection of trees and the natural habitat is encouraged where possible.

n) Parking areas, garages and driveways should appear as a minor component of the site when viewed from the street. The building of curving access roads and driveways helps to avoid views from the street of large expanses of paving. The use of shared driveways is encouraged.

o) The use of permeable and decorative surfacing materials, such as brick, concrete pavers, textured concrete, coloured paving or grasscrete is encouraged in place of solid expanses of asphalt or concrete.

p) Where possible, hydro meters will not be placed on the front façade of a building and, if placed on the side of a building which is visible from the street, will be appropriately screened.

q) Where an existing single unit dwelling is being converted to a two-unit dwelling both the original structure and the addition shall be in the same architectural style and constructed of the same exterior finishes including roofing material, window treatments, exterior finishes, door styles and trims.

r) Roof styles and pitches of the original and new portions of the building must be complimentary.

s) For new or converted two unit dwellings, garages and parking areas are encouraged to be located in the rear yard. Shared driveways are preferred to access the rear yard.

t) Where two single lane driveways serve a two unit lot, landscaping features are encouraged between the driveways.

9.8 Development Permit Area No. 6 – Esquimalt Town Square

[Amendment Bylaw No. 2875, adopted July 11, 2016]:

'Design Guidelines' defined:
A set of design parameters for development which apply within a specified area. The guidelines are adopted public statements of intent and are used to evaluate the acceptability of a project's design.

9.8.1 Scope

Lands legally described as Lot 1, Section 11, Suburban Lot 40, Esquimalt District, Plan EPP32782 (PID: 029-349-311) are designated as Development Permit Area No. 6 - Esquimalt Town Square.

9.8.2 Category

Section 488(1)(a) – natural environment, its ecosystems and biological diversity;

Section 488(1)(b) – protection of development from hazardous conditions;

Section 488(1)(d) – revitalization of area in which a commercial use is permitted;

Section 488(1)(f) - establishment of objectives for the form and character of commercial, industrial or multi-family residential development

Section 488(1)(h) – establishment of objectives to promote energy conservation;

Section 488(1)(i) – establishment of objectives to promote water conservation; and

Section 488(1)(j) – establishment of objectives to promote the reduction of greenhouse gas emissions.

9.8.3 Justification

These guidelines were developed to steward the design of a mixed use development known as Esquimalt Town Square. The development needs to promote the revitalization of the Township's core area while being sympathetic to the surrounding land uses and built form and offering exemplary site and building design that incorporates the principles of urban ecology.

9.8.4 Requirements of Owners of Land within the Development Permit Area

a) Owners of land within Development Permit Area No.6 must not do any of the following without first obtaining a Development Permit in accordance with the guidelines for this Development Permit Area:

i) Alter lands;
ii) Subdivide lands; or
iii) Construct or alter a building or structure

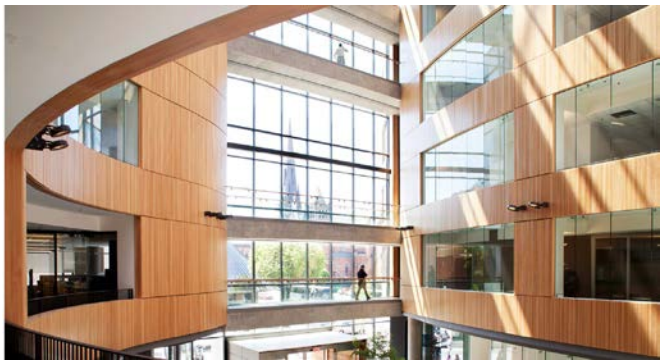
b) Exemptions

The following do not require a Development Permit:

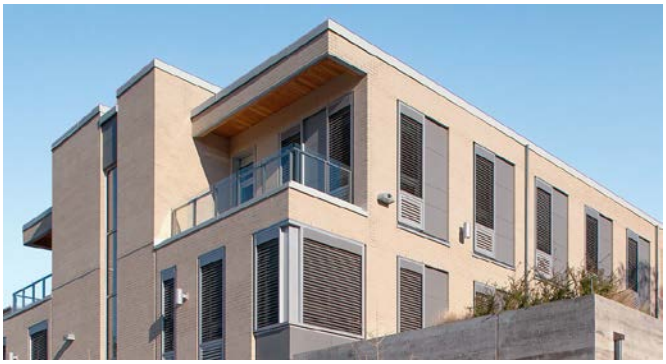
i) Routine maintenance;
ii) Emergency repairs to existing structures where a potential safety hazard exists;
iii) Alterations to landscaping as long as the form and character of the landscaping remain the same

9.8.5 Development Permit Area Design Guidelines

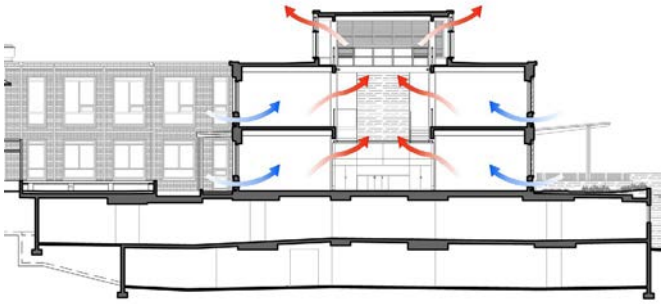
a) Buildings should be designed to capture passive solar energy.



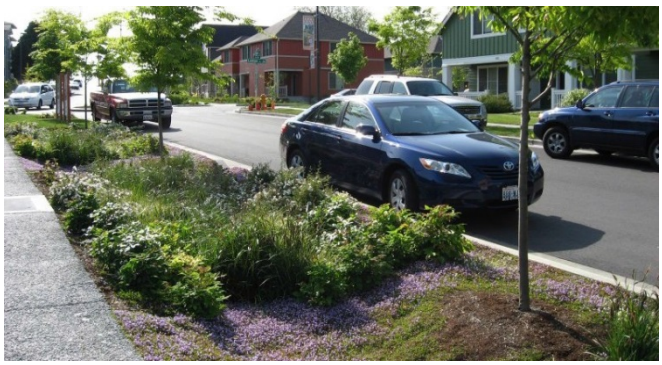
b) Sun shading should be considered to control heat gain in the summer.



c) Design for on-site heat recovery, and plan for future, long-term neighbourhood heat-resource opportunities.

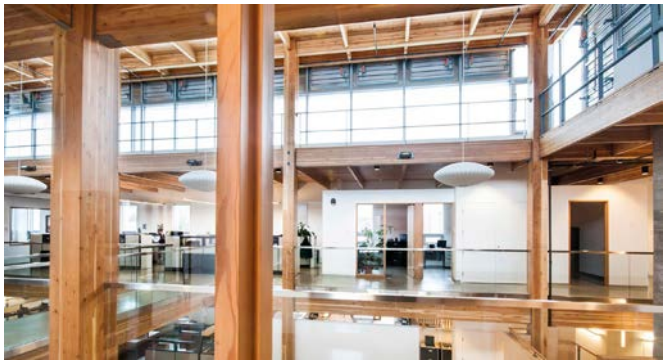


d) Manage rainwater on the site including reduction of burden on storm-water sewer infrastructure and cleaning for down-stream use.



e) Pollution management protocols (including sedimentation and oil- removal), as well as recycling programs should be followed during demolition, excavation and construction of the project.

f) Prioritize use of high quality, regionally sourced products & materials.



g) Where appropriate, make building uses visible from the outside.

h) Avoid mirrored or tinted glazing at the street level.

i) Locate clearly identified and weather-protected entrances to be accessible from public streets and squares.

j) Integrate pedestrian-oriented signage with frontages and facades.

k) Way-finding and commercial signage, lighting and weather protection (canopies, etc) should be part of the architectural design.

l) Orient upper-storey windows and balconies to overlook adjoining streets and public space.

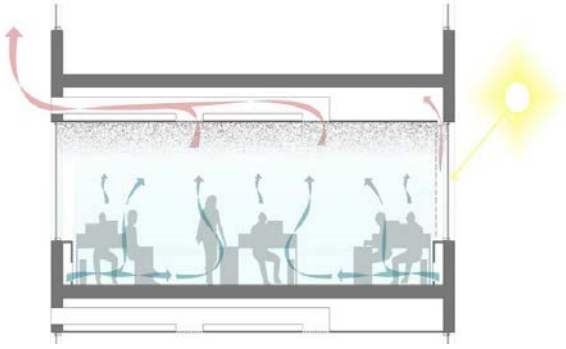
m) Use architectural emphasis to define street-corners.

n) Locate on-street parking, where possible, in front of shops.

o) Maximize glazing at grade along commercial streets. Provide sight-lines from inside buildings to allow for casual surveillance of open public spaces, streets and sidewalks.

p) Avoid excessively long blank walls adjacent to public streets.

q) Follow green building practices in energy and water conservation, greenhouse gas production, indoor air quality and material durability in all aspects of building and site design.



r) Provide for building occupants to overlook public streets, parks, walkways and spaces, considering security and privacy of residents.

s) Provide for slightly raised entrances to ground floor residences along with private yards that are accessible from the fronting street or lane to encourage community interaction.

t) A landscaped transition zone between entryways and public sidewalk should be considered on streets with high traffic volumes.

u) Use of indigenous plant species is encouraged.

v) Wherever possible, outdoor storage and parking areas should be screened from view.

w) All buildings should be bird friendly.

x) All exterior lighting should avoid excessive stray light pollution and should meet international dark skies standards.

9.9 Development Permit Area No. 7 – English Inn

9.9.1 Scope

Lands legally described as PID: 023-009-331 Lot B Section 11 Esquimalt District Plan VIP60066 is designated as Development Permit Area No. 7 – English Inn.

9.9.2 Categories

Sections 919.1 (1) (d), (e), (f), (g), (h), (i) and (j) of the *Local Government Act*

(d) revitalization of an area in which a commercial use is permitted;

(e) form and character of intensive residential development;

(f) form and character of commercial and multi-family residential development;

(h) establishment of objectives to promote energy conservation;

(i) establishment of objectives to promote water conservation; and

(j) establishment of objectives to promote the reduction of greenhouse gas emissions.

9.9.3 Justification

These guidelines were developed to steward the design of development on the property known as the "English Inn" site at 429 Lampson Street in Esquimalt. The intent is to encourage new development to be sympathetic with, and a good neighbour to both the existing heritage Samuel Maclure designed manor house, known as Rosemead and the surrounding neighbourhood context, while providing opportunity for alternative massing solutions to accommodate market and building programmes. The key objective is a harmonious and sensitive development respectful of the Protected Property under Heritage Designation Bylaw 2807, including as described in the schedules thereto.

9.9.4 Requirements of Owners of Land within the Development Permit Area

a. Owners of land within Development Permit Area No. 7 must not do any of the following without first obtaining a Development Permit in accordance with the guidelines for this Development Permit Area:

   i. subdivide lands;

   ii. construct, add to or alter a building or structure;

   iii. alter lands or landscaping.

b. Exemptions:

   The following do not require a Development Permit:

   i. construction of buildings or structures less than 10 square metres in area;

   ii. emergency repairs to existing structures where a potential safety hazard exists;

   iii. fences that comply with the Zoning Bylaw; and

   iv. replacement or changing of existing signs, provided the sign area is not to be increased.

9.9.5 Guidelines for Owners of the Land within the Development Permit Area

These guidelines are not intended to slavishly replicate the mock Tudor vocabulary of the original house, but rather listen to its basic form, texture, proportions and composition of elements on site. The guidelines are descriptive, not restrictive. The guidelines incorporate features to encourage the promotion of energy and water conservation and the reduction of greenhouse gases.

9.9.6 Landscape and Significant Features

Image Above: An Example of Site Vegetation

- Respect, to the extent possible, the qualities of the existing topography, natural rock outcrops and related significant trees (especially in the southeast corner).
- Respect significant trees through appropriate building siting and design.
- Landscape designs should reflect the character defining elements of the Manor house site and should use plant species suited to local climate and incorporate drought-tolerant, native species and other xeriscaping techniques that minimize the need for landscape irrigation.
- The hard landscaping of the Manor house site; including but not limited to the pavilion, fountain, stonework and retaining walls, represent the formal landscaped gardens characteristic of a home of this stature and era. Any change of use of the site should respect the existing landscape features.
- Landscaping at the rear of the Manor house site has been developed to form a courtyard for use by the buildings occupants and guests, and forms an integral part of the building context. All building siting and design should respect the site lines from these outdoor spaces.
- The landscaped areas of the Manor house site, including the formal gardens, fountains, pavilions, hardscaping and courtyards are an important part of the character of the site and any proposed design should be sympathetic to these elements and this character. Use of materials should reflect the high quality already established on the site.
- The property has many unique and mature plants and trees and any proposal should endeavour to reuse and incorporate this material on the site to the extent possible.
- Fences as a part of the landscape should be of high quality material and the use of chain link fences should be avoided.

9.9.7 Access and Parking

Driveway Entry

- Retain and simplify the existing driveway from Lampson Street to access the heritage property and lands beyond by eliminating the southern exit driveway and widen the north driveway judiciously around significant trees, with permeable paving, to accommodate two-way traffic.
- Maintain the domestic scale and character of the driveway onto Lampson Street including unobtrusive low level lighting and retain the

existing stone gate posts.

- Any surface parking, especially on the Manor house site, should be appropriately screened with landscaping and be designed not to detract from the character of the landscaping of the site. The use of permeable paving materials for parking areas is encouraged.
- If additional parking is required on the Manor house site, and the 'Village' wing was removed, location along the northern property line should be considered.
- Incorporate appropriate storm water management measures to ensure storm water from the driveway infiltrates back into the ground to ensure no net runoff offsite.
- Incorporate below grade parking, for the development site, to take advantage of the approximately one storey north/south cross fall across the site.
- Avoid long open cut parking access ramps by accessing underground parking from the lower levels of the existing grade.
- Appropriate bicycle and scooter storage should be provided in commercial and multiple-family buildings.
- Commercial and multiple-family buildings should include provision for charging stations for electric vehicles where appropriate.

9.9.8 Environment

- Use green building standards and technology to reduce the environmental/ ecological footprint of development.
- Use natural storm water management techniques and measures to ensure that all storm water is managed on the site with no net increase off site. It is a fundamental municipal requirement that all storm water runoff be managed on site. This will substantially improve the existing condition.
- Use of outdoor lighting on buildings or in the landscape should be designed to minimize light pollution and spill over onto neighbouring properties. All outdoor lighting should minimize wattage and be directed downward. Use of motion detectors and timers is encouraged.

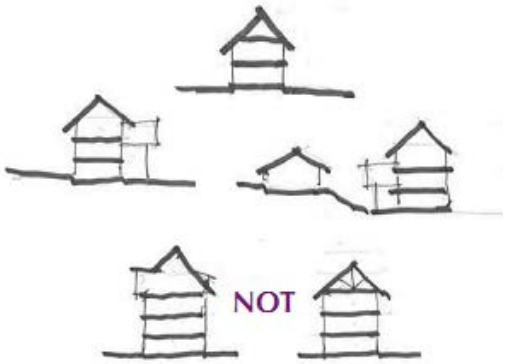
9.9.9 Building Form and Character

- Break down building volumes into domestic sized increments.
- Incorporate pitch roof language with dormers sympathetic to the heritage Maclure manor, reducing apparent building height and volume.

Maclure's Biggerstaff Wilson House, Victoria,1905

- Consider relaxation of building setbacks where it can be shown that it is advantageous to building design and distribution of building mass and volume in relation to adjacent properties.
- Respect significant trees through appropriate building siting and design.

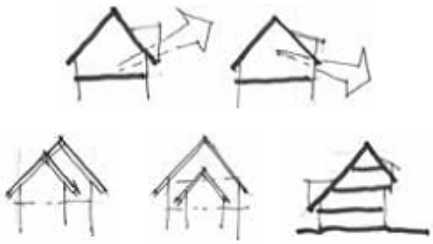
9.9.10 Distribution of Building Volume



- Concentrate higher building volume towards the middle of the site and towards the easterly portions adjacent to the neighbouring DND property.
- Keep building volumes lower towards the edges and composed as if made up of individual dwelling units, particularly towards the south. Massing towards the northern edges can typically accommodate another storey, since the English Inn site is a nominal level below the neighbours to the north.

9.9.11 Basic Building Volume and Roof Forms

- Employ basic building elements not much more than twice the bulk of the manor house proper to create an overall composition whereby the whole reads as an assemblage of these parts.
- Compose building elements to shape and define spaces between and within; not to exist as objects in space.



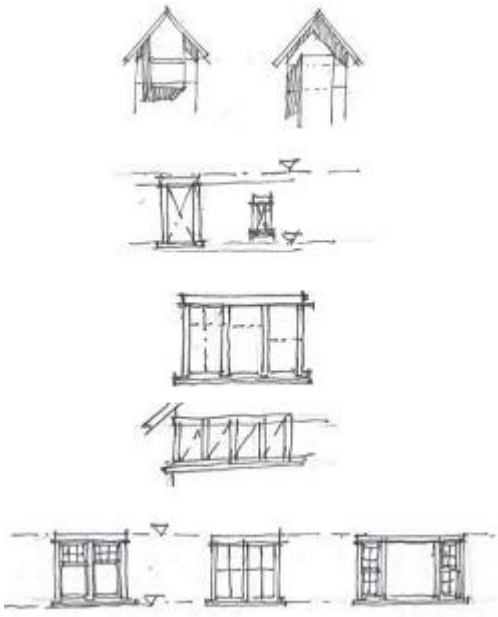
- Employ a language of roof pitch typically to reflect that of the manor house; to be inhabited within, not simply sit on top of habitable space.
- Figuratively, pull the roof forms down around the occupied spaces.
- Utilize dormers – pitched or single slope – to provide light and views from habitable space within the roof.
- Utilize stepped down gables, or single pitch runoffs to further break down scale and create more intimate relationships with the ground. These elements can be used in succession.
- Roof overhangs and window placement should be coordinated to provide cooling and shade during summer and solar access for passive heating in the winter.
- Roof surfaces should be designed to accommodate solar energy collection devices. Skylights are discouraged, as a benefit of natural daylight penetration is not sufficient from an energy perspective, to outweigh their heat loss due to low insulation value.

9.9.12 Building Orientation and Access to Sunlight

- Buildings should be located, oriented and designed to facilitate the retention of passive solar heat (e.g. south facing windows), reduce heat loss and support natural ventilation.
- Reduce energy consumption of electric lighting by maximizing opportunities for the distribution of natural daylight into a building's interior spaces (excluding the use of skylights).
- Avoid the use of heavily tinted or reflective glazing that reduces solar heat gain but also reduces the penetration of light.
- Placement and retention of deciduous trees is encouraged such that these trees provide summer-season shading, and winter-season solar access.
- While respecting the importance of the existing character of the site's landscape character design of on-site landscaping should minimize shading impacts and the potential for solar thermal or photovoltaic systems on the site and surrounding properties.

9.9.13 Windows – Types and Proportions

- Employ bay windows, bracketed in upper stories, or stepped out on lower stories to form decks off upper stories, to break down scale of end walls.
- Employ basic window element having a vertical proportion – 1:1.4 – 1:2.2.
- Vary size from floor to ceiling to very small openings for secondary spaces.
- Increase amount of transparency by stringing multiple units or by employing basic units at regular intervals.
- Create horizontal strip glazing condition by exploring recurrent smaller units.
- Break down scale and texture where appropriate with divided light muntins or zinc cam in double glazed units.
- Large single well-proportioned sheets can be employed in conjunction with divided lites to capture views.



9.9.14 Renewable and Alternative Energy

- Support where feasible, on-site renewable energy systems and technologies such as solar hot water, solar photovoltaic, micro wind turbines and heat pumps.
- Encourage on-site resource recovery through technologies where possible such as heat exchangers on ventilation and domestic water supply.

9.9.15 Materials Management

- Recycling infrastructure and facilities especially for organics is encouraged.
- Building materials which are durable for the use intended should be sourced locally or regionally to reduce transportation requirements whenever possible and economic.
- Reuse existing building and landscape materials on site where practical and economic.
- Encourage construction waste diversion planning as part of the development process. Including the identification of designated areas for the collection of recyclable materials.

9.10 Guidelines for Single-Unit Infill Housing

9.10.1 Definition

Single-unit infill housing is development that provides for new single-unit homes on land that is surplus to the needs of existing housing. This could be in the form of separate dwellings on one lot (strata-titled or otherwise), or dwellings on separate small lots created through subdivision of larger lots.

9.10.2 Purpose

The purpose of these guidelines is provide guidance for proponents, the public, municipal staff, Advisory Committees and Council for the evaluation of applications for rezoning to permit the construction of single-unit Infill Housing.

9.10.3 Guidelines

9.10.3.1 Preferred Locations/Site Characteristics

The following characteristics define the general suitability of a property for Single-unit Infill Housing:

a) Lots currently zoned RD-1 (Two-unit Residential) and RD-3 (Two-unit / Single-unit Residential), especially those with extra width and lot area;

b) Lots with a frontage on more than one street (including corner lots);

c) Properties that are transitional between lower density and higher density housing or other land uses;

d) The demolition of existing housing is discouraged (unless in exceptional circumstances) however moving of houses is considered acceptable; and

e) These criteria are general in nature. Each project will be considered on its own merit.

9.10.4 Design

9.10.4.1 Context

a) Where an existing single-unit residence is to be retained and a second residence placed on the parcel, the existing dwelling is to be upgraded and made to blend with the new construction.

b) Where two or more new separate dwellings are situated within a comprehensive development zone, the buildings shall be designed as part of a comprehensive scheme with all buildings being finished in complementary materials and incorporating similar architectural details.

c) Where new infill single houses are proposed, the design of the new houses should be complementary in scale, size, exterior finishes, rooflines, and colours to the predominant styles of housing in the neighbourhood. It is important to ensure that the new construction fits with the overall scale and character of existing houses.

d) The intent of this guideline is not to encourage the replication or imitation of surrounding buildings but rather the design of structures that complement the streetscape.

9.10.4.2 Massing

a) New structures should be designed so that the overall massing is in keeping with other single-unit residences in the immediate area. New structures for lots other than corner or double frontage lots should be limited to one and one half storeys.

b) New structures, which are two storeys in height, should be designed so that the second storey is partially concealed within the slope of the roof to minimize the height of the building. The use of dormers set into the roof is preferred to a flat roof or a peaked roof set over the second storey.

9.10.4.3 Privacy/Screening/Shadowing

a) Proposed infill dwellings should have only a minimal impact on adjacent homes and be separated from neighbouring residences by vegetation, screening, natural elevation differences, or a combination of these features.

b) Windows, decks and patios should be located so as to minimize intrusion onto the privacy of adjacent properties.

c) Infill dwellings should be sited to minimize the casting of shadows onto the private outdoor space of adjacent residential dwellings.

9.10.4.4 Landscaping

a) Proposals for single-unit infill housing must include a landscape plan showing hard landscaping (i.e., parking areas, fences, and patios) as well as lawns, trees, shrubs, planting areas and proposed plant species.

b) Retention and protection of trees and the natural habitat is encouraged wherever possible.

9.10.4.5 Private Open/Yard Space

a) Any proposal for single-unit infill housing should provide for useable, private outdoor areas for each dwelling, at grade.

9.10.5 Process

9.10.5.1 Rezoning

a) Single-unit infill housing will only be permitted through a rezoning process. Each application will be considered on its own merit.

b) As well as the typical rezoning information, an application for a single-unit infill housing should include:

   i) a summary of the proposal (prepared by the applicant) showing how it differs from the regular zoning requirements in terms of site coverage, floor area ratio, building envelope, number of parking spaces, amount of useable open space and common areas; and

   ii) an illustration of the streetscape (to scale) showing the relationship of the proposed building to the five (5) adjacent buildings on either side of it and of the same buildings from the rear is required. For corner lots, the streetscape drawing must be provided for both street frontages.

9.11 Development Approval Information Area

Through the authority of Section 920.01 of the Local Government Act, councils may "specify circumstances" or "designate areas" or do both in which development may not proceed until information about potential impacts are provided and assessed by the local government. This additional information can be required where the activity involves a rezoning, development permit or temporary commercial or industrial use permit. The legislation does not limit the information that can be requested, but does identify such matters as:

a) transportation patterns including traffic flow;

b) local infrastructure;

c) public facilities including schools and parks;

d) community services; and

e) the natural environment of the area affected.

In order to use this authority, a local government must, by bylaw, establish procedures and policies on the process for requiring development approval information and the substance of the information that may be required. When this bylaw is adopted, the local government may require an applicant to provide this information at his or her own expense.

9.11.1 Area Affected and Circumstances

a) The entire area within the Township of Esquimalt is established as a Development Approval Information Area (DAIA).

9.11.2 Objective

a) The intent of establishing this DAIA is to ensure that appreciable impacts of proposed major developments are identified and documented as part of the development review process. In the event that appreciable negative impacts are identified, the Township may request certain mitigations from the applicant in order to improve the proposal and minimize potential negative impacts on neighbouring lands.

9.11.3 Justification

a) The Local Government Act provides local governments with the authority to establish DAIAs. The Town of Esquimalt wishes to use this authority for proposed major developments that may have an appreciable impact on natural conditions, surrounding properties and the character of the neighbourhood.

SECTION 10
REGIONAL CONTEXT STATEMENT

The Board of the Capital Regional District formally approved a Regional Growth Strategy (RGS) in August 2003. The Township of Esquimalt is a signatory to the RGS. As a partner, Esquimalt has established its commitment to the following:

- To plan and manage growth in a collaborative manner by participating in achieving the regional vision and the strategic initiatives;
- To consider the cross-boundary impacts of all development-related decisions; and
- To work toward a more sustainable region by considering the environmental, economic and social implications of local government decisions.

Regional context statements are a key implementation mechanism for the RGS. They also protect a municipal council's authority to make local planning decisions while ensuring that the council and the regional board agree upon matters of legitimate regional interest. It is important to note that the RGS is not binding on the member municipalities; however, the regional context statements are.

All municipalities in the Capital Region are required to amend their Official Community Plans to include a "regional context statement" within two years of a Regional Growth Strategy adoption.[12] The intent of a regional context statement is to indicate the nature and extent of consistency between the strategic directions and policy statements of the RGS and the policy directions of the OCP.

10.1 Statement of Consistency

Esquimalt is neither an independent nor self-sufficient entity. Residents of Esquimalt work, travel and spend their leisure hours in all parts of the region, just as many residents of other communities come to Esquimalt for the same reasons.

The goals, objectives, policies and implementing actions of this Plan are fully consistent with the strategic directions of the Regional Growth Strategy (2003). Esquimalt views its role within the region as a mature "complete community" with opportunities for residential infill / development and business diversification. The Plan anticipates significant change along Esquimalt Road and encourages multi-unit redevelopment that is more dense and higher, affording views southward to the ocean and Olympic Mountains.

The Township's outstanding natural amenity — its saltwater shoreline — is of regional significance and will be carefully protected through the municipality's land use and

[12] The Local Government Act requires member municipalities to prepare a regional context statement within two years following the adoption of a regional growth strategy. The Capital Region Growth Strategy was adopted in 2003.

regulatory measures, while allowing for access and enjoyment by the region's residents and visitors.

10.2 Eight Strategic Directions of the Regional Growth Strategy

10.2.1 Keep urban settlement compact

The policies of this OCP reinforce this regional direction. The Plan in Section 2 encourages densification through a combination of infill and redevelopment to higher densities in specific areas, particularly areas in proximity to transit corridors. The Plan also encourages the multiple-use redevelopment of lands that may become surplus to the Department of National Defence needs.

10.2.2 Protect the integrity of rural communities

Esquimalt is an urban community. As a member municipality of the CRD, the Township supports the protection of the integrity of rural communities within the region.

10.2.3 Protect regional green and blue space

The Plan in Sections 6 and 7 contains objectives and policies that protect regional green and blue space, including the 20 kilometres of saltwater shoreline that surrounds the municipality and defines the image as a waterfront community. Additionally, the Plan commits to a connection to the Galloping Goose Trail through a trail within the E & N rail corridor.

In addition to regionally-significant green and blue space, the Plan designates a series of parks, open spaces and potential trails and sets out objectives and policies to protect and manage these locally-significant spaces.

10.2.4 Manage natural resources and the environment sustainably

The Plan in Section 5 and 7 contains objectives and policies that acknowledge the impact of human activity on the environment and suggests actions that will help to remediate certain problems resulting from the aging and deterioration of storm and sanitary sewers. This includes adopting green building standards for institutional, commercial and high-rise residential buildings, improving sewage systems, reducing use of pesticides, as well as promoting and supporting recycling practices.

10.2.5 Build complete communities

In several respects, the Township is a model of a complete community with a wide range of land uses and community facilities. Esquimalt is one of the "core municipalities" within the Capital Region; the entire municipality is located within the Regional Urban Containment and Servicing Policy Area.

The objectives and policies of this Plan further reinforce the importance of maintaining a complete community, particularly those set out in Section Three of the Plan — "A Healthy Community". The Township is supportive of measures that create a complete, healthy and liveable community, are well-integrated with surrounding communities, and where people

from a mix of cultural backgrounds, age groups and lifestyles have transportation choices, access to quality housing, job opportunities, medical services and natural, recreational and educational resources.

10.2.6 Improve housing affordability

The Plan in Section 3 includes a number of objectives and policies related to housing affordability through land measures such as inclusion, bonusing, and secondary suites. Esquimalt is among the most affordable communities in the CRD and has a high proportion of rental accommodation when compared with other municipalities.

10.2.7 Increase transportation choice

The Plan in Section 4 strongly supports a range of transportation options, including: expansion of bus services; a commuter ferry from West Bay Harbour to Downtown Victoria; improving pedestrian and safe cycling access to commercial and recreational areas; and increasing residential density in public transit corridors, Esquimalt Village and other commercial areas.

10.2.8 Strengthen the regional economy

The Plan in Section 8 has a number of objectives and policies related to strengthening the local and regional economy. Esquimalt, home of CFB Esquimalt and the Dockyards, has a large employment base. The Township also supports building on its marine location, military history, sports facilities, and appeal to the retirement sector. The Township supports "strategic alliances" with other municipalities, business organizations and institutions to enhance the region's economy.

SECTION 11
IMPLEMENTATION

Setting out an implementation framework is an integral component of the planning process. The Plan's implementation depends on the decisions and actions of many individuals, businesses, the Township of Esquimalt, and other levels of government. The Township's means of implementing the plan include the land use bylaw, subdivision regulations, development permits, fiscal programs to support land acquisitions, covenants and rights-of-way.

While the Local Government Act does not require the District to commit or authorize any specific project set out in the Plan, it does indicate that all decisions should be consistent with the Plan.

11.1 Plan Implementation — Objectives

a) To take steps to carry out and enforce the policies outlined in this Plan.

b) To consult with affected and interested parties during the implementation of this Plan.

11.2 Plan Implementation — Policies

The Plan identifies a number of actions to be undertaken or initiated by the Township. These actions will be implemented through:

a) Updates of Township Bylaws, including the Zoning Bylaw;

b) Annual spending as adopted by Esquimalt Council in its budget; and

c) The activities of staff of the Township's Departments, and other levels of government, including the CRD, BC government and the federal government.

11.3 Plan Implementation — Actions Identified

Section 2 — Land Use and Development

The Township will:

a) Work with residents and property owners to develop a strategy, to provide alternatives to duplexes, to strengthen the design guidelines regarding two-unit and infill housing, and to identify possible changes to the Zoning Bylaw.

b) Develop signage guidelines for each commercial area, as part of design guidelines for these areas (Refer to: Section 2.3.2.d).

c) In partnership with interested members of the community, take the initiative to design and install new entrance signage at key street locations, including entrances to Esquimalt (Refer to: Section 2.3.2.d).

d) Assist in the development of the heritage signage strategy (Refer to: Section 3.2.1.f).

e) Update the 1996 Heritage Management Plan, including provisions for a heritage registry and a commitment to maintain a heritage inventory (Refer to: Section 3.2.1.g).

f) Work in co-operation with the provincial and federal governments, the real estate community, social service agencies, faith-based organizations, service clubs and other community resources to provide affordable housing and support services for seniors, the frail elderly and other special needs groups (Refer to: Section 3.3.2.j).

g) Review the Design Guidelines of Development Permit Area No. 3 [Industrial] to ensure that they are appropriate for today's industrial uses and that zoning regulations are appropriate for an urban industrial park.

Section 3 — A Healthy Community

The Township will:

a) Establish a municipal emergency program as a corporate priority and actively work towards ensuring the municipality is capable of responding to an emergency (Refer to: Section 3.7.4.a).

b) Review current policies regarding Secondary Suites.

Section 4 — A Well-connected Community: Transportation

The Township will:

a) Pursue potential funding from other levels of government in order to assist in the funding of improvements to Craigflower Road (Refer to: Section 4.1.2.e).

b) Complete an inventory of sidewalks and trails and develop a process for prioritizing new sidewalk construction, including the tie-in to the CRD's Blue and Green Spaces Strategy (Refer to: 4.4.2.c).

c) Undertake a study of pedestrian use in residential neighbourhoods to determine what improvements may be needed to encourage more walking. Ideally, residents should be able to walk safely to commercial areas within 10 minutes (Refer to: 4.4.2.e).

d) Review and amend the off-street parking bylaw to encourage shared parking, bicycle-parking facilities and to ensure that current standards are appropriate (Refer to: Section 4.6.2.a).

e) Update the parking requirements for Esquimalt Village, including reducing on-site space requirements for new developments that demonstrate how the development positively relates to the public transit system (Refer to: Section 4.6.2.b).

f) Explore further opportunities for on and off-street public parking in the vicinity of the West Bay waterfront so as to ensure that local residential streets are not overburdened by West Bay's commercial uses (Refer to: Section 4.6.2.d).

Section 5 — A Well-served Community: Services & Utilities Infrastructure

The Township will:

a) Review municipal servicing capacity issues related to new development including sanitary sewers, storm sewers and water, and investigating means of funding any required system upgrades including but not limited to Development Cost Charges.

b) Enact a Storm Drain Bylaw in order to provide up-to-date and regionally consistent regulations related to illegal connections to, and discharges from, storm drains and incorporate guidelines for on-site storm water management (Refer to: Section 5.1.2.1.e).

c) Work, as a member of the CRD, to investigate a more appropriate location for a Regional Sewage Treatment Facility than Macaulay Point (Refer to: Section 5.1.2.3.d).

Section 6 — A Green and Blue Community: Parks, Trails and Recreation

The Township will:

a) Continue implementing the Esquimalt Gorge Park 10-year Management Plan and Stream Restoration (Refer to: Section 6.1.2.1.a).

b) Showcase the completed creek day-lighting project in Gorge Park.

c) Undertake, as resources allow, a review of the Sports Centre (6.1.2.3.a).

d) Review and update the requirements and guidelines of the Gorge Waterway Development Permit Area (Refer to: Section 7.1.2.1.b).

e) Continue to work with adjacent municipalities, the Island Corridor Foundation and other organizations in developing the proposed West Side Rail Trail within the E & N right of way.

f) Review the issue of whether limited Commercial use should be allowed in any or all municipal parks.

g) Develop a Development Cost Charge [DCC] Bylaw to apply to new multiple family residential developments, approved through rezoning, which are not subject to the regular dedication of parkland as prescribed by the Local Government Act.

Section 7 — Respect for Our Natural Setting – Environment

The Township will:

a) Enact a bylaw to reduce the potential for accidental or negligent pollution into storm drain systems (Refer to: Section 7.1.2.3.c).

b) Continue to work with adjacent municipalities and community groups on the restoration and enhancement of the Gorge Waterway.

c) Undertake a review of the Tree Preservation Bylaw.

d) Evaluate and review the suitability of the Capital Regional District's pesticide bylaw for use in Esquimalt.

Section 8 — A Prosperous Community – Economic Development

The Township will:

a) Undertake leadership in the preparation of a local tourism strategy (Refer to: Section 8.1.2.b).

b) Establish an Economic Development Committee.

Section 10 — Regional Context Statement

There are no actions arising from the statements of this section of the plan.

APPENDIX A1
ISSUES IDENTIFIED DURING THE PLANNING PROCESS

A Public Open House was held in mid-January, 2005 to review the main issues to be reviewed during the OCP Update. This appendix presents the issues that were most frequently identified at this event in a series of topic categories.

Community/Social

- Improved supply of day care facilities, homelessness and drug addiction support;
- Need for a community centre;
- Maintaining the image of an affordable community with a healthy balance of owners and renters and general community health; and
- Continued, improved and innovative public art projects and community events.

Environment/Parks and Public Open Space

- Esquimalt's parks and public open spaces are the communities' major assets;
- Continued parks and open space improvement and linkage to park network by extending the West Bay Walkway to Macaulay Point; and
- Maintaining public access to the waterfront including future developments on the DND lands.

Transportation/Public Infrastructure

- Need for a safe and separate bicycle network on existing roads in the community; and
- Great community support for the construction of a trail along the E&N Railway into Victoria with linkages to the Galloping Goose Trail.

Land and Economic Development

- Need for improved quality architecture within residential and commercial developments, particularly the local shopping centre; lack of business diversity;
- Opportunity for the creation of a Village, "Esquimalt Village" with a similar look and feel to Oak Bay Village, Cook Street Village, to attract a variety of quality businesses and new investment in the retail sector;
- Continued beautification efforts along Esquimalt Road and beautification and strengthening of Esquimalt entrances as well as incentives for residents to improve their properties are opportunities to attract business; and
- Maintaining the large heritage lots along Old Esquimalt Road and Fernhill Road and the protection and enhancement (through interpretive signage) of Esquimalt's heritage areas.

Improving the OCP

- Simplify Official Community Plan document and make it more "user-friendly";
- Prepare an up-to-date regional context statement;
- Incorporate the West Bay Local Area Plan;
- Refine the Development Permit Area regulations;
- Review land use designations;
- Update existing environmental policies, including the requirements and guidelines of the Gorge Development Permit Area;
- Update housing policies and regulations including those for infill housing;
- Consolidate and update revitalization policies for Esquimalt Village (aka Downtown, Town Centre);
- Identify other areas for potential revitalization;
- Include parks, transportation and other infrastructure in the plan;
- Develop new policy statements related to DND lands.

Source: Official Community Plan Review Project, Terms of Reference, Request for Proposals, September 17, 2004

APPENDIX A2
ESQUIMALT OCP REVIEW PROJECT: APRIL OPEN HOUSE

On April 30, 2005 Esquimalt staff and the OCP Focus Group hosted an Open House to present emerging policy directions to the public. Following this event, the consultants prepared a detailed report as a basis for a Council workshop in mid-June.

Context

The Council-appointed OCP Focus Group met with staff and CitySpaces planning consultants on March 22, March 29, April 6 and April 12, 2005. Existing OCP policies were discussed in detail as well as provincially mandated relationship of Esquimalt to the Capital Regional Growth Strategy Context Statement, the concept of Healthy Communities, Economic Development and Residential Density.

Following the Focus Group meetings, working with Township staff, the Consultant developed policy directions and presented these in a second public Open House on April 30. The content of the presentation boards was also made available in a workbook format. Members of the public and staff were encouraged to record all comments and return them to Municipal Hall.

About 60 people attended the 2nd Open House. The event had been advertised in the Esquimalt News and the Times Colonist.

Summary

Policy direction was presented within nine categories or subject areas:

a) Regional Growth Strategy — Context Statement

b) Healthy Community

c) Land Use — Residential

d) Land Use — Housing Affordability

e) Land Use — Commercial — Industrial

f) Land Use — Transportation and Utilities

g) Land Use — Parks, Recreation, Environment

h) Economic Development and Revitalization

i) Redevelopment of Federal Lands

There was general agreement and support with the policy directions identified in the workbook.

APPENDIX B
STATEMENTS FROM THE LOCAL GOVERNMENT ACT

All municipalities are advised to take the following statements into account during the preparation of their OCP. *(Reference: Section 875 (2) based on Section 849)*

1. Avoiding urban sprawl and ensuring that development takes place where adequate facilities exist or can be provided in a timely, economic and efficient manner;

2. Settlement patterns that minimize the use of automobiles and encourage walking, bicycling and the efficient use of public transit;

3. The efficient movement of goods and people while making effective use of transportation and utility corridors;

4. Protecting environmentally sensitive areas;

5. Maintaining the integrity of a secure and productive resource base, including the agricultural land reserves;

6. Economic development that supports the unique character of communities;

7. Reducing and preventing air, land and water pollution;

8. Adequate, affordable and appropriate housing;

9. Adequate inventories of suitable land and resources for future settlement;

10. Protecting the quality and quantity of ground water and surface water;

11. Settlement patterns that minimize the risks associated with natural hazards;

12. Preserving, creating and linking urban and rural open space including parks and recreation areas;

13. Planning for energy supply and promoting efficient use, conservation and alternative forms of energy; and

14. Good stewardship of land, sites and structures with cultural heritage value.

APPENDIX C
COMMUNITY PROFILE

This appendix provides a demographic and real estate context for the updated OCP. This information was widely shared during the OCP consultations. This profile draws on data from the 2001 Canada Census, as well as other more recent information from various studies and sources.

Population and Age Profile

- In 2001, there were 16,125 people living in Esquimalt, only slightly less than the 16,151 people in 1996. The BC Government estimates Esquimalt to have a population of 17,068 in mid-2004.
- Esquimalt, like the rest of the Capital Region, BC and Canada, is experiencing the effects of an aging population. In 2001, the median age of the population of Esquimalt was 38.9 years, up one year from the 1991 figure, which is similar to the provincial average of 38 years, but lower than the average age of Capital Region residents at 41 years. According to provincial forecasts, the median age of the region's population will be over 43 years by 2011.

Households and Family Structure

- The average number of persons per household in Canada has been declining for the last few decades. Changing lifestyles, an aging population, declining birth rates, and increased numbers of one-parent families are some of the factors that contribute to smaller household sizes. There is a strong correlation between household size and population density. Higher density areas consist of more multi-unit dwellings, which usually have fewer occupants per unit than traditional single-unit dwellings.
- In terms of average household size and number of children, in 2002, Esquimalt's average household size was 2.1 persons, only slightly smaller than the Capital Region as a whole with 2.2 persons. Of the total number of households with children in Esquimalt, 60 percent were married or common law couples and 40 percent were one-parent families. The percentage of two-parent families has dropped four percent since 1991 and the percentage of one-parent families has risen by four percent.
- In the Victoria area, in 2001, the average percentage of families with children that were headed by one parent was 16 percent. This is consistent with the provincial and the national 15.5 percent averages. Areas with more than 20 percent of families headed by one parent are found in Downtown, Fernwood, Esquimalt, Burnside-Tillicum, University, and Langford. Esquimalt's percentage of one-parent families lies between 22-26 percent and compares with View Royal, Burnside, Mayfair, Hillside and Fernwood.

Participation in Labour Force and Employment

- With two-thirds of Esquimalt's residents 15 years of age or over, Esquimalt has a slightly higher percentage of its population in the labour force than does the region as a whole. 64 percent of adults participated in the labour force in 2001.
- Within Esquimalt, the male participation level is 72 percent, while the female participation rate is 60 percent, which is slightly higher than the average in the regional work force, with 69 percent for men and 60 percent for women.
- Just over seven percent of Esquimalt's residents were unemployed, a little higher than the unemployment rate for the region at 6.6 percent.

Education Levels, Household Income, Incidents of Low-income

- Esquimalt's percentage of residents that possess a bachelor's degree or higher education increased from 7.1 percent in 1996 to 13 percent in 2001, which is slowly approaching the provincial average of 18 percent, but still is relatively low compared to the regional average of 22 percent.
- Household incomes are derived from several sources including employment income, government transfer payments and personal investments. The large proportion of retired persons in the Capital Region accounts for a higher than average amount of income coming from transfer payments compared with employment earnings.
- The range of average household incomes by neighbourhood in the Victoria region in 2001 ranged from $34,578 to $82,813; in Esquimalt, the average family income was $55,236.
- Incidence of low-income refers to the percentage of families or individuals who spend more than 55 percent of their gross income on the necessities of food, shelter and clothing. In 2000, just over nine percent of the region's families had low incomes. Esquimalt's figure of 14 percent has declined since 1991 from 16.8 percent and as of the last census, was on the same level with the average provincial figure and slightly under the 15 percent figure in the City of Victoria.

Housing and Real Estate

- The region's housing mix of detached and attached dwellings is gradually changing as a result of population growth and the shortage of developable residential land. Multi-unit townhouses and apartments/condominiums, whether owner-occupied or rented, have become a popular alternative to traditional single-unit houses.
- The proportion of the housing stock made up of attached units has been increasing gradually in the region's core communities for the past 20 years. In the City of Victoria, the proportion of units that were single detached was 22 percent in 2001 as compared with 31 percent in Esquimalt.
- Owner-occupied dwellings made up 62 percent of the Capital Region's housing stock in 2001 compared to 64 percent for the province as a whole. Within Esquimalt, 48 percent of homes were owner-occupied and 52 percent tenant-occupied, which is five percent more owner-occupancy since 1991.

- In-migration, combined with a limited amount of land available and a general economic boom for residential development, has affected the recent increase in real estate prices in the Capital Region.
- A 2005 review of the historic average of residential real estate sales prices in the Victoria Metropolitan Area provided by the CRD Regional Planning Services and the Victoria Real Estate Board shows an increase by 60 percent from 1996 to 2004 from an average of $241,910 to $386,560 for a detached home. In Esquimalt the average annual sales price for a detached home increased by 58 percent from $198,979 in 1996 to $314,224 in 2004.

Tax Base

- Esquimalt's tax base includes residential, commercial, light and heavy industrial use of lands, and a minor portion from the utilities installed in municipal lands. Although not part of its tax base, Esquimalt also has 30 percent of its total land base under the control of the federal government, which provides a payment-in-lieu of taxes for that land.
- The industrial tax base will likely experience limited growth over the next five years. Industrial lands represent only 0.8* percent of the municipal assessment base, and deliver 2.7* percent of the tax revenue. Since additional industrial lands are not likely to be developed, growth in the industrial tax base will likely come from increases in the value of industrial uses.
- The commercial tax base is considered to be greater than warranted by the current population of the municipality, therefore any growth is expected to come from upgrading of existing facilities rather than from new commercial areas. This sector (commercial) represents 6.6* percent of the municipal assessment base, and contributes 17.1* percent of the tax revenue.
- Future enhancements to the tax base will likely be the result of infill development, duplexing of existing single-unit dwellings, and redevelopment of low density residential property to higher density usage. The residential sector represents 92.0* percent of the municipal assessment base, and delivers 79.4* percent of the tax revenue. It is seen to provide the most practical opportunity for enhancing the tax base of the municipality.
- Significant growth in "payments-in-lieu of taxes" from the federal government properties resulting from new construction of military facilities is not expected over the next five-year period. There are increasing pressures being placed upon the municipality to provide municipal services to Federal facilities with no increase in payments-in-lieu of taxes.

*2005 figures

APPENDIX D
LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN (LEED)

This appendix is provided in response to community interest during the planning process in connection with "a healthy community" and "green buildings". The source for the majority of the material in this appendix was derived from publications of the Canada Green Building Council (CaGBC).

The LEED green building rating system was developed in the United States as a voluntary standard for developing high-performance, sustainable buildings. It was introduced through a pilot program, with the first buildings receiving their certification in March 2000.

The Canadian Green Building Council is currently working to establish Canadian versions of this building rating system. It is considered that LEED will become the standard tool in North America for building assessment.

LEED allows a project/design team to choose the most effective and appropriate sustainable building measures for a given location and/or project. Through its use as a design guideline and third party certification tool, LEED aims to improve occupant well being, environmental performance and economic returns of buildings using established and innovative practices, standards and technologies.

LEED was created to:

- Define "green building" by establishing a common standard of measurement;
- Promote integrated, whole-building design practices;
- Recognize environmental leadership in the building industry;
- Stimulate green competition;
- Raise consumer awareness of green building benefits; and
- Transform the building market.

LEED uses a point system to assign values to five key areas:

- Sustainable site planning (a maximum of 14 points are possible)
  - Prerequisite items: erosion and sedimentation control.
  - Voluntary items: site selection, development density, redevelopment of contaminated site, alternative transportation, reduced site disturbance, stormwater management, heat island effect and light pollution reduction.
- Safeguarding water and water efficiency (a maximum of 5 points are possible)
  - Voluntary items: water efficient landscaping, innovative wastewater technologies and water use reduction.

- Energy efficiency and renewable energy (a maximum of 17 points are possible)
  - Prerequisite items: fundamental building systems commissioning, minimum energy performance, Chlorofluorocarbons (CFC) reduction in Heating/Ventilation/Air Conditioning (HVAC) equipment.
  - Voluntary items: optimize energy performance, renewable energy, best practice commissioning, and elimination of HCFC's and Halons, measurement and verification and green power.
- Conservation of materials and resources (a maximum of 14 points are possible)
  - Prerequisite items: storage and collection of recyclables.
  - Voluntary items: building reuse, construction waste management, resource reuse, recycled content, rapidly renewable materials, certified wood and durable building.
- Indoor environmental quality (a maximum of 15 points are available)
  - Prerequisite items: minimum Indoor Air Quality (IAQ) performance, environmental tobacco smoke control.
  - Voluntary items: carbon dioxide monitoring, ventilation effectiveness, construction IAQ management plan, low-emitting materials, indoor chemical and pollutant source control, controllability of systems, thermal comfort, and daylight and views.
- A **sixth voluntary category —** Innovation credits and Design/Build process (a maximum of 5 points are possible) — rewards exceptional environmental performance or innovation over and above that explicitly covered in the basic LEED credits.

All prerequisites must be achieved in order to qualify for certification. Points add up to a final score that relates to one of four possible levels of certification as follows:

- LEED Certified 26 — 32 points
- LEED Silver 33 — 38 points
- LEED Gold 39 — 51 points
- LEED Platinum 52 — 70 points

A wide variety of projects are currently registered with the CaGBC under either LEED BC or LEED Canada. LEED is quickly evolving as the standard for new construction and major renovation projects and is specifically applicable to new designs and major renovations of the following types of buildings:

- Commercial buildings;
- Institutional buildings; and
- High-rise residential.

The financial benefits of green buildings include lower energy, waste disposal and water costs, lower environmental and emissions costs, lower operations and maintenance costs, and savings from increased productivity and health. According to a recent study by

California's State and Consumer Services Agency, there are substantial financial benefits to green building design. A sustainability taskforce reviewed the construction costs of 33 green buildings across the US and found that, although it costs nearly two percent more on average to construct a green building than using conventional methods, the cost premium yields savings of more than 10 times the initial investment during a 20-year life period.

APPENDIX E
VISION IMPLEMENTATION COMMITTEE

This appendix contains several objectives and a list of initiatives that were identified by Esquimalt's Vision Implementation Committee in 2005. The list has been an important input into the update of the OCP.

Vision Implementation Committee Objectives

- Enhance community celebrations and arts and cultural opportunities.
- Ensure our local government is transparent and accountable to its constituents.
- Ensure our community is well planned with sustainable infrastructure and a sustainable environment.
- Undertake, complete and encourage community beautification initiatives.
- Provide a setting that encourages economic growth.

Vision Implementation Committee Initiatives

Esquimalt Council has committed to a number of initiatives that advance the realization of the foregoing objectives. The accompanying table sets out and describes the projects to be undertaken. Most of these projects are referenced in the main body of the OCP.

Project	Description
Esquimalt Road Beautification	Complete the beautification of Esquimalt Road.
Macaulay Point—Work Point Lands Master Plan	Coordinate with DND and Canada Lands.
Improving Esquimalt's image	Undertake, complete and encourage community beautification Initiatives Improvement of Esquimalt's image; Establish signage strategy and improve "welcome" signage.
Economic Development and Promotion	Implementing existing strategy A "Framework for Employment and Economic Development in Esquimalt".
Implementing 2003 Vision	Reflecting Esquimalt's vision objectives in goals and policies of the 2005 Official Community Plan, guiding decision making for the next 10 years.
Preparation of Development Cost Charge Bylaw	To assist in paying for the costs of future parklands and road and underground infrastructure upgrading.
Review of Zoning Bylaw	Undertake a review to ensure consistency with this Official Community Plan. Review of policy of how the municipality establishes enforcement priorities.
Review Parking Bylaw	Review and amend the off-street parking bylaw to encourage shared parking, bicycle-parking facilities and to ensure that current standards are appropriate.

Preparation of Storm Drain Bylaw	That will provide up-to-date and regionally consistent regulations controlling illegal connections to and discharges into storm drains.
Construct walking and cycling trail from West Bay to Macaulay Point	Recreational access to the waterfront from West Bay to Macaulay Point; Design location and guidelines for the Promenade extension to Work Point; Design for Trail Head facilities at West Bay Harbour.
Develop Sidewalk Completion Plan	Complete inventory of Esquimalt's sidewalks and develop a process for prioritizing new sidewalk construction (ensure issues of safety and tie-in to Greenway strategy is considered).
Improve accessibility of walkways	Establish formal Committee of Council, some construction, accessibility to seniors groups.
Implementation of Esquimalt Gorge Park Strategy	To proceed with the Esquimalt Gorge Park 10 year Management Plan and Stream Restoration.
Review of Local Grant Policy	To ensure the Local Grant Policy is current. Examining budgeted annual amount for local grants. Report on history plus adjacent practices and work with Council to review the policy.
Completion and Implementation of Youth Strategy	Complete the Youth Strategy, implementation of some of the recommendations of the Youth Strategy.
Complete renovations at Captain Jacobson and Anderson Parks	Captain Jacobson Park renovations, conceptual design and acquisition/development strategy for "Captain Jacobson's" house and adjacent properties comprising the proposed Captain Jacobson's Waterfront Park.
Implementation of Parks and Recreation Strategic Plan	Implementation of 24 initiatives identified in the 2004 Parks and Recreation Strategic Plan.
Municipal Owned Land Review	Inventory of municipal land as a basis to review potential uses and revenue sources.
Review current condition of Sports Centre	Review of facility, identify and review options, identify alternate funding opportunities, Federal/Provincial Infrastructure Funding, 2010 funding, review opportunity for Olympic-size ice sheet.
Creek Day Lighting Project	Complete construction of the creek day lighting project in Gorge Park.
Establishment of Emergency Program	Establish a municipal emergency program as a corporate priority and actively work towards ensuring the municipality is capable of responding to an emergency.
Improve condition of road network	Develop long-term maintenance strategy and associated annual lump sum capital budget. Allocate required lump sum capital budget annually.
Upgrading Craigflower Road	Ensure sidewalks and safety issues are an integral part of any upgrade. Pursue funding through Federal/Provincial infrastructure funding and fuel tax rebate. Pursue senior government funding to upgrade Craigflower Road on an intermunicipal basis.

Reduce municipal red-tape	Undertake a review of existing bylaws and policies.
Utilize Community Charter initiatives to encourage business	Hold workshop for Council and the Chamber of Commerce to identify and discuss opportunities under the Community Charter.
Improve accessibility of information to the public	Develop budget presentation practices that improve Council's and the community's understanding of the Township's financial position and financial practices. Continue to ensure information is made readily available to the public via web page. Including open forum section for discussions of community issues, municipal zoning information, municipal documents, mapping, community events, Council's activities and public meetings.
Review recreation programs	Review quantity and breadth of recreation programs being provided by the municipality.

APPENDIX F
GLOSSARY OF TERMS

Affordable Housing means housing where the rent or mortgage plus taxes are 30 percent or less of a household's gross annual income. Households that have no option but to pay more than 30 percent of their gross income on shelter expenditures in decent condition, and of appropriate size, are households that are in need of affordable housing.

Amenity means any feature that may add to the physical, aesthetic, or functional appeal of a particular site, neighbourhood or the community in general.

Arterial Road means a road providing service which is relatively contiguous and of relatively high traffic volume and connects municipalities [e.g. Craigflower Road].

Capital Regional District (CRD) means the provincially established federation of local governments and administrative districts providing services to the region extending from Port Renfrew to the southern Gulf Islands.

CPTED [Crime Prevention Through Environmental Design] means a group of strategies and concepts related to the proper design and effective use of the built environment to reduce the fear of crime and incidence of crime, leading to an improvement in the quality of life.

Density refers to the number and or size of residential Dwelling Units allowed within one legal Parcel based on its Area.

Density Bonus means an increase in the permitted number of Dwelling Units in return for the provision of certain Amenities or Affordable or special needs housing.

Designation means the Designation assigned to a property by "Schedule A".

Development Permit Area means an area designated in "Schedule C" where approval of a development permit is required before, as applicable, land may be altered or subdivided, or a building permit may be issued.

Two-unit Dwelling means a residential building containing two Dwelling Units, designed for occupancy by no more than two households.

Dwelling Unit means one or more structurally separate rooms, used as a unit for the residential accommodation of one Family and containing sleeping, cooking and toilet facilities.

Floor Area Ratio means the figure obtained when the total Floor Area of all floors in all Buildings on a Parcel is divided by the area of the Parcel.

Ground-oriented/ground access housing means housing that provides a private principal entry to each unit from the outside. For the purposes of this definition, ground-oriented housing includes single family dwellings, duplexes, townhouses, and stacked townhouses, and may include the ground floor of apartment buildings where private, ground level open space is provided in association with each unit.

Housing Trust Fund means the housing trust fund established by the Capital Regional District Board in 2005, in recognition that housing affordability is a regional priority and key issue in the Capital Region. The fund provides capital for the acquisition, development and

retention of housing that is affordable to households in the member municipalities with low or moderate incomes.

Infill Development means new construction or renovations which make use of vacant or under-utilized Parcels and which may be substantially different from the present or previous Use of the Parcel.

***Institutional* Use** means any Use, privately or publicly owned, which is institutional in nature, including but not limited to schools, churches, sports centres, recreation facilities, parks, museums, hospitals, rest homes, day care centres, and government offices.

Invasive plant species means any alien, non-native, exotic or introduced plant species that has the capacity to establish quickly and easily on new sites and thereby has the potential to pose undesirable or detrimental impacts on humans, animals or ecosystems.

Major Road means a road that accommodates traffic into and out of the municipality and connects to residential collector roads. Admirals, Esquimalt, Lampson and Tillicum are examples of Major Roads.

Multi-unit Dwelling means, for the purposes of this Plan, any Building containing more than three (3) or more Dwelling Units.

Natural Environment means natural and semi-natural areas, both land and water, that have ecological, scenic, renewable resource, outdoor recreation and/or greenway value. The 'natural environment' may be within developed or undeveloped areas whether publicly or privately owned and is not necessarily an undisturbed area.

Non-market Housing means housing designed for independent living by single persons or families who cannot afford to pay market rents or who have needs that are not being met by the market and where the housing units are owned and operated by government agency or a non-profit society and rents are controlled by a housing agreement.

Parcel means the smallest lot, block or other area in which land is held or into which it is subdivided.

Pesticide means any substance or mixture of substances intended for preventing, destroying, repelling or mitigating any pest. The term pesticide also applies to herbicides, fungicides and various other substances intended for use as a plant regulator, defoliant or desiccant.

Policy means a statement that is consistent with the objectives of this Plan and that generally indicates a course of action to be undertaken or pursued.

Regional Context Statement means a statement included in a municipal official community plan, and accepted by the regional district board, that explains the relationship between the official community plan and the Regional Growth Strategy.

Regional Growth Strategy means a regional agreement [including a vision, goals, policies and actions] that commits affected municipalities and regional districts to a course of action to meet common social, economic and environmental objectives.

Residential Collector Road means a road that collects and distributes traffic from local roads to major and arterial roads [e.g. Lyall, Colville and Old Esquimalt Roads].

Secondary Suite means any additional living space within a residential Building which is smaller than the main Dwelling Unit and is intended for the Use of a separate household and contains its own entrance, cooking facilities and sanitary facilities.

Sewage Treatment means the primary, secondary or tertiary treatment which purifies effluent. Primary treatment removes floating and suspended solids; secondary treatment uses biological methods to further purify sewage; and tertiary treatment removes all but a negligible portion of bacterial and organic matter.

Single-unit Dwelling means any detached Building consisting of one Dwelling Unit containing only one kitchen with cooking facilities, which is occupied or intended to be occupied by one household only.

Small Lot means any Parcel which is less than 530 square metres in Area.

Stewardship means assuming responsibility for the care and protection of resources so that they will be available to future generations.

Sustainability or Sustainable Development means the concept of meeting the needs of the present without compromising the ability of future generations to meet their needs. It is based on the efficient and environmentally responsible use of natural, human and economic resources; the creation of efficient infrastructures, and the enhancement of residents' quality of life.

Traffic Calming means measures used to mitigate the negative impacts of traffic in a neighbourhood, e.g. a speed hump.

Urban Forest means all treed landscapes including private yards, urban parks, conservation areas, and boulevards within the Township of Esquimalt.

Use means the purpose for which any Parcel, water surface, Building or structure is designed, arranged or intended, occupied or maintained.

Zoning means the Zoning assigned to a property under Esquimalt's Zoning Bylaw.

APPENDIX G
THE ESQUIMALT PEDESTRIAN CHARTER

A **pedestrian** is a person moving from place to place, either **by foot or by using an assistive mobility device**. Pedestrians include people of all ages and abilities and residents of and visitors to Esquimalt. In order to travel safely, conveniently, directly and comfortably, pedestrians require an urban environment and infrastructure designed to meet their travel needs.

Walking is the most ancient and universal form of travel. It is also an important form of exercise and recreation. Every personal trip involves walking, alone or in combination with taking public transit, driving or cycling.

In adopting **The Esquimalt Pedestrian Charter**, Esquimalt Council recognizes the benefits of walking as a key indicator of a healthy, efficient, socially inclusive and sustainable community and acknowledges the universal rights of people to be able to walk safely and to enjoy high quality public spaces at anytime. As we move toward becoming a more sustainable community, Esquimalt is committed to reducing the physical, social and institutional barriers that limit walking activity. Esquimalt respects the following strategic principles:

1. Increased inclusive mobility

People in our community have the right to accessible streets, squares, buildings and public transport systems regardless of their age, ability, gender, income level, language, ethnic, cultural or religious background, strengthening the freedom and autonomy of all people, and contributing to social inclusion, solidarity and democracy.

Esquimalt supports and encourages planning, design and development that:

- Ensures safe and convenient independent mobility for all by providing access on foot or with an assisted mobility device for as many people as possible to as many places as possible particularly to public transport and public buildings
- Integrates the needs of people with limited abilities by building and maintaining high quality services and facilities that are socially inclusive

2. Well designed and managed spaces and places for people

People in Esquimalt have the right to live in a healthy, convenient and attractive environment tailored to their needs, and to freely enjoy the amenities of public areas in comfort and safety away from intrusive noise and pollution.

Esquimalt supports and encourages planning, design and development that:

- Designs streets for people and not only for cars, recognizing that streets are a social as well as a transport space and therefore, need a social design as well as engineering measures. This can include reallocating road space, implementing pedestrian priority areas and creating car-free environments to be enjoyed by all, supporting social interaction, play and recreation for both adults and children

- Provides clean, well lit streets and paths, free from obstruction, wide enough for their busiest use, and with sufficient opportunities to cross roads safely and directly, without changing levels or diversion

- Ensures seating and toilets are provided in quantities and locations that meet the needs of all users

- Addresses the impact of climate through appropriate design and facilities, for example shade (trees) or shelter.

- Designs legible streets with clear signing and onsite information to encourage specific journey planning and exploration on foot or with an assisted mobility device.

- Values, develops and maintains high quality and fully accessible urban green spaces and waterways.

3. Improved integration of networks

Our community will strive to have a network of connected, direct and easy to follow walking routes which are safe, comfortable, attractive and well maintained, linking their homes, shops, schools, parks, public transport interchanges, green spaces and other important destinations.

Esquimalt supports and encourages planning, design and development that:

- Builds and maintains high quality networks of connected, functional and safe walking routes between homes and local destinations that meet community needs

- Provides an integrated, extensive and well equipped public transport service with vehicles which are fully accessible to all potential users

- Designs public transport stops and interchanges with easy, safe and convenient pedestrian access and supportive information

4. Supportive land use and spatial planning

Esquimalt residents have the right to expect land use and spatial planning policies which allow them to walk to the majority of everyday services and facilities, maximizing the opportunities for walking, reducing car dependency and contributing to community life.

Esquimalt supports and encourages planning, design and development that:

- Puts pedestrians at the heart of urban planning. Gives slow transport modes such as walking and cycling priority over fast modes, and local traffic precedence over long distance travel

- Improves land use and spatial planning, ensuring that new housing, shops, business parks and public transport stops are located and designed so that people can reach them easily on foot or with an assisted mobility device.

- Reduces the conditions for car dependent lifestyles (for example, reduce urban sprawl), reallocate road space to pedestrians and close the missing links in existing walking routes to create priority networks

5. Reduced road danger

Residents of Esquimalt have the right for their streets to be designed to prevent accidents and to be enjoyable, safe and convenient for people walking – especially children, the elderly and people with limited abilities

Esquimalt supports and encourages planning, design and development that:

- Reduces the danger that vehicles present to pedestrians by managing traffic, (for example, by implementing slower speeds), rather than segregating pedestrians or restricting their movements
- Encourages a pedestrian friendly driving culture with targeted campaigns and enforce road traffic laws
- Reduces vehicle speeds in residential districts, shopping streets and around schools
- Reduces the impact of busy roads by installing sufficient safe crossing points, ensuring minimal waiting times and enough time to cross for the slowest pedestrians
- Ensures that facilities designed for cyclists and other non-motorized modes do not compromise pedestrian safety or convenience

6. Less crime and fear of crime

Esquimalt residents have the right to expect an urban environment designed, maintained and policed to reduce crime and the fear of crime.

Esquimalt supports and encourages planning, design and development that:

- Ensures buildings provide views onto and activity at street level to encourage a sense of surveillance and deterrence to crime
- Conducts pedestrian audits by day and after dark to identify concerns for personal security and then target areas for improvements (for example, with brighter lighting and clearer sightlines)
- Provides training and information for transport professionals to increase awareness of the concerns of pedestrians for their personal security and the impact of such concerns on their decisions to walk

7. More supportive authorities

Our community has the right to expect authorities to provide for, support and safeguard their ability and choice to walk.

Esquimalt supports and encourages planning, design and development that:

- Commits to a clear, concise and comprehensive action plan for walking, to set targets, secure stakeholder support and guide investment and includes the following actions:
    - Involves all relevant agencies (especially transport, planning, health, education and police), at all levels, to recognize the importance of supporting

and encouraging walking and to encourage complementary policies and actions

- Consults, on a regular basis, local organizations representing people on foot and other relevant groups including young people, the elderly and those with limited ability
- Collects quantitative and qualitative data about walking (including the motivations and purpose of trips, the number of trips, trip stages, time and distance walked, time spent in public spaces and levels of satisfaction)
- Integrates walking into the training and ongoing staff professional development for transport and road safety officers, health practitioners, urban planners and designers
- Provides the necessary ongoing resources to implement the adopted action plan
- Implements pilot projects to advance best practice and support research by offering to be a case study and promoting local experience widely
- Measures the success of programs by surveying and comparing data collected before, during and after implementation

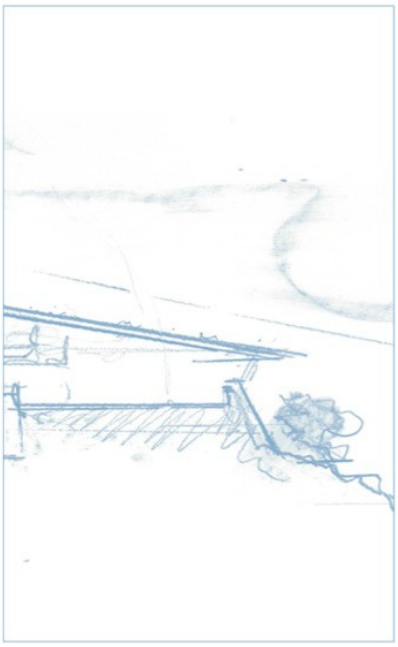
8. A culture of walking

Our community has a right to up to date, good quality, accessible information on where they can walk and the quality of the experience. People should be given opportunities to celebrate and enjoy walking as part of their everyday social, cultural and political life.

Esquimalt supports and encourages programs that:

- Actively encourage all members of the community to walk whenever and wherever they can as a part of their daily lives by developing regular creative, targeted information, in a way that responds to their personal needs and engages personal support
- Create a positive image of walking by celebrating walking as part of cultural heritage and as a cultural event, for example, in architecture, art exhibitions, theatres, literature readings, photography and street animation
- Provide coherent and consistent information and signage systems to support exploration and discovery on foot or with an assisted mobility device including links to public transport
- Financially reward people who walk more, through local businesses, workplaces and government incentives.

APPENDIX H – MCLOUGHLIN POINT DESIGN GUIDELINES



Design Guidelines

REVISED McLoughlin Point Wastewater Treatment Plant

Prepared for the
Capital Regional District

May 2013

CITY SPACES

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Purpose

Because the Township of Esquimalt's *Official Community Plan* designates the site of the McLoughlin Point wastewater treatment facility as a *Development Permit Area (*in order to address *building form and character* in future development of the land), the purpose of these Design Guidelines is to provide the owner (the CRD), the Township of Esquimalt, and the successful project construction proponent with key design parameters for the facility and the site.

Since the procurement method for this project is *design-build*, the final building design will be prepared by the project proponent. The guidelines introduce a degree of certainty, and understanding over design objectives and expectations regarding the completed design. Recognizing the necessary functional workings of the facility, these guidelines are intended to inform and to guide, but not restrain imagination or appropriate design solutions.

At a later date, the project proponent will submit plans for a Development Permit to the Township of Esquimalt once a specific design solution has been reached.

VISION STATEMENT

A design that reflects enduring and sustainable practices, and meets functional needs while being respectful of the prominent setting.

Guiding Principles

The process for developing the guiding design principles considered input from a workshop and open house attended by architects, landscape architects, Core Area Liquid Waste Management Committee representatives, and the public. These principles, or perhaps more appropriately *design values*, provide *qualitative performance statements* that shape both the intentions of the core area wastewater treatment system, and the specific guidelines for the McLoughlin Point wastewater treatment facility.

1. SUSTAINABILITY

a) The treatment system will support environmental, social and economic sustainability, and be considered part of CRD climate action initiatives.

b) Wastewater should be treated as a resource and, wherever possible and practical, provide opportunities for resource recovery and reuse.

c) The McLoughlin Point facility should meet, or exceed the CRD's and the Township of Esquimalt's policies on sustainability and building excellence.

2. RESPECT FOR THE SITE

a) Respect the site as a gateway location.

b) Respect the natural shoreline.

c) Respect the site context, and respond to the site and its surroundings.

3. PLAN FOR THE FUTURE

a) Acknowledge and plan for major tsunami events, climate warming effects, and post-disaster resiliency.

b) Incorporate durable, long-lasting, and timeless materials and design strategies.

4. LIVABILITY

a) Provide a design solution that meets, or exceeds, Township of Esquimalt and City of Victoria noise by-law requirements.

b) Provide a design solution that restricts odours to a maximum of five (5) odour units, or less (not detectable by humans).

c) Respect view impacts from all sides, and from above.

5. SENSE OF PRIDE

a) Incorporate designs that, while respecting the site, ensure the highest standards of materials and workmanship, and are aesthetically pleasing.

b) Incorporate public art into the design.

View from Ogden Point

Design Guidelines

SUSTAINABILITY STANDARDS

Treating its wastewater should be viewed as an element of the region's long-term sustainability objectives. Design considerations to support environmental, social, and economic sustainability include:

- Design the *Operations and Controls* building to a LEED® Gold standard.
- Where feasible, design for on-site heat recovery, and plan for future, long-term, neighbourhood, heat-resource opportunities.
- Incorporate a green roof system into the *Operations and Controls* building and other buildings, where appropriate.
- While much of the site is impervious rocky shoreline, where possible, introduce methods to clean and reduce stormwater runoff, incorporate rain gardens, and consider practical ways to re-use water.
- Restrict impact on the shoreline, except for those areas where wastewater lines enter or exit the treatment plant.

VIEW CONSIDERATIONS

View impacts are an important design consideration given that the site is a waterfront property. The impact on views from all sides (including from east and south perspectives, from across the harbour, and from above) need to be considered in the design process.

Building and design view impacts will be evaluated from the following locations:

- Shoal Point and Ogden Point;
- Songhees Walkway to West Bay; and
- From above.

MARINE SHORELINE CHARACTER DESIGN CONSIDERATIONS

- Building forms should respect the site.
- Wall elements, relating to tsunami and associated catastrophic event protection, such as stepped walls that incorporate angled features, projections, wall terraces, and textures, should reflect the character of the rocky shoreline,.

MASSING, SITING & EXTERIOR ARCHITECTURAL ELEMENTS

- The design must demonstrate how the buildings and structures will fit into the site, responding to the shoreline in the forefront, and the evergreen treeline and rocky knoll backdrop.
- Building heights should vary, but not exceed 15 metres, from the finished grade.
- Design aesthetics should be optimized with the use of appropriate, high quality materials.
- Exterior building materials, including exterior details, must be selected to withstand intense weather and sea conditions, and must be of a high standard to ensure low maintenance.
- Doors, overhead doors, and other closures (including hatches, grilles, and louvres) should be durable, thermally resistant, and suitably finished for the marine environment.
- Windows should have high performance glazing, and be capable of providing natural ventilation, where appropriate.
- Roof areas must consider views from above.
- Clarifiers and aerated filters must be covered to meet noise and odour principles.

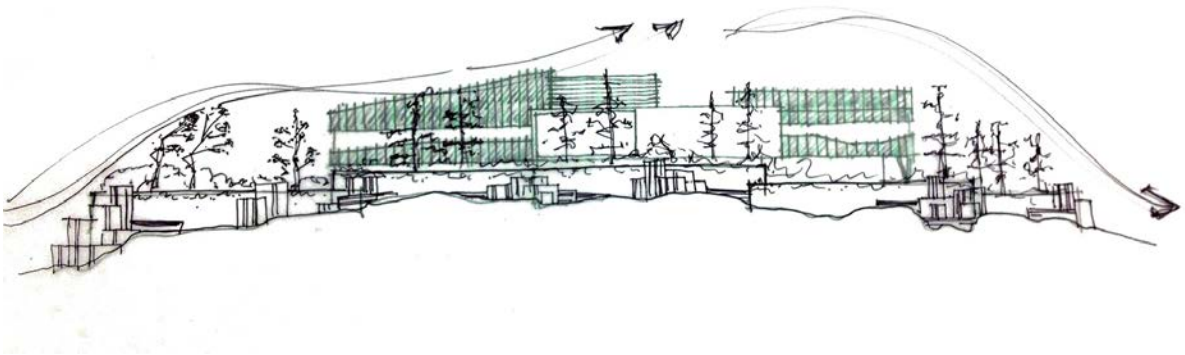
LIGHTING

- Light fixtures should provide no more than the minimum lighting needed for their intended purposes, and not exceed levels recommended by the *Illuminating Engineering Society for North America Recommended Practice Manual: Lighting for Exterior Environments*.
- Light fixture shields should be specified to reduce impacts on other properties, and when seen from the designated viewpoints.
- All lighting should be directed downward, and not into the night sky.
- Energy efficient fixtures should be specified, with consistent colour for all lighting.

LANDSCAPE ELEMENTS

The design concept is based on site conditions, views from the harbour, and a windswept rocky shoreline. With this in mind, landscape elements should include:

- Use of plant species that are designated hardy to harsh, and for salt spray environments; situate plants such that the force of the wind shapes their future forms;
- A retaining wall system designed to reflect the rugged and rough-textured surface of boulders and exposed-rock shorelines;
- Outdoor storage and parking areas screened through the use of berms, fences, landscaping and/or solid noise-absorbing barriers;

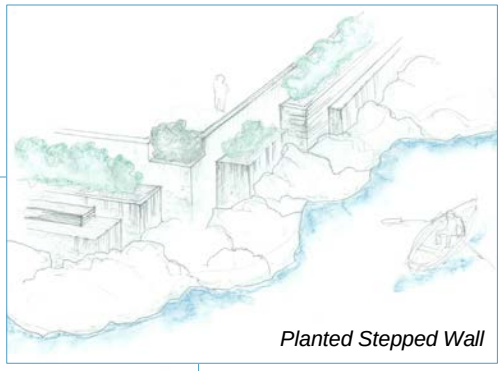


GUIDELINES FOR SEAWALL AND WALLS

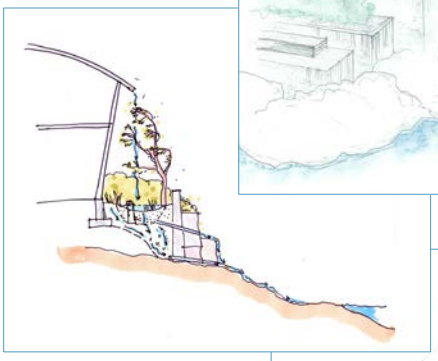
The retaining wall system should be designed to reflect the rugged and textured surface of the exposed-rock shorelines. To reduce view impacts for neighbouring communities and water/air traffic, the mass of the wall (combined height and width) will be broken up visually with features such as board form relief, wall projections, vertical elements, and wall protrusions. It should feature both rounded, smooth, and angular surfaces to reflect the natural shoreline.

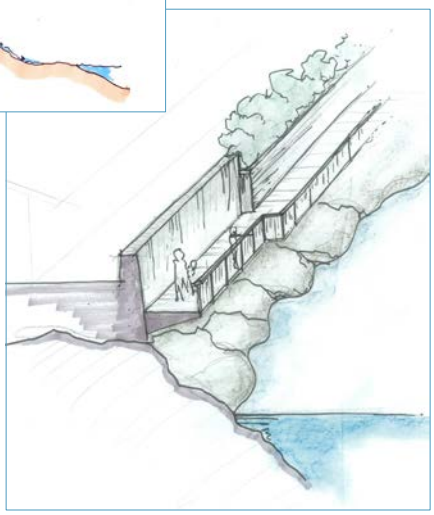
Walls are divided into two types: 1) primary walls, which are prominent perimeter retaining walls, and feature walls within the plant; and 2) secondary walls, which serve as infill between the primary walls.

- Walls must not protrude beyond the High Water Mark (HWM 1.804m geodetic).
- The site must be protected by a continuous tsunami protection wall that has a top elevation of not less that 6.5 metres above the High Water Mark.
- The appearance of wall heights greater than 4.0 metres must be minimized by placing step walls in the tsunami protection wall.
- Planted stepped walls should be a minimum depth of 1.0 metre horizontally to allow for landscape elements to be introduced. Where this is not possible, shallower multiple steps may be used.
- All surfaces of the primary perimeter retaining walls must be finished with random board-formed recesses or other suitable architectural treatment. Vertical recesses should be spaced randomly. A smooth finish should be considered for secondary walls.
- The design should plan for development of a pedestrian pathway along the waterfront side of the site.



Planted Stepped Wall





GUIDELINES FOR PLANTING – GENERAL

- Distribution of plants will be limited due to salt spray and wind exposure, particularly on the south side of the site
- Planting will exclude lawns.
- Mature plant heights must be at least 60 cm tall for all planted areas to shade undesirable weed species.
- Planting densities must ensure that vegetated areas will have 100% plant coverage after two full growing seasons.
- Planted areas will be irrigated with a high efficiency irrigation system.
- Plants should be drought tolerant and require minimal water after the two-year establishment period.
- Green roofs must be installed fully established to minimize wind erosion and maintenance.
- All planting will be to BCNLA/BCSLA Landscape Standards.

GUIDELINES FOR PLANTING ALONG SEAWALLS

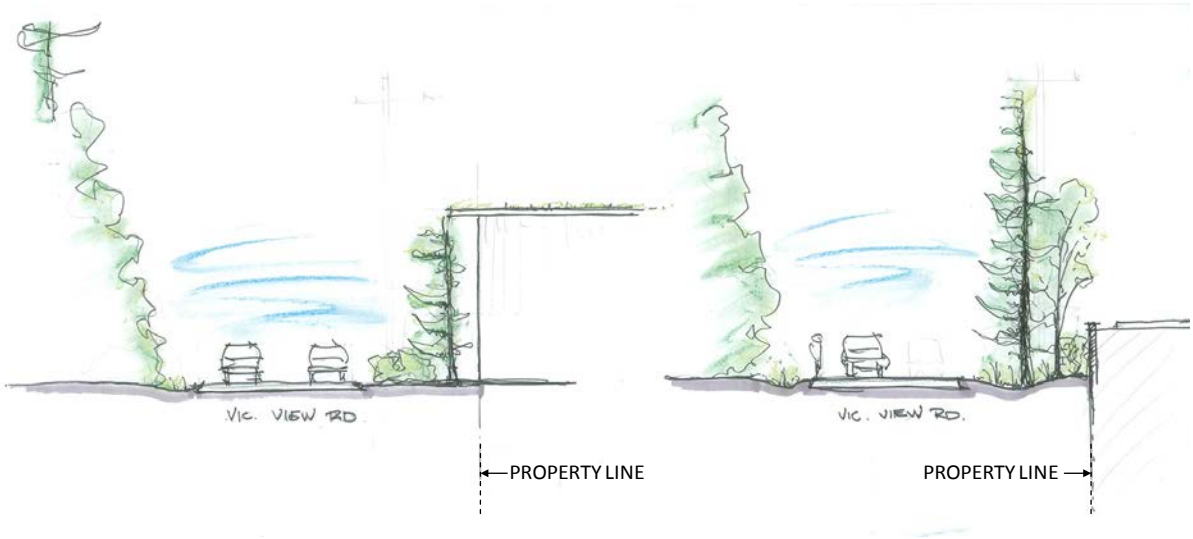
- Distribution of plants will be limited due to salt spray and wind exposure.
- Trees must be situated more than 10 metres from the south facing wall, as this will be a high wind velocity area.
- The following species are considered appropriate for use along the waterfront:
  - Pinus contorta var. Contorta (Shore Pine)
  - Arbutus menzesii (Pacific Madrone)
  - Rosa nutkana (Nootka Rose)
  - Symphoricarpus albus (Snowberry)
  - Arbutus unedo (Strawberry Tree)
  - Myrica californica (Sweet Gale)
  - Lonicera pileata (Privet Honeysuckle)
  - Mahonia aquifolium (Oregon Grape)

GUIDELINES FOR PLANTING ADJACENT TO BUILDING ENTRANCES

Planting around the building entrances can be more design driven, and specific hard and soft landscaping should complement the building architecture.

GUIDELINES FOR SCREENING ON VICTORIA VIEW ROAD

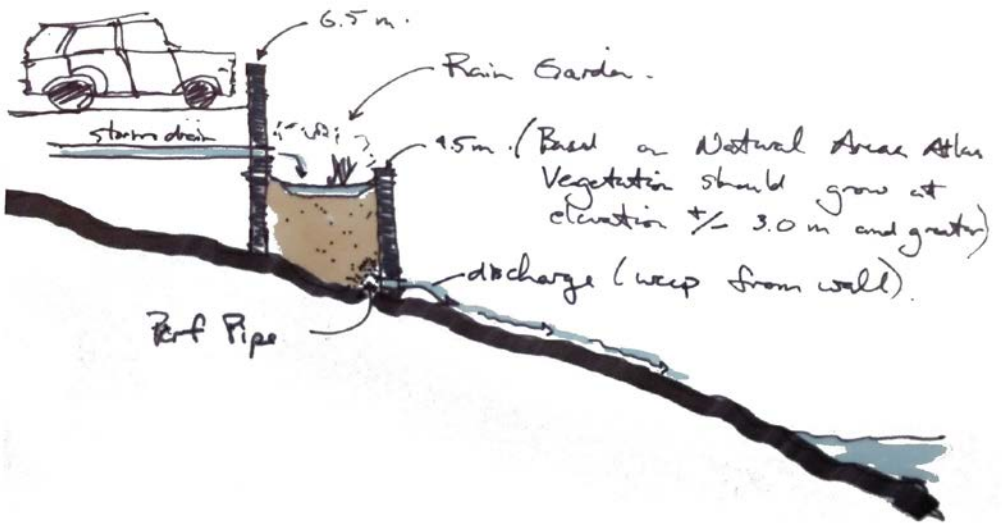
- To break up the mass of concrete walls, introduce screening (mostly of coniferous tree plantings) along the road frontage and adjacent property lines. The CRD should work with the Department of National Defence to allow for landscaping along the road frontage adjacent to the site. Cluster trees to provide clear 8-metre wide gaps to allow for future maintenance access (from a crane).
- A continuous shrub border will be required at the base of the wall to screen the lower retaining wall, and reduce the risk of vandalism. Shrubs in this area are to be native species only, with the exception of those adjacent to the two entrances, where lower evergreen screening is desirable.
- In situations with larger retaining walls, vines can be considered, but must be supported by cable systems.
- The following species are considered appropriate for use in screening applications:
  - Pseudotsuga menzesii (Douglas Fir);
  - Rosa nutkana (Nootka Rose);
  - Symphoricarpus albus (Snowberry); and
  - Parthenocissus tricuspidata (Boston Ivy).



STORMWATER MANAGEMENT

The following stormwater management measures should be considered for the site:

- Stormwater from the internal roadways and parking areas will be treated to remove 80% of TSS from a 6-month rain event prior to discharge.
- Treatment of roadway and parking run-off can come in the form of:
  - A combination of rain gardens and bioswales adjacent to the parking and roadways, complete with raised overflow basins, and under drains connected to the storm drain system;
  - Aqua-pave permeable paving, complete with an under drain system in discrete areas where direction of run-off to a bioswale is not feasible; or
  - A combination of these.
- A conventional storm drain will be installed with an outfall to the ocean. All drainage from the site will eventually be discharged through this pipe.
- The buildings will connect directly to the piped storm drain system. Building drainage will bypass the treatment system. However, a rain garden, stormceptor, or similar end-of-pipe treatment device could be installed if treatment of roof drainage is required.



PARKING AND SERVICES

- Parking for visitors, plant and system operation staff, and CRD maintenance vehicles should be suitably screened through the use of berms, fences, landscaping, and/or solid noise-absorbing barriers to minimize visual impact.

SIGNAGE

- Limit signage to directional and identification as required for wayfinding.

PUBLIC ART AND EDUCATION

- Public art shall be provided. The CRD and Township of Esquimalt will work together to confirm the process and requirements.
- Plans should include capacity for organized, educational site visits to learn about the functioning of the treatment system, the regional liquid waste management program, resource recovery, etc.

CITY SPACES

Suite 585, 1111 West Hastings Street, Vancouver BC V6E 2J3 | 604.687.2281
5th Floor, 844 Courtney Street, Victoria BC V8W 1C4 | 250.383.0304
Suite 300, 160 Quarry Park Boulevard SE, Calgary AB T2C 3G3 | 403.336.2468

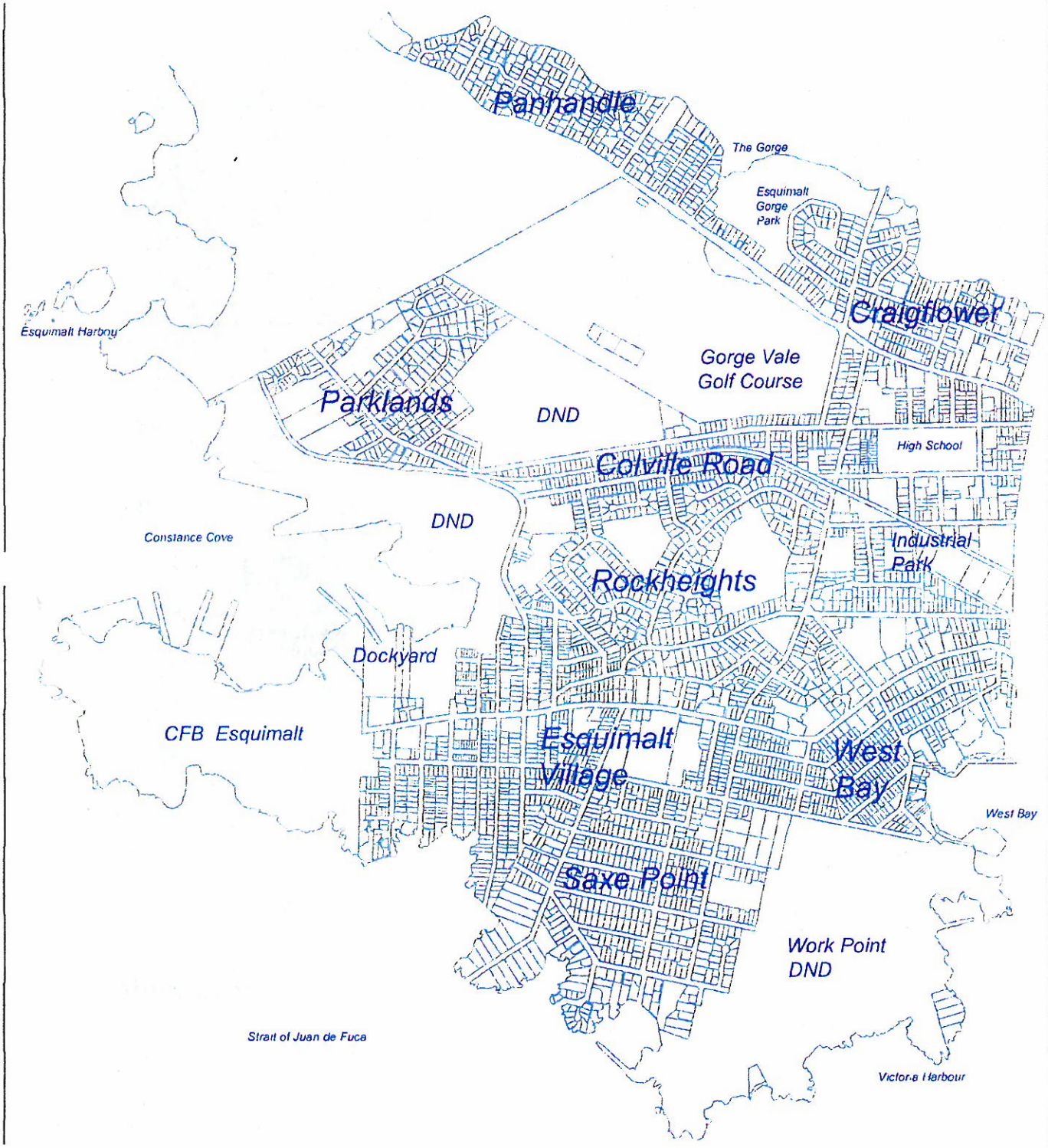
www.cityspaces.ca

MAP 1 - REGIONAL CONTEXT MAP

CORPORATION OF
THE TOWNSHIP OF ESQUIMALT

esquimalt ocp review

MAP 2 - ESQUIMALT'S NEIGHBOURHOODS



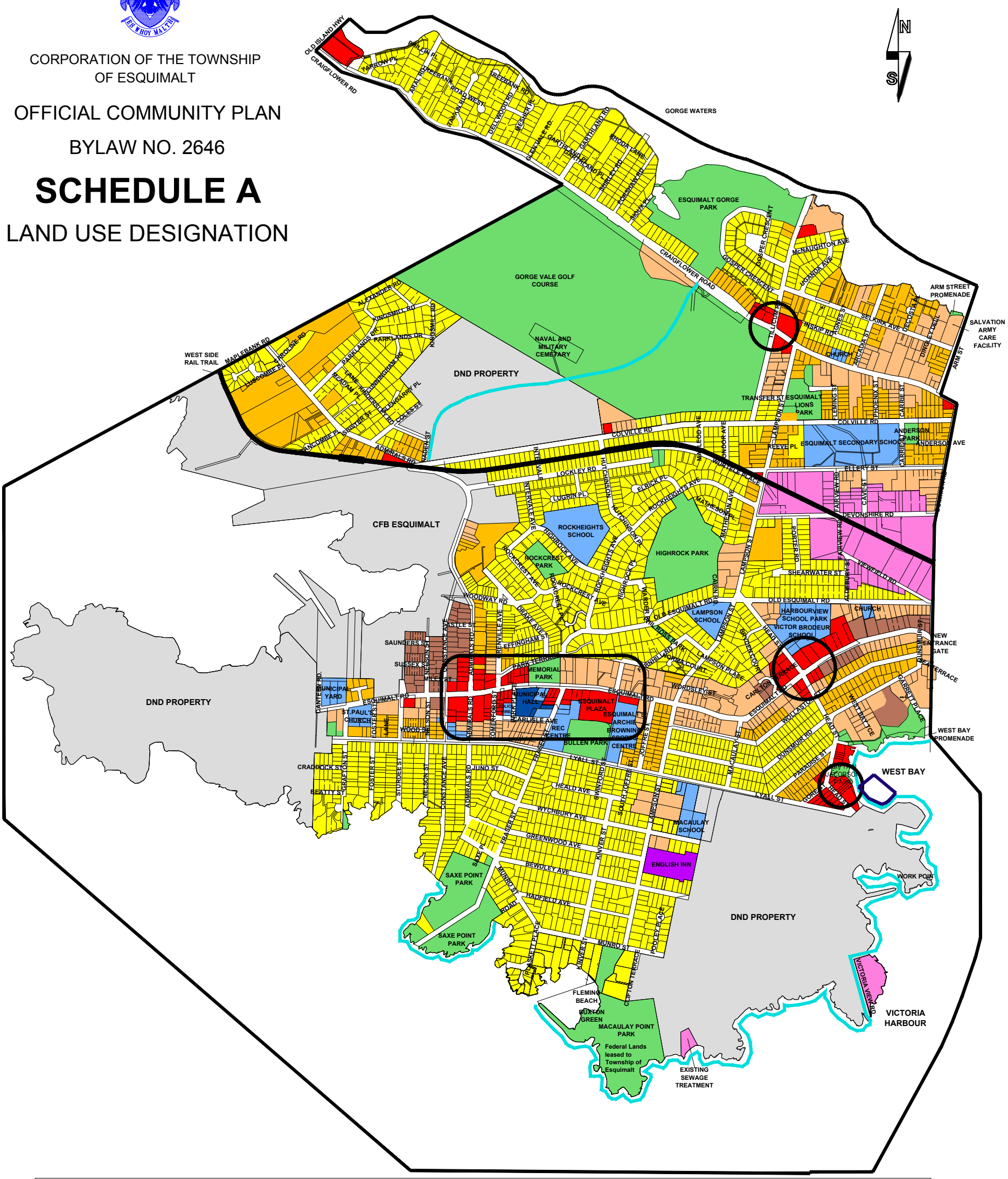
CORPORATION OF THE TOWNSHIP
OF ESQUIMALT

OFFICIAL COMMUNITY PLAN

BYLAW NO. 2646

SCHEDULE A

LAND USE DESIGNATION



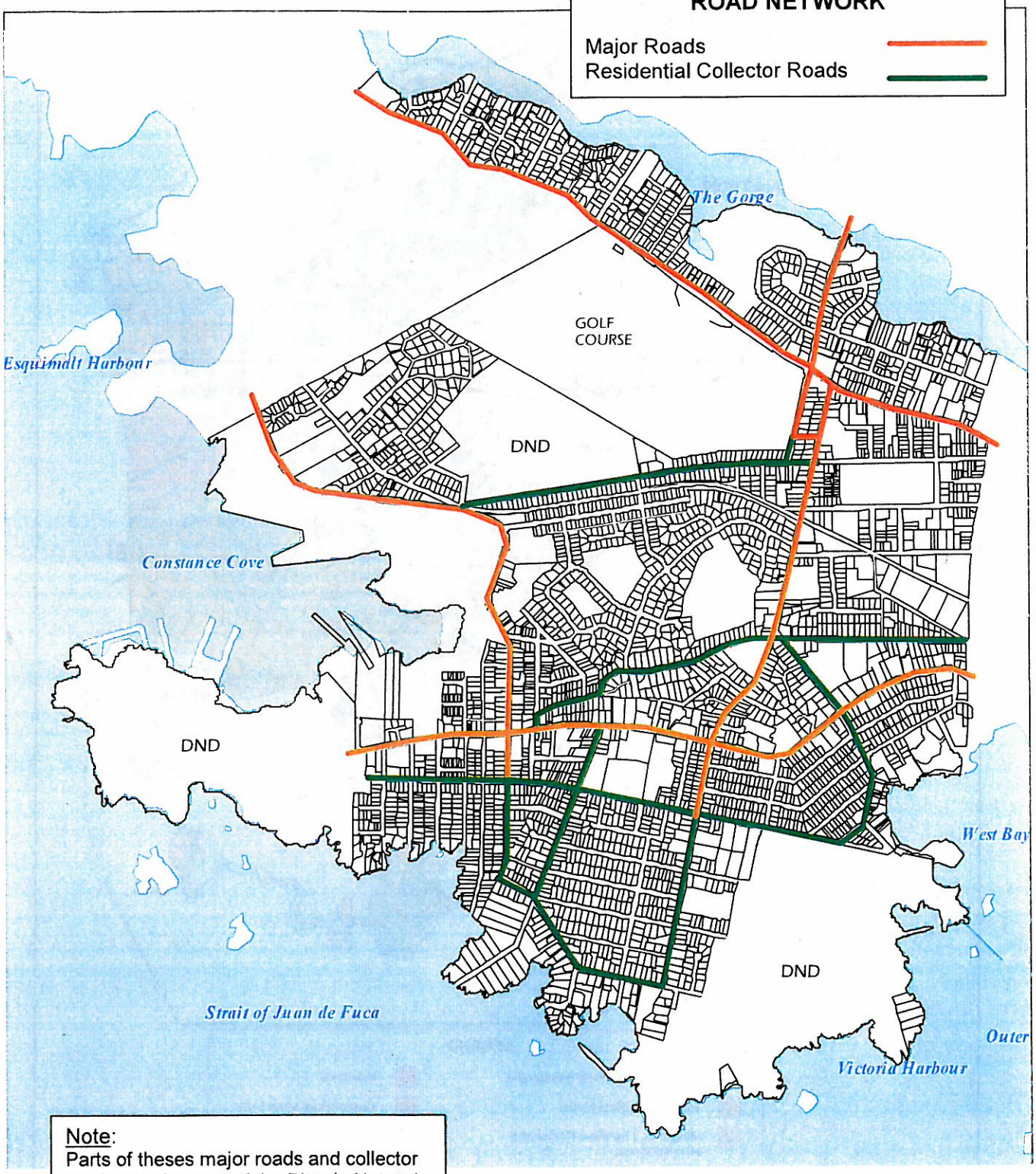
LEGEND

- Single and Two-Unit Residential
- Townhouse Residential
- Multi-Unit, Low-Rise Residential (up to four storeys)
- Multi-Unit, High-Rise Residential (five+ storeys)
- Floathome Residential
- Parks and Open Space
- Trails (existing and proposed)
- Transportation Corridor
- Industrial
- Commercial Mixed-Use
- Commercial Node
- Institutional
- DND Federal Land
- Water Area
- Municipal Boundary
- English Inn Mixed Use
- Esquimalt Town Square

Corporation of the Township of Esquimalt
OFFICIAL COMMUNITY PLAN

Schedule B_1
ROAD NETWORK

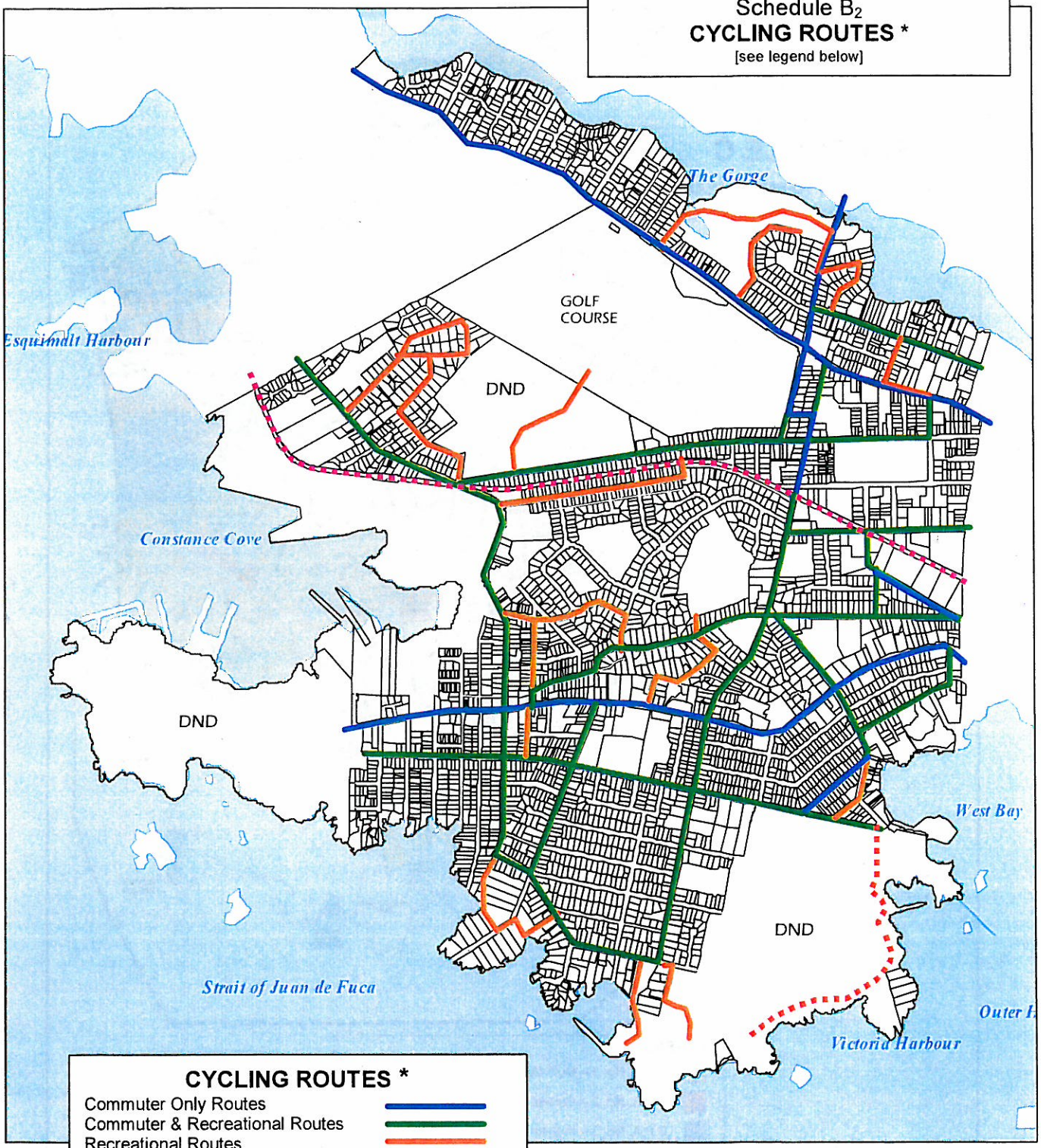
Major Roads
Residential Collector Roads



Note:
Parts of theses major roads and collector roads are also part of the Bicycle Network [see Cycling Routes map]. Cycling is a recognized form of transportation and is permitted on all municipal roads.

Corporation of the Township of Esquimalt
OFFICIAL COMMUNITY PLAN

Schedule B_2
CYCLING ROUTES *
[see legend below]



CYCLING ROUTES *

Commuter Only Routes
Commuter & Recreational Routes
Recreational Routes
Future Commuter & Recreational Route
Future Recreational Route

* Refer to the Bicycle Network Plan 2001 for more detailed mapping of the Bicycle Network

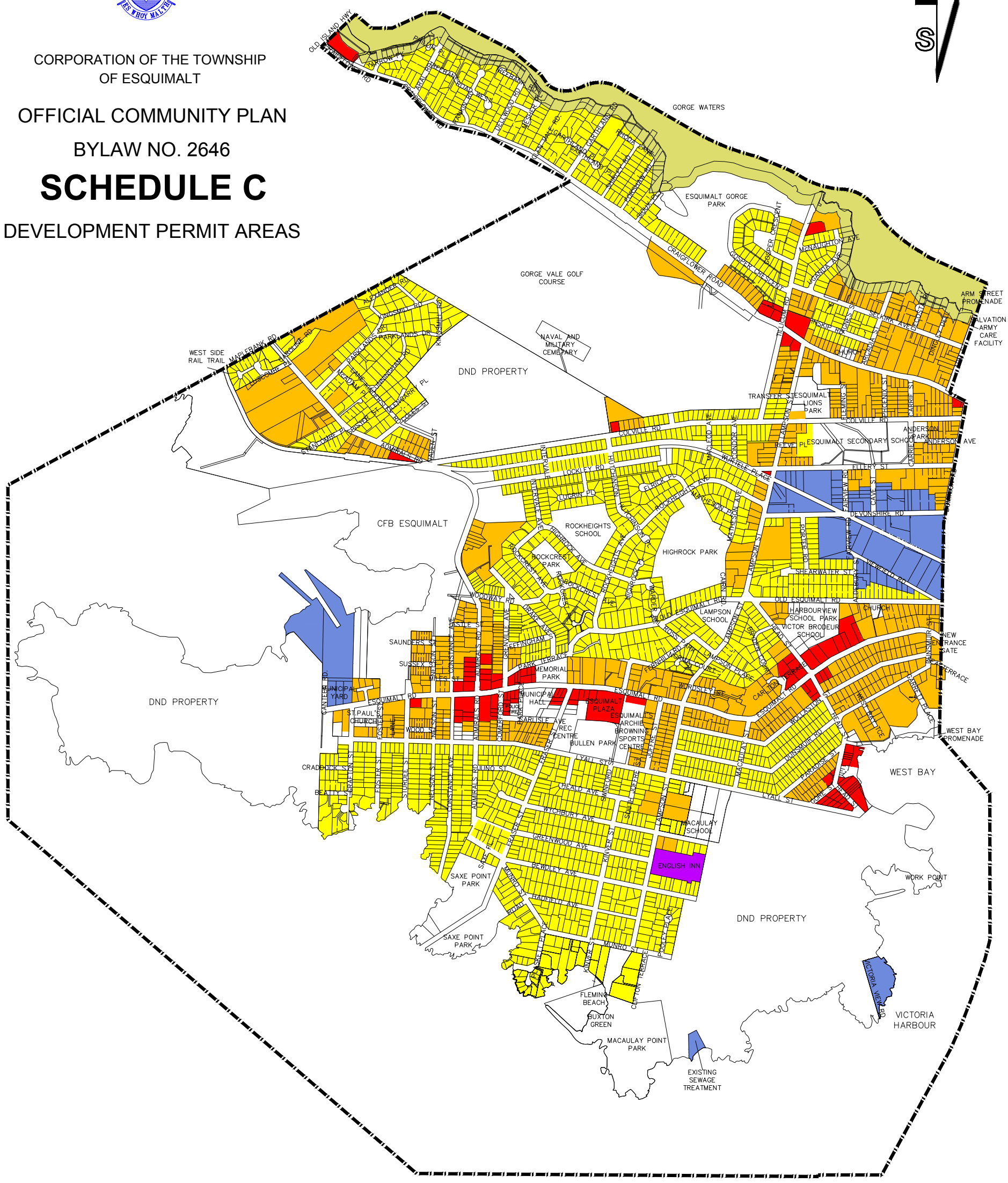
CORPORATION OF THE TOWNSHIP
OF ESQUIMALT

OFFICIAL COMMUNITY PLAN

BYLAW NO. 2646

SCHEDULE C

DEVELOPMENT PERMIT AREAS



LEGEND

- D.P.A. No. 1 – Multi Unit Residential
- D.P.A. No. 2 – Commercial
- D.P.A. No. 3 – Industrial
- D.P.A. No. 4 – Gorge Waterway
- D.P.A. No. 5 – Enhanced Design Control Residential
- D.P.A. No. 7 – English Inn

- Water Area
- Municipal Boundary

May apply to lands not designated Residential, Commercial, Industrial or Gorge Waterway if they are to be used for more than single-unit residential use.

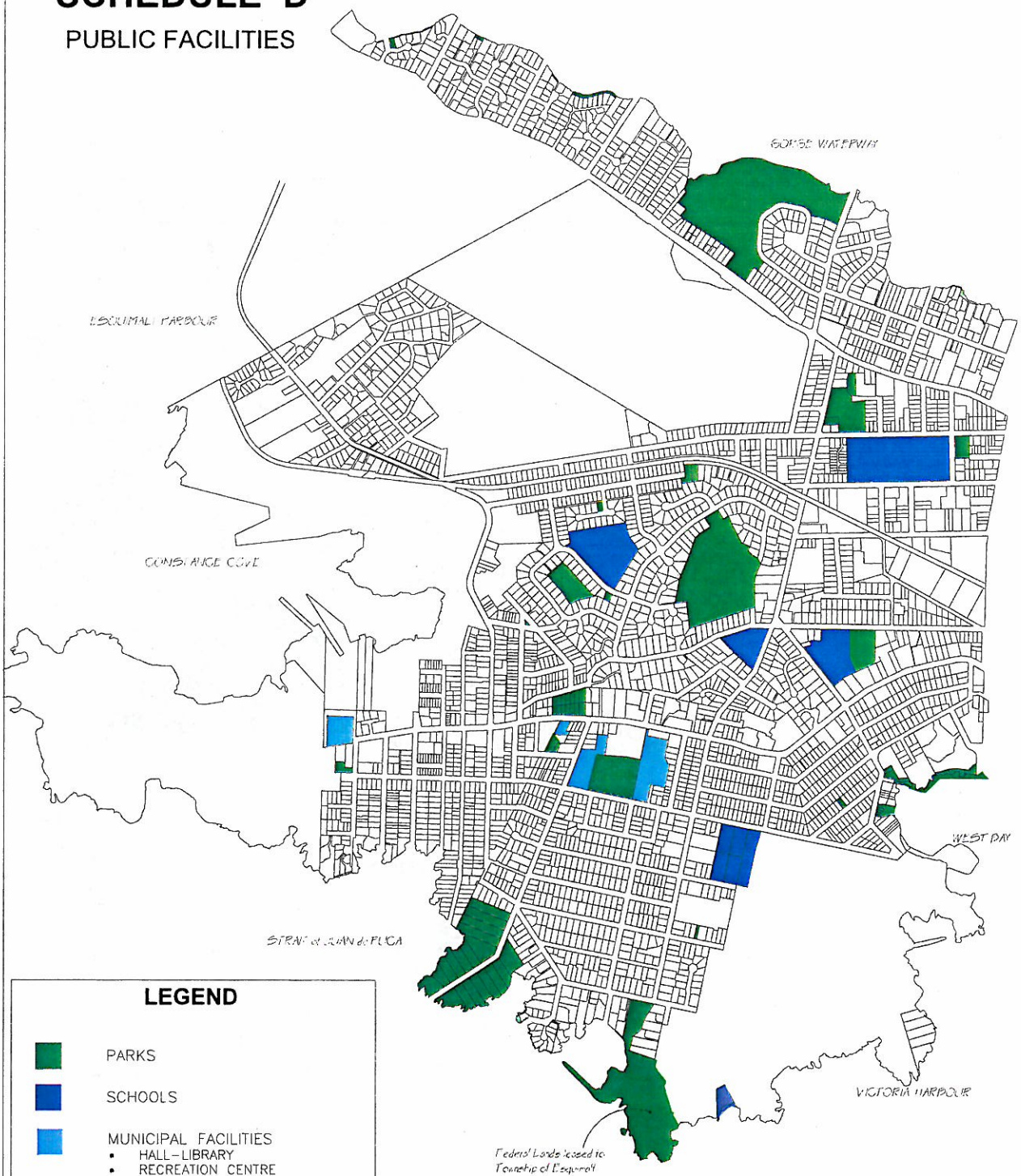
CORPORATION OF THE TOWNSHIP
OF ESQUIMALT

OFFICIAL COMMUNITY PLAN

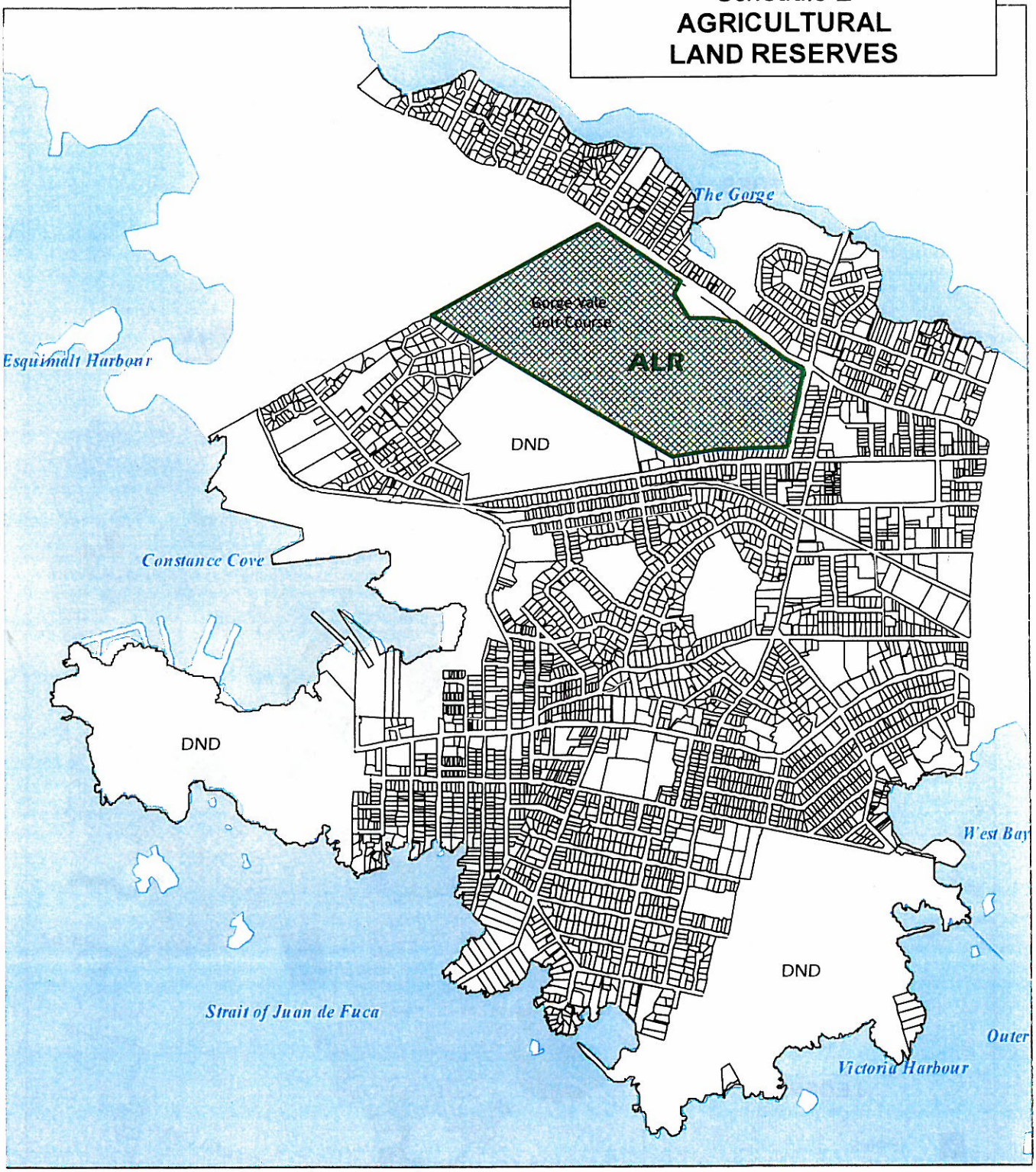
BYLAW NO. 2646

SCHEDULE D

PUBLIC FACILITIES



LEGEND

- PARKS
- SCHOOLS
- MUNICIPAL FACILITIES
  - HALL – LIBRARY
  - RECREATION CENTRE
  - SPORTS CENTRE
  - PUBLIC WORKS YARD
- SEWAGE OR WASTE TREATMENT

Corporation of the Township of Esquimalt
OFFICIAL COMMUNITY PLAN
Schedule E
AGRICULTURAL LAND RESERVES