



# CORPORATION OF THE TOWNSHIP OF ESQUIMALT

Municipal Hall  
1229 Esquimalt Road  
Esquimalt, B.C. V9A 3P1

## Staff Report

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File #:21-197

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### REQUEST FOR DECISION

**DATE:** April 6, 2021

Report No. DEV-21-025

**TO:** Laurie Hurst, Chief Administrative Officer

**FROM:** Trevor Parkes, Senior Planner and Bill Brown Director of Development Services

**SUBJECT:**

Official Community Plan Amendment and Rezoning Application - 819, 821, 823 Esquimalt Road.

**RECOMMENDATION:**

1. That Council resolves that Official Community Plan Bylaw, 2018, No. 2922, Amendment Bylaw, 2021, No. 3026, attached to Staff Report No. DEV-21-025 as Appendix A, which would

- amend Official Community Plan Bylaw, 2018, No. 2922 by changing Schedule 'B', being the Proposed Land Use Designations Map by changing the designation of 819 Esquimalt Road [PID 009-205-292 Lot 20, Section 11, Esquimalt District, Plan 265], 821 Esquimalt Road [PID 009-205-276 Lot 19, Section 11, Esquimalt District, Plan 265], and 823 Esquimalt Road [PID 006-854-940 Lot 18, Section 11, Esquimalt District, Plan 265], all shown cross hatched on Schedule 'A' of Bylaw No. 3026, from 'Neighbourhood Commercial Mixed-Use' to 'Commercial/Commercial Mixed-Use'; and
- amend Official Community Plan Bylaw, 2018, No. 2922 by changing Schedule 'H', being the Development Permit Areas Map by changing the designation of 819 Esquimalt Road [PID 009-205-292 Lot 20, Section 11, Esquimalt District, Plan 265], 821 Esquimalt Road [PID 009-205-276 Lot 19, Section 11, Esquimalt District, Plan 265], and 823 Esquimalt Road [PID 006-854-940 Lot 18, Section 11, Esquimalt District, Plan 265], all shown cross hatched on Schedule 'A' of Bylaw No. 3026, from Development Permit Area No.6 - Multi-Family Residential to Development Permit Area No.4 - Commercial;

be given first and second reading;

2. That Council resolves that Zoning Bylaw, 1992, No. 2050, Amendment Bylaw No. 3027, attached to Staff Report DEV-21-025 as Appendix B, which would amend Zoning Bylaw, 1992, No. 2050 by changing the zoning designation of 819 Esquimalt Road [PID 009-205-292 Lot 20, Section 11, Esquimalt District, Plan 265], from C-1 [Convenience Commercial] and by changing the zoning designation of 821 Esquimalt Road [PID 009-205-276 Lot 19, Section 11, Esquimalt District, Plan 265], and 823 Esquimalt Road [PID 006-854-940 Lot 18, Section 11, Esquimalt District, Plan 265], from RM-4 [Multiple Family Residential], all shown cross-hatched on Schedule "A" of Bylaw No. 3027, to CD No. 136 [Comprehensive Development District No. 136], be given first and second

reading;

3. That Council authorizes the Corporate Officer to schedule a Public Hearing for Official Community Plan Bylaw, 2018, No. 2922, Amendment Bylaw No. 3026, and Zoning Bylaw, 1992, No. 2050, Amendment Bylaw No. 3027, mail notices and advertise for same in the local newspaper; and

4. That, as the applicant wishes to assure Council that uses and development will be restricted and amenities provided as identified in Staff Report DEV-21-025, the applicant has voluntarily agreed to register a Section 219 Covenant on the titles of 819 Esquimalt Road [PID 009-205-292 Lot 20, Section 11, Esquimalt District, Plan 265], 821 Esquimalt Road [PID 009-205-276 Lot 19, Section 11, Esquimalt District, Plan 265], and 823 Esquimalt Road [PID 006-854-940 Lot 18, Section 11, Esquimalt District, Plan 265] in favour of the Township of Esquimalt providing the lands shall not be subdivided, built upon or used (as appropriate to the requirement, as drafted by the Township's solicitor at the applicant's expense) in the absence of all of the following:

- Lot consolidation of 819 Esquimalt Road, 821 Esquimalt Road, and 823 Esquimalt Road prior to development as the proposed CD No.136 Zone does not work unless the parcels are consolidated.
- Granting of a Statutory Right of Way across the northernmost 3.0 metres of the combined parcel frontage to allow for the installation of a public sidewalk and all associated rights to pass over this portion of the lands.
- Sidewalk, not less than 2.0 metres in width, be installed across the parcel frontage within the Statutory Right of Way.
- Inclusion of not less than three (3) street trees, and associated tree collars, tree grates and tree wells, and having a caliper of not less than 7.0 centimetres with additional specifications subject to approval by the Director of Parks and Recreation Services, be installed along the frontage of the consolidated parcel.
- Inclusion of not less than three (3) shade trees, and associated tree collars, tree grates and tree wells, and having a caliper of not less than 7.0 centimetres with additional specifications subject to approval by the Director of Parks and Recreation Services, be installed along Rear Lot Line of the consolidated parcel.
- Required visitor parking spaces will be provided and remain designated Visitor spaces in perpetuity.
- That the consolidated parcel is not to be subdivided (to prevent stratification).
- That the building height and massing be restricted to a maximum height of eight-storeys and a maximum Floor Area Ratio of 2.95.
- Prohibition on the use of Natural Gas as an energy source for space heating in the building.
- 8 Commercial designated parking spaces secured for intended use.

Council direct staff and legal counsel for the Township to coordinate with the property owner to ensure a Section 219 Covenant addressing the aforementioned issues is registered against the property title, in priority to all financial encumbrances, prior to returning Amendment Bylaw No. 3026 and Amendment Bylaw No. 3027 to Council for consideration of adoption.

**RELEVANT POLICY:**

Declaration of a Climate Emergency  
*Local Government Act*



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**File #:21-197**

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Official Community Plan Bylaw, 2018, No. 2922  
Zoning Bylaw, 1992, No. 2050  
Parking Bylaw, 1992, No. 2011  
Development Application Procedures and Fees Bylaw, No. 2791, 2012  
Advisory Planning Commission Bylaw, 2012, No. 2792  
Subdivision and Development Control Bylaw, 1997, No. 2175  
Building Regulation Bylaw, 2017, No.2899 Official Community Plan Bylaw, 2018, No. 2922

### **STRATEGIC RELEVANCE:**

Healthy, Livability, and Diverse Community - Support community growth, housing, and development consistent with our Official Community Plan (OCP).

### **BACKGROUND:**

#### **Appendices**

Appendix A: Official Community Plan Bylaw, 2018, No. 2922, Amendment Bylaw No. 3026  
Appendix B: Zoning Bylaw 1992, No. 2050, Amendment Bylaw No. 3027 [CD-136]  
Appendix C: Site Plan, Air Photo, OCP Maps, Zoning Map  
Appendix D: Architectural Plans, Shadow Plans, Landscape Plan and BCLS Site Plan  
Appendix E: Applicant's Narrative  
Appendix F: Green Building Checklist  
Appendix G: Avenir Community Consultation Summary  
Appendix H: OCP Amendment Consultation Letter to Stakeholders (Revised)  
Appendix I: West Bay Residents Association Position Letter  
Appendix J: Avenir/ Zeidler Council Presentation

#### **Timeline**

October 13, 2020 - Application received  
October 19, 2020 - Applicant's Community Consultation Letter mailed - 337 notices (Appendix G)  
January 25, 2021- Revised drawings received  
February 1, 2021 - Council approves OCP Stakeholder Consultation List.  
February 18, 2021- Revised drawings received  
February 18, 2021 - OCP Amendment Consultation Letter mailed to stakeholders  
March 1, 2021 - Revised drawings received  
March 9, 2021 - Revised OCP Amendment Consultation Letter mailed to stakeholders (Appendix H)  
March 10, 2021 - Application reviewed by the Design Review Committee  
March 23, 2021 - Application reviewed by the Advisory Planning Commission  
April 6, 2021 - Revised drawings received  
April 12, 2021- Council consider reading Bylaw No. 3026 and Bylaw No. 3027 a first and second time.

#### **Purpose of the Application**

The applicant is requesting a change to the OCP 'Proposed Land Use Designations' map by changing the designation for the subject properties from 'Neighbourhood Commercial Mixed-Use' to 'Commercial/ Commercial Mixed-Use' and change the 'Development Permit Areas' map by changing the applicable Development Permit Area for the subject properties from 'Multi-Family Residential' to 'Commercial'. These changes are required to allow Esquimalt Council to consider a concurrent

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**File #:21-197**

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application for a change in zoning of the subject properties from the current mix of RM- 4 [Multiple Family Residential] and C-1 [Convenience Commercial] zones to Comprehensive Development District No. 136 zone [CD-136], to accommodate the ninety-two (92) seniors oriented, multiple family residential units and one commercial unit, proposed to be constructed in an eight-storey building on the subject properties.

Evaluation of this application should focus the appropriateness of the change of Proposed Land Use Designation from Neighbourhood Commercial Mixed-Use to Commercial/ Commercial Mixed-Use and the change of Development Permit Area for the subject properties from Multi-Family Residential to Commercial for this location and on issues relevant to zoning such as the appropriateness of the proposed height, density and massing, proposed unit sizes, siting, setbacks, lot coverage, useable open space, how the building relates to adjacent and surrounding sites and whether the proposed uses are appropriate and consistent with the overall direction contained within the Official Community Plan.

Specific form and character issues relating to the aesthetics of the building, such as cladding materials, window materials, railings, fencing, doorways, and detailed landscaping will be evaluated in a separate application for Development Permit should this rezoning application be approved by Council.

### **Context**

**Applicant:** Jason Craik [Avenir Construction Inc.]

**Owners:** Tarnjt Pannu, Gurpreet Randhawa, Avtar Randhawa, Kartar Randhawa, Sharon Chou

**Property Size:** Metric: 2031 m<sup>2</sup> Imperial: 21,861 ft<sup>2</sup>

**Existing Land Use:** Fourplex/ Single Family Dwelling/ Retail Store

### **Surrounding Land Uses:**

North: Four and Six storey Multiple Family Residential

South: Single Family Residential

West: Single Family Residential

East: Four storey Multiple Family Residential

**OCP Proposed Land Use Designation:** Neighbourhood Commercial Mixed-Use [*change required to - Commercial/ Commercial Mixed-Use*]

**Existing Zoning:** RM-4 [Multiple Family Residential]/ C-1 [Convenience Commercial]

**Proposed Zoning:** CD-136 [Comprehensive Development District No. 136]

### **Official Community Plan:**

The proposed amendment to the OCP and Zoning bylaws envisions 92 seniors oriented, multiple family residential units and one, street front, commercial unit constructed in an 8-storey building on the consolidated parcel.

Council can only approve rezoning that is consistent with the Official Community Plan therefore the requested change to 'Commercial/ Commercial Mixed-Use' Proposed Land Use Designation [Appendix B] must be considered for approval concurrent to the proposed rezoning.

In addition, as there is a commercial component to the development proposal, amendment of the

Development Permit Area applied to this parcel is required. Based on the proposed mixed-use proposal, 8-storeys tall with a proposed gross density of 3.0 FAR, Development Permit Area (DPA) No. 6: Multi-Family Residential must be amended to DPA No. 4: Commercial to ensure consistency between the OCP and the proposed uses.

## OCP Section 5 - Housing & Residential Land Use

### 5.1 Anticipated Housing Needs in the Next 5 Years

Objective: Support expansion of housing types within Esquimalt while addressing concerns such as tree protection, parking, traffic, noise, effects on neighbouring properties, and neighbourhood character are addressed.

Policy - Support the development of a variety of housing types and designs to meet the anticipated housing needs of residents. This may include non-market and market housing options that are designed to accommodate young and multi-generational families, the local workforce, as well as middle- and high-income households.

Policy - Encourage the development of rental accommodation designed for a variety of demographic household types, including young families.

### 5.3 Medium and High-Density Residential Redevelopment

Objective: Support compact, efficient medium density and high-density residential development that integrates with existing and proposed adjacent uses.

Policy - Encourage new medium density and high-density residential development with high quality design standards for building and landscaping and which enhance existing neighbourhoods.

Policy - Prioritize medium-density and high-density residential development in proposed land use designated areas that:

1. reduce single occupancy vehicle use;
2. support transit service;
3. are located within proximity to employment centres; and
4. accommodate young families.

Policy - Consider new medium density residential development proposals with a Floor Area Ratio of up to 2.0, and up to six storeys in height, in areas designated on the "Proposed Land Use Designation Map." *Staff note the lands are currently designated as Neighbourhood Commercial Mixed-Use supporting this form of development.*

Policy - Consider new high density residential development proposals with a Floor Area Ratio of up to 3.0, and up to 12 storeys in height, in areas designated on the "Proposed Land Use Designation Map."

Policy - A mix of dwelling unit sizes should be provided in medium-density and high-density residential land use designated areas to meet the varying housing needs of Esquimalt residents.

Policy - Buildings with shallow setbacks should step down to no more than three storeys at street level to provide an appropriate human scale along the sidewalk.

Policy - Encourage the incorporation of spaces designed to foster social interaction.

Policy - Encourage the installation of electric vehicle charging infrastructure in medium and high density.

#### 5.4 Affordable Housing

Objective: To encourage a range of housing by type, tenure and price so that people of all ages, household types, abilities and incomes have a diversity of housing choice in Esquimalt.

Policy - Encourage the placement of new rental, affordable, special needs, and seniors housing in accordance with designated residential land use areas as they are integral components of inclusive neighbourhoods.

Policy - Avoid the spatial concentration of affordable and special needs housing in neighbourhoods.

Policy - Consider bonus density, parking relaxations or other development variances where a development proposal includes affordable, special needs or seniors 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.

#### 5.5 Age-friendly Housing

Objective: To expand and protect seniors housing in Esquimalt to enable citizens to “age in place”.

Policy - Encourage more accessible housing for people with mobility limitations on the ground floor of medium and high-density residential buildings.

Policy - Encourage development of more assisted living residences.

Policy - Encourage the development of seniors housing that is within proximity and accessible to services and amenities.

Policy - Recognize that the provision of bicycle storage may be waived or varied if, in the opinion of Council, there is no demonstrated need, such as in a congregate care facility.

### OCP Section 6 - Commercial & Commercial Mixed-Use

#### 6.1 General

Objective: Esquimalt is a complete community where commercial enterprises serve the needs of area residents, local businesses, and visitors.

Policy - Encourage a mix of uses in the commercial/commercial mixed-use areas.

Policy - Lands outside the Commercial/Commercial Mixed-use designation on the “Proposed Land Use Designation Map” should not be considered for commercial zoning unless the following criteria are met:

1. The project is desirable to the community and cannot be appropriately located within established commercial areas;
2. The density and scale of the project is sensitive to the prevailing character of surrounding lands;
3. The project, through its exterior finishes enhances the aesthetics of the neighbourhood;
4. The project’s parking requirements can be satisfied on-site; and
5. The project’s parking requirements should not unduly affect neighbouring land uses.

Staff note that this proposal provides for desirable seniors-oriented rental units that the applicant has stated will be offered at a lower price than more luxurious offerings more common in the marketplace today. It is the opinion of staff that this proposal will improve the aesthetics of Esquimalt Road providing a significant focal point within the streetscape near the eastern gateway to the community. Furthermore, the proposal exceeds the technical parking requirement for a building of this type providing appropriate resident, commercial and Visitor Parking as defined by Parking Bylaw No. 2011 (as amended).

Notwithstanding the aforementioned points, staff note that the proposed design is two storeys taller (plus a roof top patio with a pergola and small lobby), and has a greater floor area than any buildings envisioned for the south side of Esquimalt Road in this block under the current land use designation in the Official Community Plan. This additional mass and height results in a more abrupt transition to the three storey built form envisioned for parcels abutting the lands fronting Wollaston Street.

Policy - In commercial mixed-use areas, buildings with a floor area ratio of up to 3.0 for the residential portion of the building may be acceptable.

Policy - The majority of the frontage for commercial mixed-use buildings at the ground floor, should be commercial.

Staff note that the percentage of building frontage dedicated to commercial use is less than 50% however this policy was drafted containing the word “should” rather than “must” to give Council the ability to consider applications that might offer less commercial than optimally desired.

Policy - In commercial/commercial mixed-use developments, parking should be located behind or under the building.

Policy - The installation of electric vehicle charging infrastructure in commercial/commercial mixed-use developments is encouraged.

Policy - Encourage the provision of amenities such as mini parks/plazas, street furniture, public art and decorative lighting on private lands in all commercial areas.

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**File #:21-197**

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## 6.2 Revitalization

Objective: To encourage growth through revitalization and redevelopment of commercial areas.

Policy - Encourage public and private sector initiatives to improve streetscapes and accessibility for pedestrians and cyclists to all commercial areas.

## OCP Section 11 - Transportation

### 11.2 Walking

Objective: To develop the pedestrian network into the road corridor infrastructure that provides a safe, enjoyable and continuous network to promote its use.

Policy - Improve existing sidewalks, street furniture, crosswalks and other street amenities to make walking a safer and more enjoyable choice for people of all ages and abilities.

Policy - Plant trees along the public boulevards to reinforce the role and value of sidewalks as well as provide shade.

Policy - Sidewalks should be well lit, free from obstructions and wide enough for their busiest use.

### 11.4 Public Transit

Objective: To encourage transit orientated development that takes advantage of the transit system and increases use of the transit system.

Policy - Consider the designation of Esquimalt Road as a future rapid bus route.

Policy - Support densification along frequent and regional transit routes.

### 11.7 Public Parking

Objective: To encourage on-site parking with all land use.

Policy - New developments should meet the needs of the land use designation and bylaws to achieve on-site parking or have variances supported by a parking study.

## OCP Section 13 - Environment, Energy & Climate Change

### 13.3 Reduction of Greenhouse Gas Emissions

Objective: To continue to act on stabilizing GHG concentrations in the atmosphere by reducing emissions.

#### 13.3.3 Building Energy Efficiency

Objective: To reduce building emissions by increasing energy efficiency in new buildings.

Policy - Adopt best practices based on evolving building technologies and materials.

Policy - Encourage the adoption of passive, efficient, and renewable energy systems in new buildings and during building retrofits.

Policy - Pursue higher energy-efficiency performance in new developments, through the achievement of higher steps in the BC Energy Step Code as an amenity associated with rezoning.

### 13.3.6 Passenger Vehicle Alternatives

Objective: To reduce impact of motor vehicles that derive energy from fossil fuels by increasing capacity for alternative fueling and sharing.

Policy - Encourage the installation of electric vehicle charging infrastructure in all new multi-unit developments.

Policy - Pursue the installation of electric vehicle charging capacity in new developments during the rezoning process.

Policy - Encourage the inclusion of car share in new multi-unit residential developments.

### OCP Section 21 Development Permit Area No. 4: Commercial

DPA No. 4: Commercial establishes objectives for revitalization of an area in which commercial use is permitted and for the form and character of commercial development. As the Development Permit is not being considered at this time it would be inappropriate to address some of the guidelines, with the following exceptions that are relevant to the discussion of zoning and parking issues:

#### 21.5 Guidelines

1. Facades should be appropriate to a pedestrian-oriented shopping area with windows facing the street and doors opening on to the street rather than on to a courtyard or laneway.
2. Ornamental lighting that not only highlights the building but also increases the amount of light falling on to pedestrian areas should be used wherever possible. However, lighting should not create unnecessary glare or shine directly into neighbouring residential properties.
3. Buildings should be designed and sited to minimize the creation of shadows on public spaces.
4. 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.
5. The design of new commercial buildings, including areas used for parking, should incorporate Crime Prevention Through Environmental Design (CPTED) principles.
6. 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, where setbacks are required for wider sidewalks, boulevard trees, bus stops and street furniture.
7. Retention and protection of trees and the natural habitat is encouraged wherever possible.

### OCP Section 28 Development Permit Area No. 11: West Bay

DPA No. 11: West Bay establishes objectives for the form and character of commercial and multi-family residential development.

## 28.5 Guidelines

### Commercial and Mixed-Use Buildings

1. Locate publicly oriented active uses at grade and at or near the sidewalk edge.
2. Incorporate transparent shop-front windows, frequent entrances, weather protection and pedestrian oriented signage into ground floor facades.
3. Provide pedestrian access to storefronts and businesses from the adjacent public street and orient upper storey windows and balconies to overlook adjoining public open spaces.
4. Avoid locating off-street surface or structured parking adjacent to active public streets and open spaces. Locate off-street parking behind or underneath buildings. Laminate or wrap any above ground structured parking with active (residential or commercial) uses to buffer structured parking from public open spaces.
5. Recessed entrances to buildings from the sidewalk or property line are encouraged to provide for door swings, to protect the entrance from rain or snow, and to emphasize building entrances.
6. Incorporate plantings, attractive lighting, signage, paving details, furnishings, street trees and other landscape details to create a comfortable, attractive, unique and well-defined public realm.

### Neighbourliness

1. New projects should provide a sensitive transition to nearby, less intensive zones or areas with different uses. Projects on zone edges should be developed in a manner that creates a step in actual or perceived height, bulk and scale between the anticipated development potential of adjacent zones.
2. Buildings and groups of buildings should step down to be similar in height to adjacent buildings. This allows for an effective transition in scale and adequate sunlight penetration into open spaces and adjacent properties.
3. In a mixed-use project adjacent to a less intensive zone, the more compatible use and building type should be sited near the zone edge.
4. Face similar uses across the street and at compatible scales; avoid building scale differences of more than 2 storeys across streets.
5. Locate development to minimize view impacts on existing and planned future development.
6. Buildings should be positioned and scaled to minimize the impact of shadows on adjacent open spaces, buildings, and within the project.



7. Views from upper stories of new buildings should minimize overlook into adjacent private yards, especially in less intensive areas. Following are some strategies which can be used to achieve this guideline:

- a. Increase building separation so that the face of the building and hence the windows are setback farther from the property line.
- b. Take advantage of site design that reduces impacts by using, for example, an adjacent ground floor area for an entry court.
- c. Stagger windows to not align with adjacent, facing windows.
- d. Primary windows into habitable spaces should not face interior side-yards.

### Green Healthy Buildings and Open Spaces

1. Building design and site planning should reduce the overall “ecological footprint” (energy use, waste, and pollution) of new development while also maximizing livability. This can be achieved by maximizing passive lighting, heating and cooling, providing usable outdoor amenity spaces and being responsive to the existing ecosystems and natural context.

2. Design residential buildings to receive daylight and natural ventilation from at least two sides of the building, or from one side and a roof. Where possible, dwellings should have a choice of aspect: front and back, or on two sides (for corner units).

3. Dwelling units with exterior access on only one side should always face a good view or the direction of the sun (ideally both) and are most suitable as wide frontages with shallow floor plans to allow adequate penetration of daylight.

4. New buildings should not block significant views or solar access to adjacent buildings and open spaces.

5. Incorporate courtyards, greenways, gardens and other common areas as defining elements of projects.

6. Where at-grade space is limited, rooftop patios, gardens and courtyards are encouraged.

7. Retention and infiltration best management practices for rainwater should be used as appropriate.

8. Residential buildings should incorporate direct access to a usable private outdoor space such as a patio, balcony, or upper-level terrace.

The subject properties are also included in the following OCP Development Permit Areas:

Development Permit Area No. 1 - Natural Environment,  
Development Permit Area No. 7 - Energy Conservation and Greenhouse Gas Reduction,  
Development Permit Area No. 8 - Water Conservation.

Many of these guidelines would be addressed at the Development Permit stage but the following are

relevant to the discussion of zoning and parking areas, including the siting of proposed buildings.

OCP Section 18 Development Permit Area No. 1 - Natural Environment is designated for the purpose of establishing objectives for the protection of the natural environment, its ecosystems and biological diversity.

18.5.2 Natural Features - Natural features and areas to be preserved, protected, restored, and enhanced where feasible:

5. Design new development and landscaping to frame rather than block public views.

18.5.4 Natural Environment - Measures to protect, restore and enhance the natural environment (limit noise, light, and air pollution).

Where it is reasonable:

1. Strategically locate leafy trees/ hedges and water features to mask urban noises such as traffic, garbage collection and delivery locations. Consider that leafy rough barked trees, vine covered walls and natural ground cover materials (mulch, soil) will help dampen urban noise.

2. Place trees and vegetation near sources of air pollution including busy roadways, to assist in reduction of air pollution through the collection of particulate matter on leaves and needles, and absorption of toxic gases, including but not limited to: ozone, nitrogen dioxide, sulfur dioxide, carbon monoxide, carbon dioxide, cadmium, chromium, nickel and lead.

18.5.5 Drainage and Erosion - Measures to control drainage and shoreline erosion.

Where it is reasonable:

1. Maximize the ratio of planted and pervious surfaces to unplanted surfaces, and design paved areas to direct water towards vegetated areas, to help reduce surface run off. Where paved surfaces are needed, intersperse with drought resistant vegetation and trees, to help absorb stormwater, provide shade and reduce the local heat island effect.

OCP Section 24 - Development Permit Area No. 7 - Energy Conservation and Greenhouse Gas Reduction - is designated for the purposes of energy conservation and greenhouse gas reduction.

24.5.1 Siting of Buildings and Structures.

Where it is feasible:

1. Orient buildings to take advantage of site-specific climate conditions, in terms of solar access and wind flow; design massing and solar orientation for optimum passive performance.

2. Build new developments compactly, considering the solar penetration and passive performance provided for neighbouring sites, and avoid shading adjacent to usable outdoor open spaces.

3. In commercial, residential, or commercial mixed-use designated areas with taller developments vary building heights to strategically reduce the shading on to adjacent buildings.

4. Strategically site buildings to sustain and increase the community's urban forest tree canopy cover.
5. Provide space for significant landscaping including varying heights of trees, shrubs and ground covers.
6. Provide intuitive pedestrian access to storefronts and businesses with site connectivity to nearby amenities and services to help promote walking and the use of other active transportation modes.
7. Provide usable outdoor amenities such as seating, food gardens, mini-libraries, and play spaces in semi-public areas to enhance the experience of walking and recreating in the neighbourhood.

#### 24.5.2 Form and exterior design of buildings and structures.

Where it is feasible:

1. Orient larger roof surfaces to the south for potential use of solar panels or photo-voltaic roofing.
2. Use roof designs that reduce heat transfer into neighbouring buildings, helping reduce the local heat island effect and the need for cooling of buildings in warmer months.
3. Place more windows on the south side of buildings to increase solar gain, and fewer/ smaller windows on the north side to minimize heat loss.
4. Add rooftop patios and gardens, particularly food producing gardens, as they can contribute to local resilience, livability, and reduction in greenhouse gas production by reducing food transportation costs.

#### 24.5.3 Landscaping.

Where it is feasible:

1. Choose open space and landscaping over dedicating space to the parking and manoeuvring of private motor vehicles.
2. Use deciduous trees for landscaping along southern exposures, as they provide shade in the summer and allow more sunlight through in the winter.
3. Strategically place taller trees and vegetation on the south and west sides of buildings where there is more direct sun exposure.
4. Strategically place coniferous trees such that they can buffer winter winds.
5. As context and space allow, plant trees that will attain a greater mature size, for greater carbon storage; removal of healthy trees is discouraged as the loss of the ecosystem services provided by larger trees will take many years to recover.
6. Plant trees with a larger canopy cover along roadways and sidewalks, thereby providing shading of paved areas, lowering the heating of paved surfaces and reducing the wind velocities in these pedestrian areas.

7. Plant shorter and sturdier vegetation closer to buildings and other structures, and taller vegetation further away to avoid potential damage from strong winds blowing vegetation against buildings.

8. For parking areas and along boulevard/ sidewalk edges; plant trees to provide shade, store carbon and reduce the heat island effect.

OCP Section 25 - Development Permit Area No. 8 - Water Conservation - is designated for the purpose of water conservation.

25.5.1 Building and Landscape Design.

Where it is feasible:

1. Reduce the burden on built stormwater infrastructure by designing on-site retention systems to retain the first 3 centimetres (1.25”) of stormwater on site, per precipitation event.
2. Provide space for absorbent landscaping, including significantly sized trees on the site and by not allowing underground parking structures to extend beyond building walls.
3. Incorporate rain gardens into landscaping and direct rainwater towards vegetated areas.

**Zoning Analysis:**

As a commercial mixed-use project, the proposed Comprehensive Development District No. 136 zone would contain the following variety of uses:

- a) Congregate Care Senior Citizens Apartments
- b) Dwelling - Multiple Family
- c) Home Occupation
- d) Business and Professional Office
- e) Personal Service Establishment
- f) Retail Store
- g) Restaurant
- h) Group Children’s Day Care Centre

The following chart details the floor area ratio, lot coverage, setbacks, height, parking and usable open space of this proposal. Zoning Bylaw, 1992, No. 2050 does not currently contain a zone that can accommodate this proposed development.

	<b>Comprehensive Development District [CD-136]</b>
<b>Commercial Units</b>	1 unit [100 sqm]
<b>Residential Units</b>	92 units
<b>Residential Floor Area Ratio</b>	2.95
<b>Lot Coverage</b>	85%
<b>Lot Coverage above Parking Level</b>	56%
<b>Lot Coverage above Fourth Storey</b>	51%
<b>Parking Structure Setbacks</b>	
<ul style="list-style-type: none"> <li>• <b>Front [North – Esquimalt Road]</b> 0.6 m</li> <li>• <b>Eastern Side</b> 0.6 m</li> <li>• <b>Western Side</b> 5.0 m</li> <li>• <b>Rear [South]</b> 0.6 m</li> </ul>	
<b>Building Setbacks</b>	
<ul style="list-style-type: none"> <li>• <b>Front [Esquimalt Road]</b> 6.0 m</li> <li>• <b>Eastern Side</b> 5.0 m [3.0m to Decks]</li> <li>• <b>Western Side</b> 5.0 m [3.0m to Decks]</li> <li>• <b>Rear [South]</b> 7.0 m</li> </ul>	
<ul style="list-style-type: none"> <li>• <b>Building Height</b> 30.0 m [8 storeys of Commercial/Residential Uses plus Rooftop Accesses and Pergola]</li> </ul>	
<b>Off Street Parking</b>	62 spaces [8 Commercial spaces 12 Visitor spaces]
<b>Usable Open Space</b>	13% [Plus Rooftop Patio]

Floor Area Ratio: FAR measures livable space in ratio to the size of the lot on which a building sits. The residential FAR of this proposal is 2.95 while the combined F.A.R including the commercial space is 3.0 which is consistent with the maximum FAR of 3.0 identified within the OCP in areas designated for Commercial/ Commercial Mixed-Use. This proposed density delivers 92 seniors housing units and one commercial unit intended to accommodate a coffee shop serving residents and the local community. Staff note that the current OCP designation for the lands is Neighbourhood Commercial Mixed-Use which has a maximum of 1.5 FAR for the residential portion of commercial mixed-use projects or 2.0 FAR if the project is exclusively residential use.

Lot Coverage: The proposed Lot Coverage is 56% of the site for the lower four floors and 51% for the upper 4 floors of the visible portion of the building while the proposed Lot Coverage of the underground parkade represents 85% of the site. Staff recognize the applicant's effort to

accommodate larger trees by creating notches in the walls of the parkade, however, staff are of the opinion that optimally the parkade Lot Coverage should be further reduced to improve on limited opportunities for natural permeability and planting areas.

**Setbacks:** Staff note that when considering infill development proposals on specific sites, setbacks are often reduced to allow densification, but these reductions must be very carefully considered to ensure the project sensitively integrates into the existing neighbourhood.

The proposed front setback of 6.0 m to the building is modestly shorter than established building setbacks along this portion of Esquimalt Road leaving opportunity for realignment of the sidewalk into the frontage of the site to allow space for the needed vehicle laybys.

The parking garage is set virtually to 0.6 metres from the front lot line leaving limited planting areas on the north face of the building except for the three tree wells designed into the north wall of the parkade.

The proposed rear setback is virtually consistent with the established zoning requirements achieving 7.0 m, however, staff note that the parkade extends hardscape to 0.6 metres from rear lot line with the exception of two tree wells designed into the parkade south wall.

The west interior side setback is 5.0m abutting the access driveway to the underground parking area. This 5.0 metres of unexcavated area might have offered some planting opportunities for larger specimen trees however this setback is intruded upon by proposed decks that extend 2.0 m over the side yard reducing the functional setback to 3.0m for three of the lower floors.

The east side setback is the same with a 5.0m setback to the building face, reduced to only 3.0m by the decks of units on floors two through four however the parking garage extends to 0.6m of the eastern side lot line.

**Height:** Neighbourhood Commercial Mixed-Use developments can be considered up to a height of six storeys measured to the top of the roof from average grade for flat roof buildings. It is, in part, for this reason that an OCP amendment is required as the proposed development achieves a total height of 30.0 m, 26.5 m at the edge of the 8<sup>th</sup> storey roofline and 30 m at the top of the structure on the roof-top patio (Appendix D, Sheet A0.6)..

### **Parking Analysis:**

Parking Bylaw, 1992, No. 2011 requires 0.5 parking spaces per unit be provided “behind the front face of the principal building” for seniors oriented multiple family developments and 1 space for every 14 square metres of gross commercial restaurant space. The bylaw would therefore require 54 spaces [46 residential and 8 commercial] be provided to satisfy the minimum parking demand for this proposal.

The applicant has amended the proposed parking, as detailed on the architectural plans in Appendix D, stamped, in part, “Received April 6, 2021” and now proposes to provide 62 underground parking spaces to service this proposal. Of those spaces, 12 would be dedicated Visitor Spaces while 8 spaces dedicated to the commercial use will be provided. Staff have drafted the CD-136 zone to ensure the provision of all 62 parking spaces noting this provision exceeds the bylaw minimum

requirement.

Staff have worked with the applicant to ensure that some on-street parking will be created by the streetscape design on Esquimalt Road. Parking spaces have been created abutting the residential entrance to the building and the coffee shop frontage respectively. It is expected that these spaces would be designated as short-term parking allowing taxi and courier service providers to attend the site and to accommodate moving trucks and larger deliveries, as well as coffee shop patrons, all without impacting the eastbound travel lane of Esquimalt Road.

Staff have concerns with the proposed design of the Parking Area as presented. It is the opinion of staff that underground parking garages should not exceed approximately 80% of the site to allow for some natural permeability and opportunities for appropriately selected medium and large tree species to root and grow without conflicting with the underground structure or the building. The applicant has worked to reduce the site coverage of the underground garage to approximately 83%.

It is notable that there is regular bus service to this area with transit buses passing both eastbound and westbound past the site regularly on Esquimalt Road. In addition, there is a Modo car-share located across the street. Both features may contribute to reduced car ownership and hence less demand for parking.

### **Comments from Other Departments**

The plans for this proposal were circulated to other departments and the following comments were received:

#### **Community Safety Services (Building Inspection):**

Project must be supervised by a BC registered architect. No concerns. Construct to current BC Building Code and Building Regulation Bylaw 2017, No. 2899. Subject to code and bylaw review at time of Building Permit application.

#### **Engineering Services:**

Engineering staff have completed a preliminary evaluation of Works and Services that would be required for the 93 unit building proposed to be located at 819 Esquimalt Road. Staff confirms that the design appears achievable on the site and that appropriate works and services are available in the immediate area. If approved, the development must be serviced in accordance with bylaw requirements including, but not limited to new sewer and drain connections and underground hydro, telephone and cable services. New gutter and curb along the Esquimalt Road frontage may also be required. Should the application be approved, additional comments will be provided when detailed civil engineering drawings are submitted as part of a Building Permit application.

Staff note that the proposed sidewalk location will require the registration of a Statutory Right of Way on the consolidated property title granting rights to the Township and the public to access and repair infrastructure within the private property boundary.

In response to the OCP Amendment Consultation Letter to Stakeholders, CRD Wastewater Engineering and Planning commented:

*“It is assumed that the wastewater generated from this development will eventually be*

*discharged into the regional sewer system for eventual treatment and disposal at the CRD McLoughlin Point Wastewater Treatment Plant. Please be reminded that the Township of Esquimalt has an allocated capacity in the regional conveyance and treatment system as defined in Bylaw 2312, "Liquid Waste Management Core Area and Western Communities Service Establishment Bylaw No. 1, 1995". The CRD will require the Township of Esquimalt to review and confirm that the additional wastewater flows generated from this proposed development does not exceed Esquimalt's total allocated capacity in the regional system."*

Development Services referred these comments to the Director of Engineering and Public Works who confirmed that currently, the Township has ample sewage treatment capacity to accommodate this proposal.

Parks:

Tree protection is required for trees on neighbouring properties as per Tree Protection Bylaw. Should they be needed, the applicant must apply for tree removals through Parks Services and tree replacement requirements will be reviewed at that time.

Fire Services:

Esquimalt Fire Department [EFD] staff note that the applicant must confirm there is adequate water supply for fire protection systems. Sprinklers will be required for this building as per Building Regulation Bylaw 2017, No. 2899. EFD Staff request that any trees proposed for the frontage of the building not impede access to the building via EFD Aerial Apparatus. EFD requests notification when demolition of existing buildings is approved so that Firefighting training may be scheduled. EFD note that a new fire hydrant may be required to ensure adequate access to water in proximity to the proposed building.

**Committee Recommendations**

**Recommendation from the Design Review Committee [DRC]**

This application was considered at the regular meeting of the DRC held on March 10, 2021.

The Esquimalt Design Review Committee (DRC) recommended that the application for OCP Amendment and Rezoning at 819, 821, 823 Esquimalt Road be forwarded to Council with a recommendation to reject the application based on the following rationale:

- The application has not met the current OCP requirements
- The DRC strongly supports the current OCP requirements and would not look to change it unless justifiable reasons were presented
- The applicant has not presented strong enough reasons for an OCP amendment.

The motion Carried unanimously.

**Recommendation from the Advisory Planning Commission [APC]**

This application was considered at the meeting of the APC held on March 23, 2021.

The Advisory Planning Commission (APC) recommended that the application for OCP Amendment and Rezoning at 819, 821, 823 Esquimalt Road be forwarded to Council with a recommendation to deny the application based on the following rationale:



- The overall height and massing is not fitting with the existing context and the OCP policies. The motion Carried 4-3.

**ISSUES:**

1. Rationale for Selected Option

This proposed development is sited at an appropriate location for increased density as it abuts Esquimalt Road, and BC Transit routes and to the walkable West Bay neighbourhood. The addition of desirable, seniors-oriented housing close to transit services and the Head Street Commercial Node that offers a variety of services would improve housing choice for seniors currently residing in the area as well as drawing new residents to Esquimalt. The increased number of residents combined with the inclusion of a not less than 100 square metre coffee shop would contribute to the conviviality of the area, creating another pedestrian oriented destination. Notwithstanding these positives, staff note that there would be an abrupt transition in height between the proposed building and the buildings to the south. In addition, there is a limited amount of permeable area due to the size of the parkade.

2. Organizational Implications

This Request for Recommendation has no significant organizational implications.

3. Financial Implications

This Request for Recommendation has no significant financial implications.

4. Sustainability & Environmental Implications

Increasing residential density in existing neighbourhoods reduces the need for sprawl and makes more efficient use of publicly funded services such as roads, piped services, and transit. The applicant has provided the Township Green Building Checklist identifying features this application intends to include. [Appendix F].

5. Communication & Engagement

In order to satisfy the requirements of the *Local Government Act*, a notice to relevant government and institutional stakeholders within the Capital Region seeking feedback on the proposed OCP amendment was mailed on February 18, 2021 after Council approved the list of recipients on February 1<sup>st</sup>. A technical error was identified in the notice therefore staff mailed a revised notice correcting the error on March 9<sup>th</sup> soliciting feedback by April 5, 2021 (Appendix H). As noted CRD Engineering Services responded. West Bay Residents Association (WBRA) also responded indicating that while they support densification of the lands, they do not support this application (Appendix I).

As this is an OCP Amendment and Rezoning application, should it proceed to a Public Hearing, notices would be mailed to tenants and owners of properties within 100m (328ft) of the subject lands. Three signs indicating that the properties are under consideration for a change in Zoning have been installed on the Esquimalt Road frontages and would be updated to include the date, time, and location of the Public Hearing. Additionally, notice of the Public Hearing would be placed in two editions of the Victoria News.

Applicant Community Consultation

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**File #:21-197**

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The applicant engaged via letter with the local community, particularly owners and occupiers within 100 m of the parcels seeking feedback on the proposed development to comply with the public consultation procedures of Development Application Procedures and Fees Bylaw, 2012, No. 2791. Notice letters (337) were sent to residents requesting feedback on the proposed design on October 19, 2020. Responses to this consultation contributed to a reduction in the size of the building, increasing setbacks, and a reduction in the number of units to 92 from the originally proposed 110 units (Appendix G). Normally a Community Open House would occur however this mail and website solicitation for feedback was actioned in lieu of that meeting due to the current Public Health Emergency.

**ALTERNATIVES:**

1. That Council resolves that Official Community Plan Bylaw, 2018, No. 2922, Amendment Bylaw No. 3026, attached to Staff Report DEV-21-025 as Appendix A, be given first and second reading; that Zoning Bylaw, 1992, No. 2050, Amendment Bylaw No. 3027, attached to Staff Report DEV-21-025 as Appendix B be given first and second reading; that Council authorizes the Corporate Officer to schedule a Public Hearing, mail notices and advertise for same in the local newspaper; and staff be directed to coordinate with the property owner to ensure a S.219 Covenant registered on the title of the subject properties, prior to returning Amendment Bylaw No. 3026 and Amendment Bylaw No. 3027 to Council for consideration of adoption.
2. Council postpone consideration of Bylaw No. 3026 and Bylaw No. 3027 pending receipt of additional information.
3. Council deny first and second reading of Bylaw No. 3026 and Bylaw No. 3027.

**CORPORATION OF THE TOWNSHIP OF ESQUIMALT**

**BYLAW NO. 3026**

A Bylaw to amend Bylaw No. 2922, cited as the  
“Official Community Plan Bylaw, 2018, No. 2922”

THE MUNICIPAL COUNCIL OF THE TOWNSHIP OF ESQUIMALT, in open meeting assembled, enacts as follows:

1. This bylaw may be cited as the “*Official Community Plan Bylaw, 2018, No. 2922, AMENDMENT BYLAW, 2021, NO. 3026*”.
2. That Bylaw No. 2922, cited as the “*Official Community Plan Bylaw, 2018, No. 2922*” be amended as follows:

- (1) On PART 4 MAPS, Schedule ‘B’ (Proposed Land Use Designations) of the *Official Community Plan Bylaw 2018, No. 2922*, being the Proposed Land Use Designation Map, by changing the designation of the following properties from ‘Neighbourhood Commercial Mixed-Use’ to ‘Commercial/Commercial Mixed-Use’, shown cross-hatched on Schedule ‘A’ attached to this bylaw:

PID 009-205-292

Lot 20, Section 11, Esquimalt District, Plan 265  
[819 Esquimalt Road]

PID 009-205-276

Lot 19, Section 11, Esquimalt District, Plan 265  
[821 Esquimalt Road]

PID 006-854-940

Lot 18, Section 11, Esquimalt District, Plan 265  
[823 Esquimalt Road]

- (2) On PART 4 MAPS, Schedule ‘H’ (Development Permit Areas) of the *Official Community Plan Bylaw 2018, No. 2922*, being the Development Permit Areas Map, by changing the designation of the following properties from Development Permit Area No. 6 – Multi-Family Residential to Development Permit Area No. 4 – Commercial, shown cross-hatched on Schedule ‘A’ attached to this bylaw:

PID 009-205-292

Lot 20, Section 11, Esquimalt District, Plan 265  
[819 Esquimalt Road]

PID 009-205-276  
Lot 19, Section 11, Esquimalt District, Plan 265  
[821 Esquimalt Road]

PID 006-854-940  
Lot 18, Section 11, Esquimalt District, Plan 265  
[823 Esquimalt Road]

READ a first time by the Municipal Council on the ---- day of -----, 2021.

Consultation under Section 475 and 476 of the *Local Government Act* considered by the Municipal Council, including on the ---- day of -----, 2021, and implemented accordingly.

Considered in conjunction with the financial plan and applicable waste management plan in accordance with section 477 of the *Local Government Act* by the Municipal Council on the ---- day of -----, 2021.

READ a second time by the Municipal Council on the ---- day of -----, 2021.

A Public Hearing was held pursuant to Sections 464, 465, 466 and 468 of the *Local Government Act* on the ---- day of -----, 2021.

READ a third time by the Municipal Council on the ---- day of -----, 2021.

**ADOPTED** by the Municipal Council on the ---- day of -----, 2021.

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BARBARA DESJARDINS  
MAYOR

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RACHEL DUMAS  
CORPORATE OFFICER



832

830

826

822

Esquimalt Rd

803

Dunsmuir Rd

823

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819

831

835

810

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808  
810

816

812

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Wollaston St

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832

836

842

Schedule 'A'  
Bylaw No. 3026

**CORPORATION OF THE TOWNSHIP OF ESQUIMALT**

**BYLAW NO. 3027**

A Bylaw to amend Bylaw No. 2050, cited as the  
"Zoning Bylaw, 1992, No. 2050"

THE MUNICIPAL COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF  
ESQUIMALT, in open meeting assembled, enacts as follows:

1. This bylaw may be cited as the "*ZONING BYLAW, 1992, NO. 2050, AMENDMENT BYLAW NO. 3027*".
2. That Bylaw No. 2050, cited as the "Zoning Bylaw, 1992, No. 2050" be amended as follows:

- (1) by adding the following words and figures at PART 5 – ZONING DISTRICTS, Section 31. ZONE DESIGNATIONS, in the appropriate alpha-numeric sequence:

"Comprehensive Development District No. 136 (819 Esquimalt Road) CD No. 136"

- (2) by adding the following text as Section 67.132 (or as other appropriately numbered subsection within Section 67):

**67.132 COMPREHENSIVE DEVELOPMENT DISTRICT NO. 136 [CD NO. 136]**

In that Zone designated as CD No. 136 [Comprehensive Development District No. 136] no Building or Structure or part thereof shall be erected, constructed, placed, maintained or used and no land shall be used except in accordance with and subject to the regulations contained in or incorporated by reference into this Section.

- (1) **Permitted Uses**

Only Mixed Commercial / Residential use is permitted and the following Uses and no others shall be permitted as part of that development:

- a) Congregate Care Senior Citizens Apartments
- b) Dwelling – Multiple Family
- c) Home Occupation
- d) Business and Professional Office
- e) Personal Service Establishment
- f) Retail Store
- g) Restaurant
- h) Group Children's Day Care Centre

(2) **Floor Area Ratio**

(a) **Residential Uses**

The Floor Area Ratio shall not exceed 2.95.

(b) **Combined Mixed Use**

The combined Floor Area Ratio for all uses shall not exceed 3.0.

(3) **Unit Size**

Dwelling Units shall not be less than 45 square metres.

(4) **Number of Dwelling Units**

No more than ninety-two (92) Dwelling Units shall be located in this Zone.

(5) **Size and Location of Commercial Space**

(a) The minimum Floor Area dedicated to Commercial Uses shall not be less than 100 square metres located on the First Storey.

(b) Commercial Uses are not permitted on any Storey located above the First Storey.

(6) **Parcel Size**

The minimum Parcel Size of fee simple Parcels created by subdivision shall be 2025 square metres.

(7) **Building Height**

(a) No Principal Building shall exceed a Height of 30 metres.

(b) Notwithstanding Section 7(a), No portion of the Principal Building containing Floor Area shall exceed a Height of 27 metres.

(c) No Accessory Building shall exceed a Height of 4.5 metres

(8) **Lot Coverage**

(a) Principal Buildings, Accessory Buildings and Structures combined shall not cover more than 85% of the Area of the Parcel.

(b) Notwithstanding Section 8(a), Principal Buildings shall not cover more than 56% of the Area of the Parcel on the first storey.

(c) Principal Buildings shall not cover more than 51% of the Area of the Parcel for each storey of a Building that is located above the fourth storey.

- (d) All Accessory Buildings and Structures combined shall not cover more than 3% of the Area of the Parcel

(9) **Siting Requirements**

(a) **Principal Buildings:**

- (i) No Principal Building shall be located within 6.0 metres of the Front Lot Line.
- (ii) No part of a Principal Building located above the fourth storey shall be located within 8.0 metres of the Front Lot Line.
- (iii) No Principal Building shall be located within 5.0 metres of the Western Side Lot Line.
- (iv) No part of a Principal Building located above the fourth storey shall be located within 7.0 metres of the Western Side Lot Line.
- (v) No Principal Building shall be located within 5.0 metres of the Eastern Side Lot Line.
- (vi) No part of a Principal Building located above the fourth storey shall be located within 7.0 metres of the Eastern Side Lot Line.
- (vii) No Principal Building shall be located within 7.0 metres of the Rear Lot Line.

(b) **Accessory Buildings:**

- (i) No Accessory Building shall be located in front of the front face of the Principal Building.
- (ii) No Accessory Building shall be located within 23.0 metres of a Side Lot Line.
- (iii) No Accessory Building shall be located within 1.0 metre of the Rear Lot Line.
- (iv) No Accessory Building shall be located within 2.0 metres of a Principal Building.

(10) **Siting Exceptions**

- (a) Within the CD-136 zone, the minimum distance to a Lot Line may be reduced by not more than the following distances to accommodate balconies and exterior canopies attached to and forming part of a Principal Building:



- (i) Front Lot Line: 2.0 metres for that portion of the building located above the fourth storey.
  - (ii) Western Side Lot Line: 2.0 metres
  - (iii) Eastern Side Lot Line: 2.0 metres
- (b) Within the CD-136 zone, the minimum distance to the Front Lot Line may be reduced by not more than 3.0 metres to accommodate the First Storey open patio attached to and forming part of the Principal Building.
- (c) Within the CD-136 zone, the minimum distance to a Lot Line may be reduced to the following distances to accommodate a parking structure situated below the First Storey of a Principal Building:
- (i) Front Lot Line: 0.6 metres.
  - (ii) Eastern Side Lot Line: 0.6 metres
  - (iii) Rear Lot Line: 0.6 metres

(11) **Useable Open Space**

Useable Open Space shall be provided in an amount not less than 13% of the Area of the Parcel, including open space located over a parking structure.

(12) **Fencing**

Subject to Part 4, Section 22, no fence shall exceed a Height of 1.2 metres in front of the front face of the Principal Building and 2.0 metres behind the front face of the Principal Building.

(13) **Off-Street Parking**

- (a) Notwithstanding Section 11 of Parking Bylaw, 1992, No. 2011 (as amended), 1 in every 8 required Parking Spaces shall be designated and clearly marked as Visitor Parking and shall be available for use by non-occupants of the parcel at all times.
- (b) Notwithstanding Section 12(2) of Parking Bylaw, 1992, No. 2011 (as amended), Parking Spaces for Persons with Disabilities shall be provided in a ratio of 1 for every 11 required Parking Spaces
- (c) Notwithstanding Section 13 of Parking Bylaw, 1992, No. 2011 (as amended), off-street parking shall be provided in the minimum ratio of 0.67 spaces per dwelling unit.
- (d) Notwithstanding Section 14(4) of Parking Bylaw, 1992, No. 2011 (as amended), where any space abuts any portion of a fence or structure, the minimum stall width shall not increase.

- (e) For greater certainty, all other uses must comply with Parking Bylaw, 1992, No. 2011 (as amended) requirements.
- (3) by changing the zoning designation of PID 009-205-292 Lot 20, Section 11, Esquimalt District, Plan 265 [819 Esquimalt Road], from C-1 [Convenience Commercial] and by changing the zoning designation of PID 009-205-276 Lot 19, Section 11, Esquimalt District, Plan 265 [821 Esquimalt Road] and PID 006-854-940 Lot 18, Section 11, Esquimalt District, Plan 265 [823 Esquimalt Road] from RM-4 [Multiple Family Residential], all shown cross-hatched on Schedule "A" attached hereto, to CD No. 136 [Comprehensive Development District No. 136]
- (4) by changing Schedule 'A' Zoning Map, attached to and forming part of "Zoning Bylaw, 1992, No. 2050" to show the changes in zoning classification effected by this bylaw.

READ a first time by the Municipal Council on the ---- day of -----, 2021.

READ a second time by the Municipal Council on the ---- day of -----, 2021.

A Public Hearing was held pursuant to Sections 464, 465, 466, and 468 of the *Local Government Act* on the ---- day of -----, 2021.

READ a third time by the Municipal Council on the ---- day of -----, 2021.

**ADOPTED** by the Municipal Council on the ---- day of -----, 2021.

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BARBARA DESJARDINS  
MAYOR

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ANJA NURVO  
CORPORATE OFFICER



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Esquimalt Rd

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Dunsmuir Rd

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Wollaston St

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Schedule 'A'  
Bylaw No. 3027



Subject Property Map:  
819, 821 & 823 Esquimalt Rd



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ESQUIMALT RD

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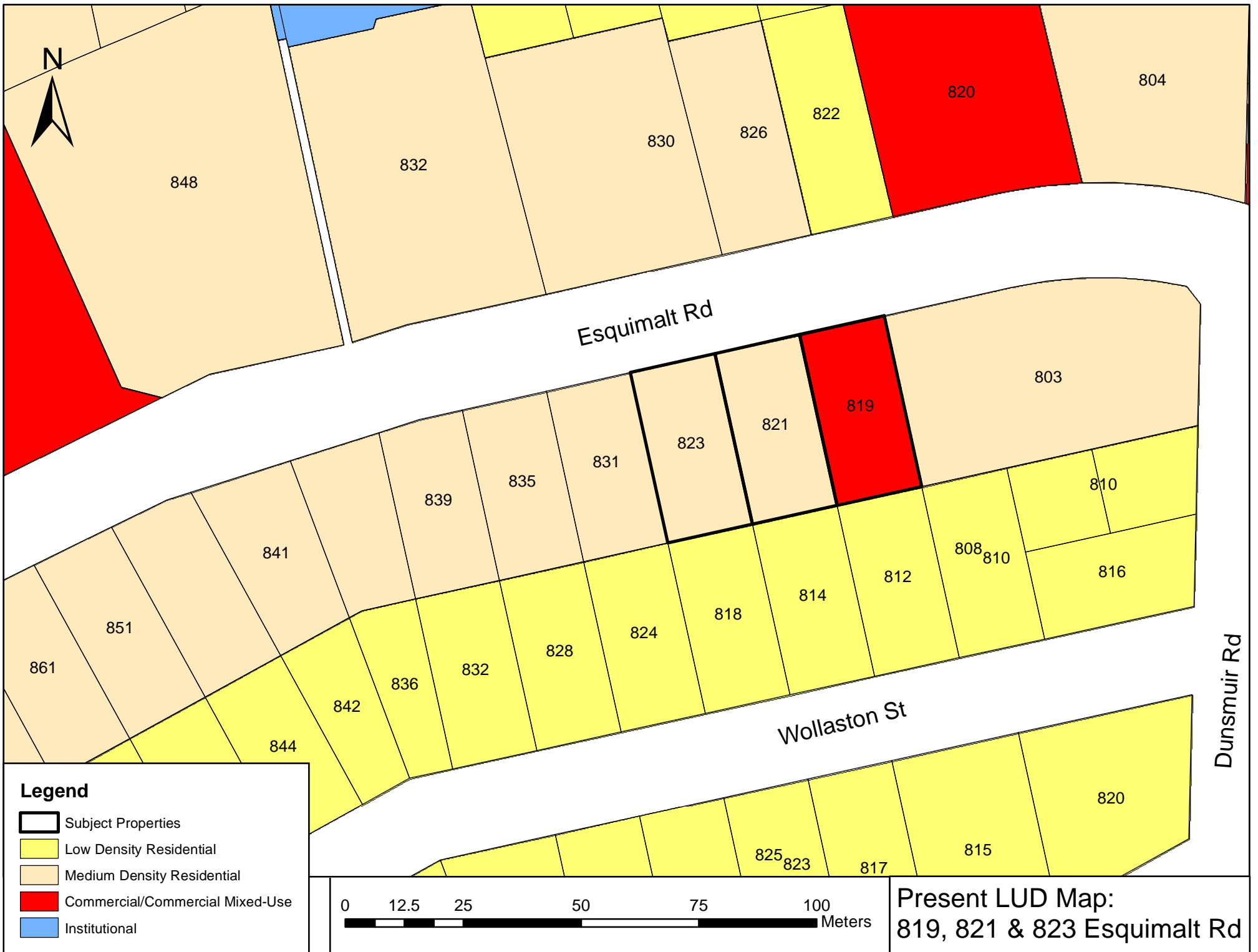
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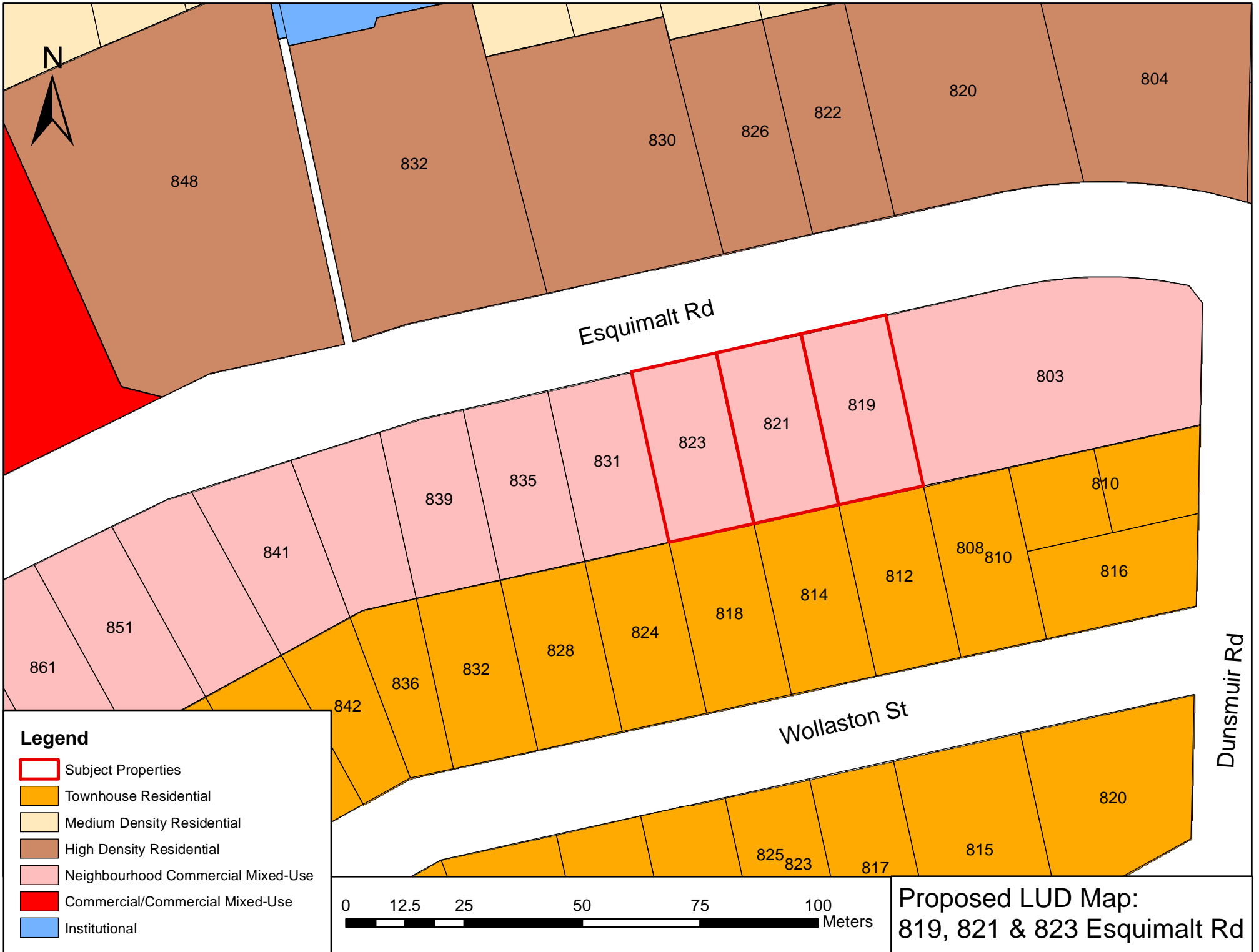
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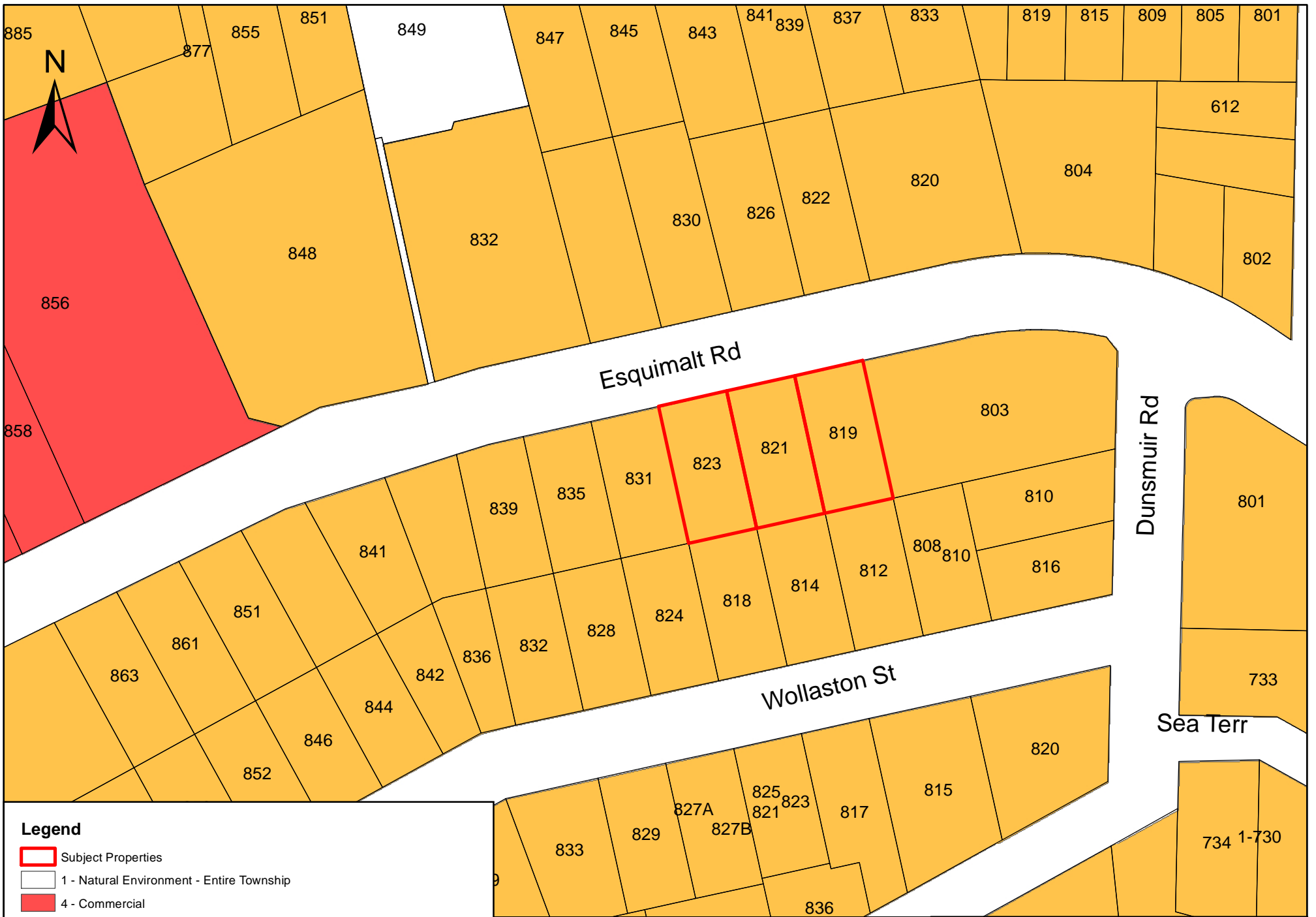
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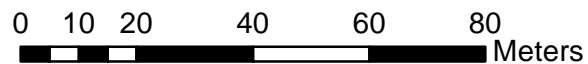






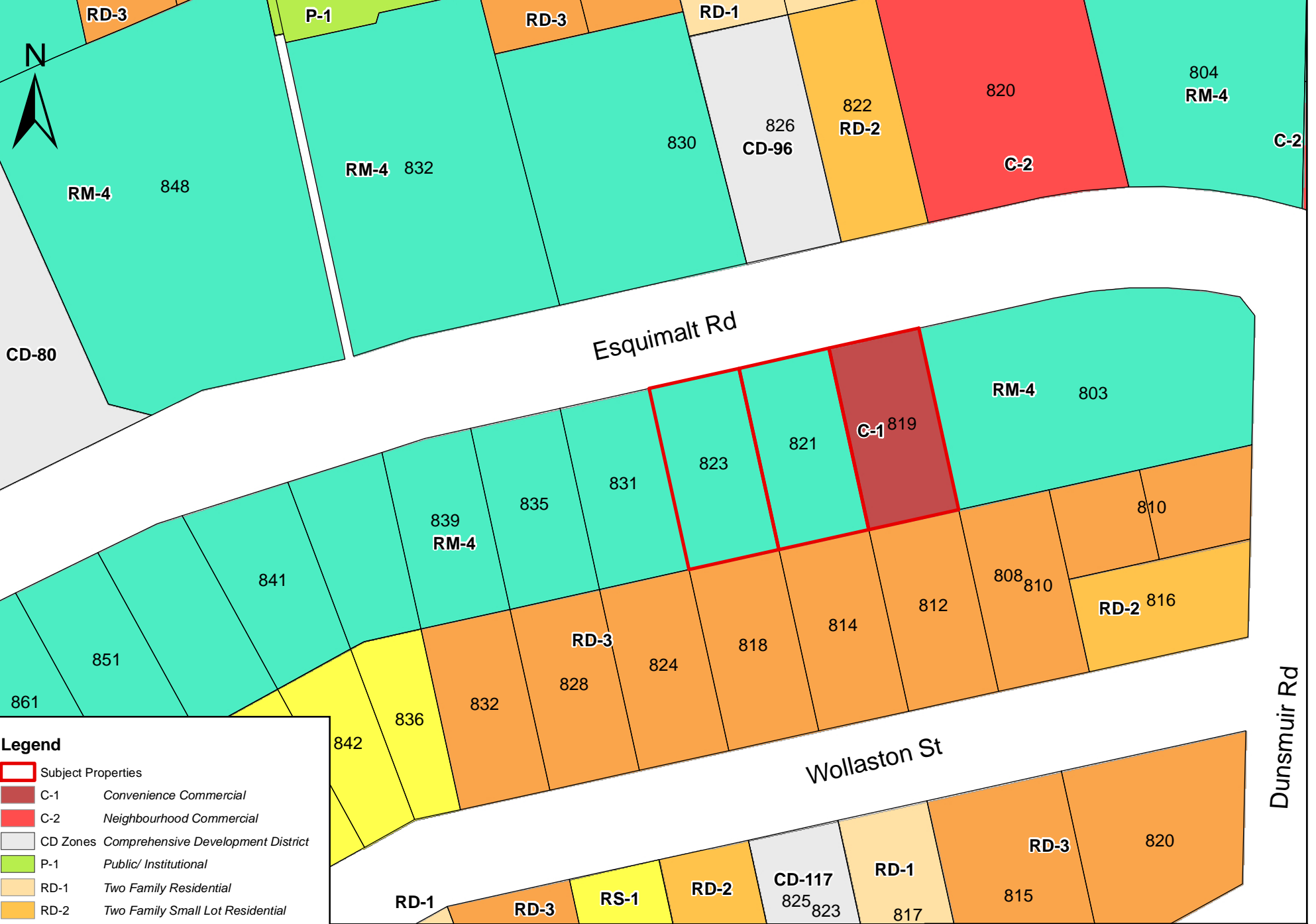
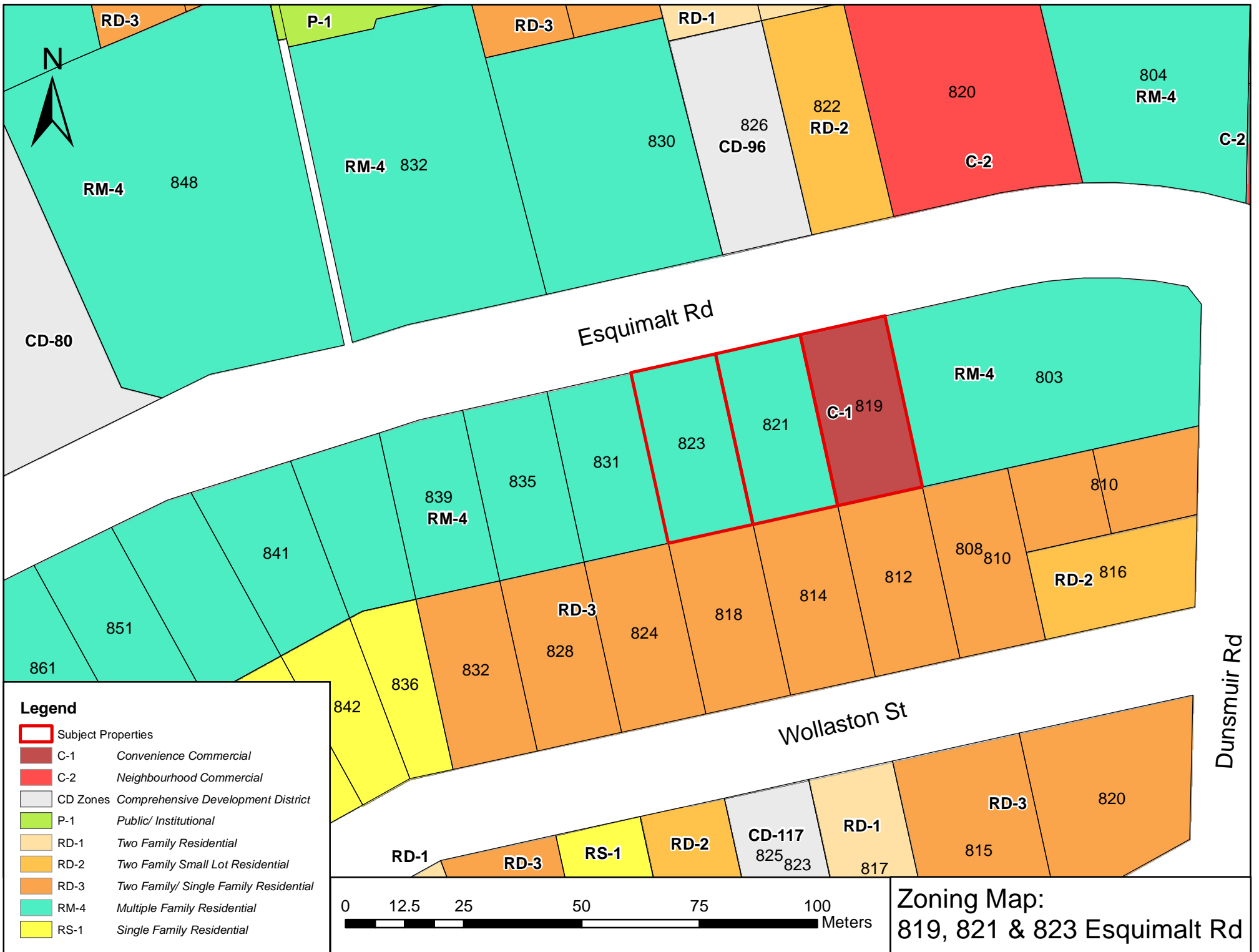
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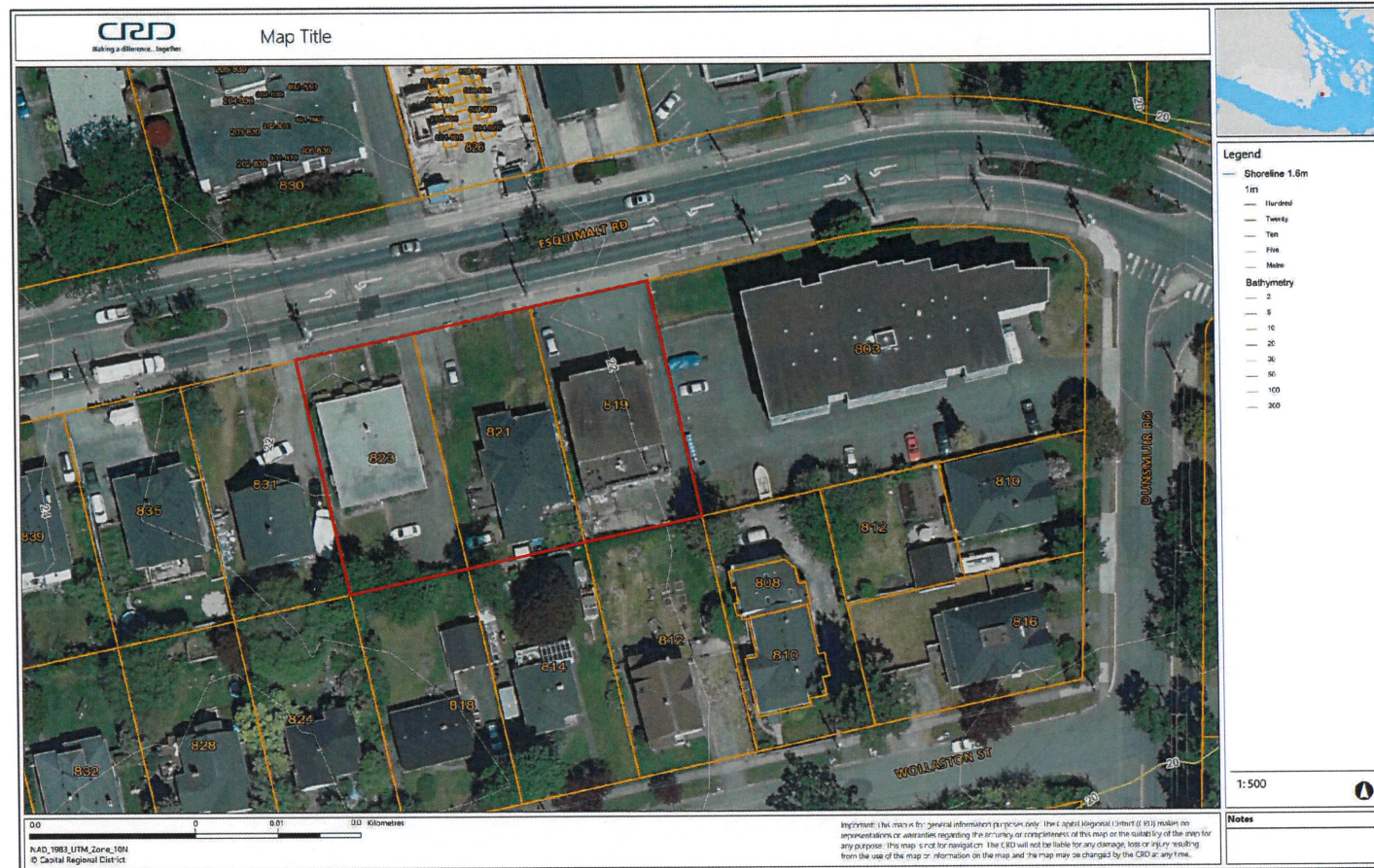
- Subject Properties
- 1 - Natural Environment - Entire Township
- 4 - Commercial
- 6 - Multi-Family Residential
- 7 - Energy Conservation and Greenhouse Gas Reduction - Entire Township
- 8 - Water Conservation - Entire Township



**DPA Area Map:**  
**819, 821 & 823 Esquimalt Rd**







1 SITE - AERIAL PHOTO  
1 : 500

**ZONING & PROJECT INFORMATION (EXISTING / PROPOSED):**

**MUNICIPAL ADDRESS:** 819 - 821 - 823 ESQUIMALT ROAD, VICTORIA B.C.  
**LEGAL DESCRIPTION:** LOTS 18-20, SECTION 11, ESQUIMALT DISTRICT, PLAN 285  
**TOTAL SITE AREA:** 2,031 m<sup>2</sup> ( 21,862 ft<sup>2</sup> ) ( 0.50 Acres ) ( 0.203 ha )  
**ZONING LAND USE BYLAW:** TOWNSHIP OF ESQUIMALT ZONING BYLAW, 1992, NO. 2050  
TOWNSHIP OF ESQUIMALT PARKING BYLAW, 1992, NO. 2011  
**EXISTING ZONING:** 819 ESQUIMALT ROAD = C-1 CONVENIENCE COMMERCIAL  
821 ESQUIMALT ROAD = RM-4 MULTIPLE FAMILY RESIDENTIAL  
823 ESQUIMALT ROAD = RM-4 MULTIPLE FAMILY RESIDENTIAL  
**PROPOSED ZONING:** SITE SPECIFIC ZONING  
**EXISTING MAXIMUM BUILDING HEIGHT:** C-1 = 7.5m  
RM-4 = 11.0m  
**PROPOSED MAXIMUM BUILDING HEIGHT:** 30.0m  
**EXISTING MAXIMUM F.A.R.:** C-1 = 275m<sup>2</sup> MAX. FLOOR AREA  
RM-4 = 1.0 MAX. F.A.R.  
**PROPOSED MAX No OF STOREYS** 8  
**PROPOSED MAX. F.A.R.:** 2.95  
**PROPOSED MAX No OF RESIDENTIAL UNITS** 92  
**PROPOSED No OF COMMERCIAL UNITS** 1  
**PROPOSED MAX. SITE COVERAGE:** 50%  
**EXISTING MAX. LOT COVERAGE:** C-1 = 30% (609.3 m<sup>2</sup>)  
RM-4 = 30% (609.3 m<sup>2</sup>)

**PROJECT DATA AS PER CURRENT DESIGN**

	RESIDENTIAL - NO OF UNITS	RESIDENTIAL - AREA	COMMERCIAL - AREA	INDOOR AMENITY - AREA	COMMUNICATION SERVICE AREA - AREA	BUILDING FLOOR AREA	OUTDOOR AMENITY - AREA
		m <sup>2</sup>	m <sup>2</sup>	m <sup>2</sup>	m <sup>2</sup>	m <sup>2</sup>	m <sup>2</sup>
LEVEL 1	2	123.30	80.00	545.00	250.55	998.75	300.00
LEVEL 2	14	893.60			105.80	999.40	
LEVEL 3	14	893.60			105.80	999.40	
LEVEL 4	14	893.60			105.80	999.40	
LEVEL 5	12	770.00			84.17	854.17	
LEVEL 6	12	770.00			84.17	854.17	
LEVEL 7	12	770.00			84.17	854.17	
LEVEL 8	12	770.00			84.17	854.17	
<b>SUBTOTAL</b>	<b>92</b>	<b>5,884.00</b>		<b>545.00</b>	<b>504.63</b>	<b>7,413.63</b>	<b>111.60</b>
ROOF							306.00
<b>TOTAL</b>	<b>92</b>	<b>5,884.00</b>		<b>545.00</b>	<b>1,019.31</b>	<b>7,526.31</b>	
<b>SITE AREA</b>						<b>2,031.00</b>	
<b>FLOOR AREA RATIO (BASED ON RESIDENTIAL AREA)</b>						<b>2.90</b>	
<b>SITE COVERAGE</b>						<b>49.18%</b>	

**PARKING:**

**REQUIRED OFF-STREET PARKING SPACES:** 0.5 STALLS / DWELLING UNIT (SENIOR CITIZENS APARTMENTS) = 0.5 x 92 DWELLING UNITS = 46 PARKING SPACES REQUIRED  
**COMMERCIAL SPACE** = 100m<sup>2</sup> / 14m<sup>2</sup> = 7.2 SPACES  
**= TOTAL 54 PARKING SPACES REQUIRED**  
**= 62 PARKING POSSIBLE TO PROVIDE IN UNDERGROUND PARKING**

**UNDERGROUND PARKING AREA** 1,675m<sup>2</sup> / 82.5 % OF SITE AREA

**EXISTING BUILDING SETBACKS:** C-1: FRONT: 7.5m  
SIDE: 1.5m- 3.0m  
REAR: 7.5m

RM-4: FRONT: 7.5m  
SIDE: 6.0m  
REAR: 7.5m

**PROPOSED BUILDING SETBACKS:** FRONT: 6.0m  
SIDE: 5.0m (TO FACE OF BUILDING)  
SIDE: 3.0m (TO FACE OF BALCONIES @ FLOORS 2-4)  
REAR: 7.0m

**EXISTING USABLE OPEN SPACE:** MINIMUM 7.5% OF SITE AREA = 152.3 m<sup>2</sup>

**PROPOSED USABLE OPEN SPACE:** = 15% OF SITE AREA = 300 m<sup>2</sup> (NOT INCLUDING ROOFTOP PATIO)



**ZEIDLER ARCHITECTURE**  
536 Broughton St, 2<sup>nd</sup> Flr  
Victoria, BC V8W 1C6  
T +1 250 388 9494



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Issue No.	Date	Description
1	Feb 16, 2021	OCF RESUBMISSION
2	Feb 27, 2012	REZONING RESUBMISSION

client

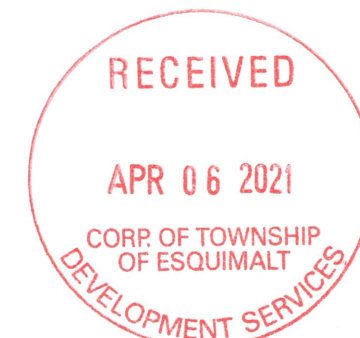
project title  
**NEW MULTIFAMILY RESIDENTIAL BUILDING**  
819-821-823 ESQUIMALT ROAD

drawing title

**PROJECT DATA**

scale: 1 : 500  
drawn by: MP  
checked by: JB  
project no: 219-141  
date issued: Feb 27, 2012

re-issue no: 2 sheet no: A0.1

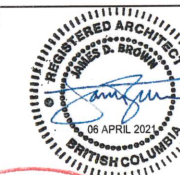


**ARCHITECTURAL**

- A0.1 PROJECT DATA
- A0.2 SURVEY PLAN - JE ANDERSON
- A0.3 SURVEY PLAN
- A0.4 FLOOR PLANS
- A0.5 FLOOR PLANS
- A0.6 ELEVATIONS
- A0.7 SECTIONS AND 3D VIEWS
- A0.8 SHADOW STUDIES
- A0.9 SHADOW STUDIES



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Issue No.	Date	Description
1	Feb 16, 2021	OCF RESUBMISSION
2	Feb 27, 2012	REZONING RESUBMISSION
4	April 6, 2021	DESIGN REVISIONS

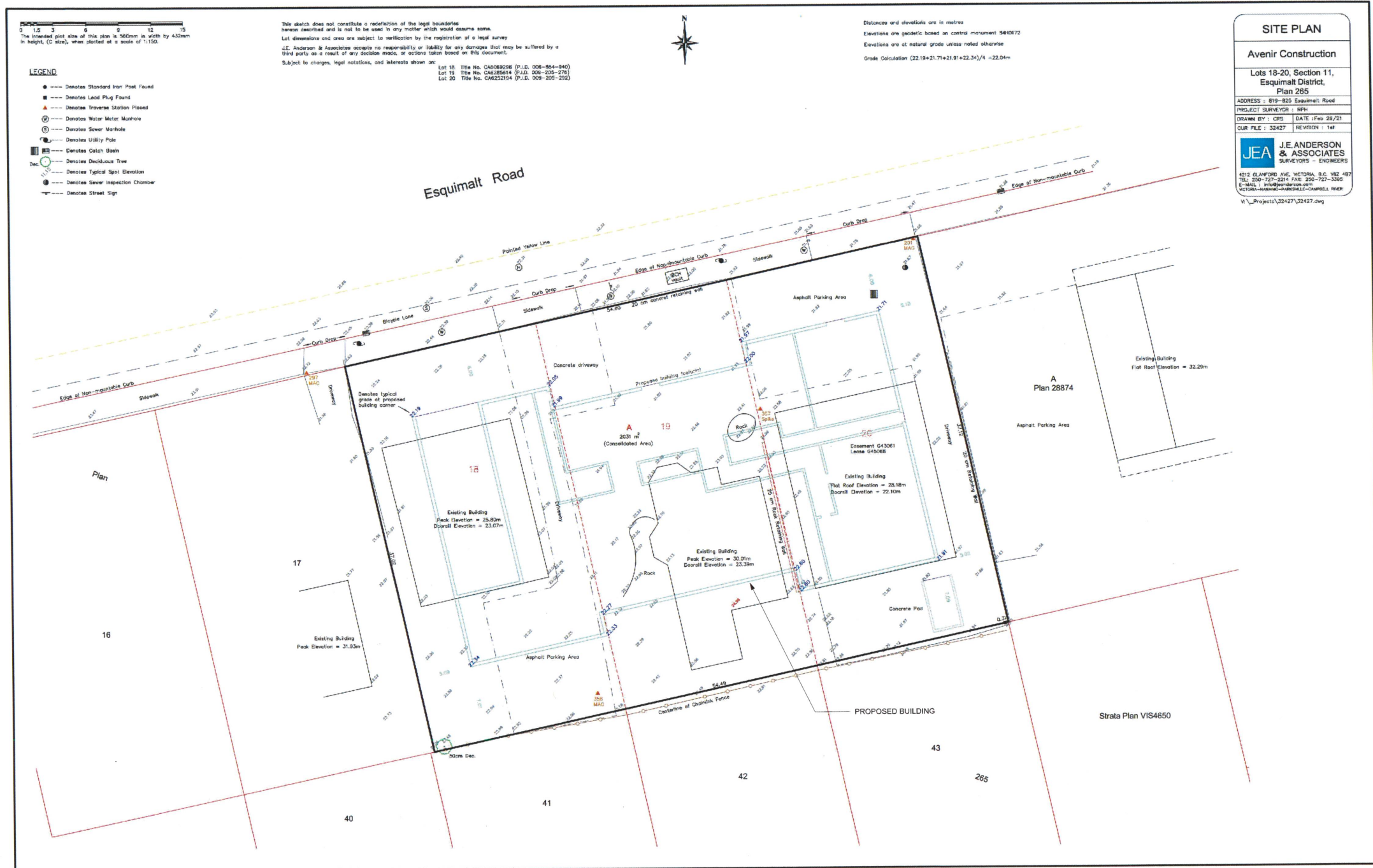
client

project title  
**NEW MULTIFAMILY RESIDENTIAL BUILDING**  
 819-821-823 ESQUIMALT ROAD

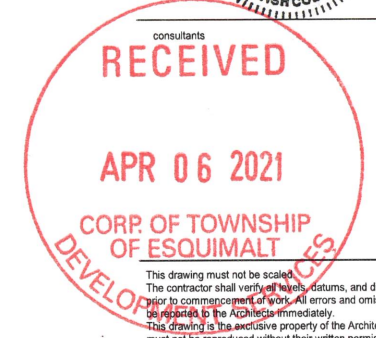
drawing title  
**SURVEY PLAN - J.E. ANDERSON**

scale: 1 : 200  
 drawn by: MP  
 checked by: JB  
 project no: 219-141  
 date issued: April 6, 2021

re-issue no: **4** sheet no: **A0.2**



1 SURVEY PLAN - PROPOSED  
 1 : 200



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Issue No.	Date	Description
2	Feb 27, 2012	REZONING RESUBMISSION
4	April 6, 2021	DESIGN REVISIONS

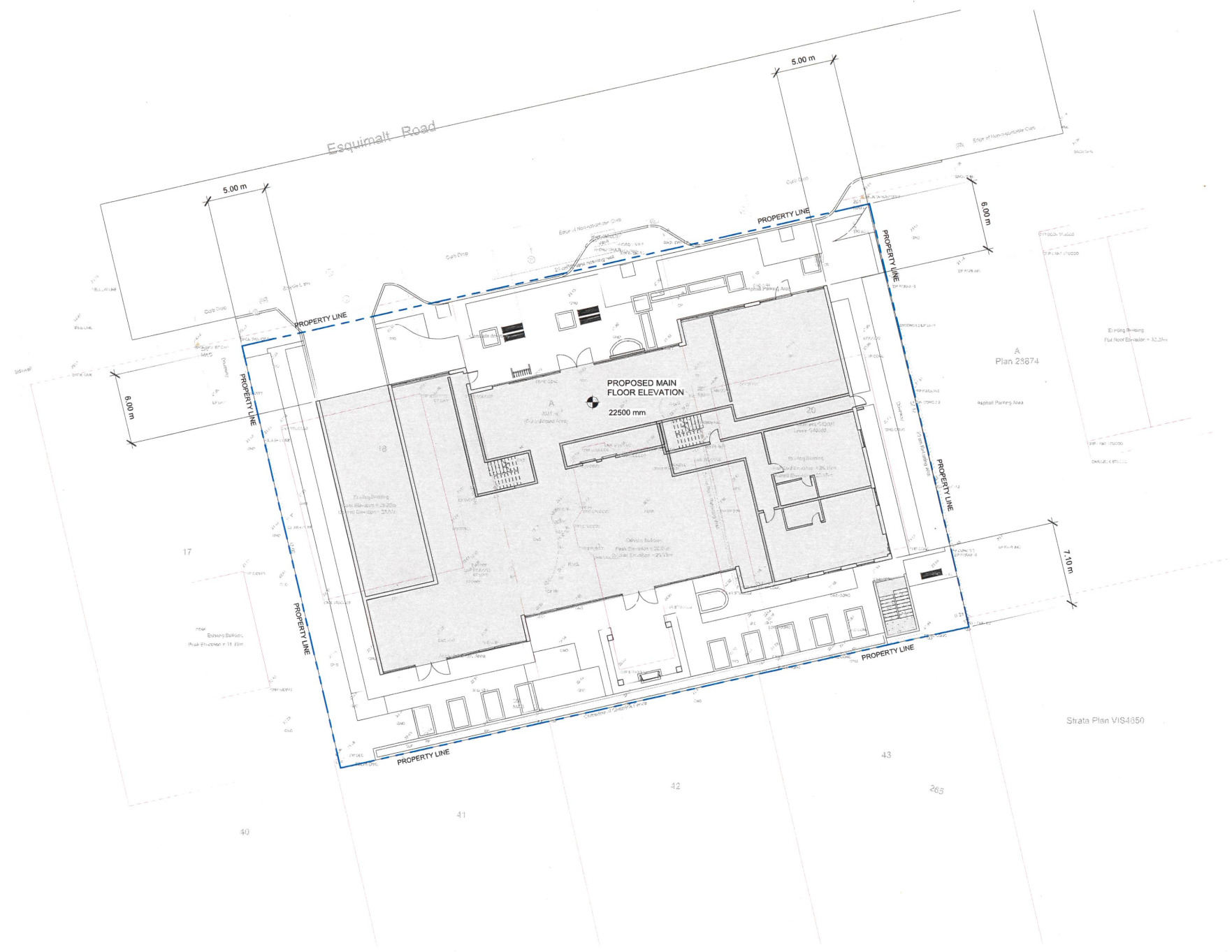
client

project title  
**NEW MULTIFAMILY RESIDENTIAL BUILDING**  
 819-821-823 ESQUIMALT ROAD

drawing title  
**SURVEY PLAN**

scale: 1 : 200  
 drawn by: Author  
 checked by: Checker  
 project no: 219-141  
 date issued: April 6, 2021

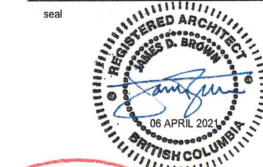
re-issue no: **4** sheet no: **A0.3**



1 SURVEY PLAN W/ PROPOSED BUILDING  
 1 : 200

**NOTE:**  
 ALL INFORMATION OBTAINED FROM SITE SURVEY PERFORMED BY J.E. ANDERSON & ASSOCIATES SURVEYORS - ENGINEERS, IN ACCORDANCE WITH THE PROVISIONS OF THE SURVEYS ACT. SURVEY COMPLETED 12th FEBRUARY 2020. THE LEGAL SURVEY DEPICTED ON THIS SHEET IS FOR REFERENCE ONLY. ZEIDLER ARCHITECTURE ASSUMES NO RESPONSIBILITY FOR THE ACCURACY AND CONTENT OF THE SURVEY INFORMATION DEPICTED HEREIN

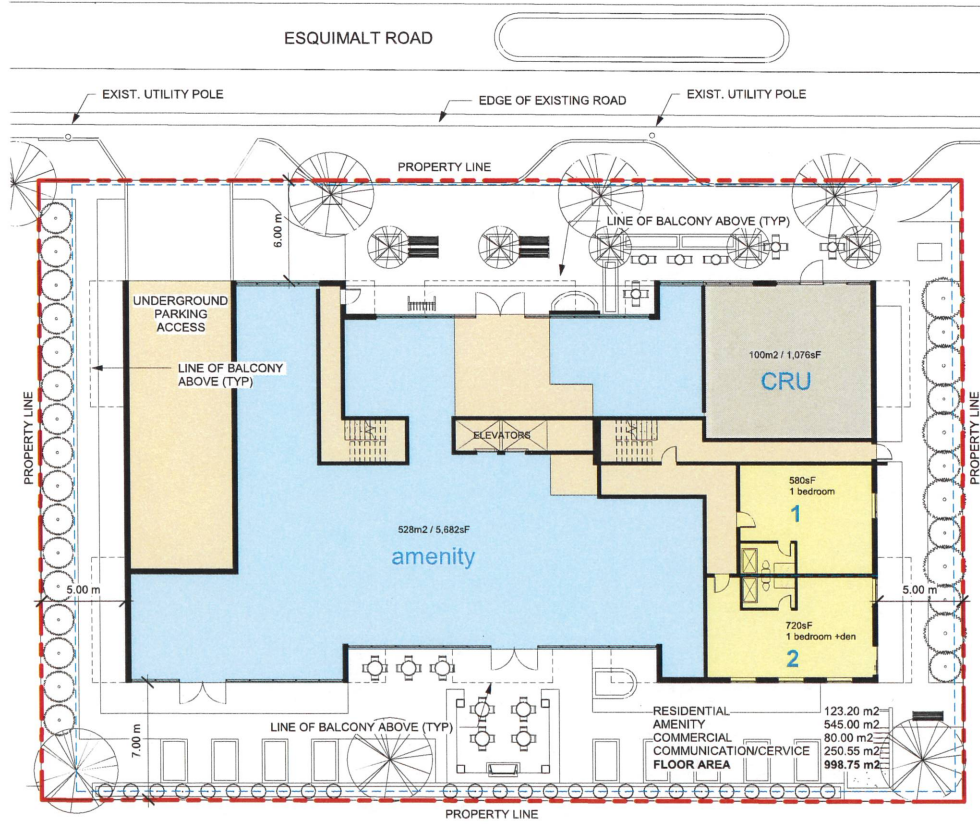




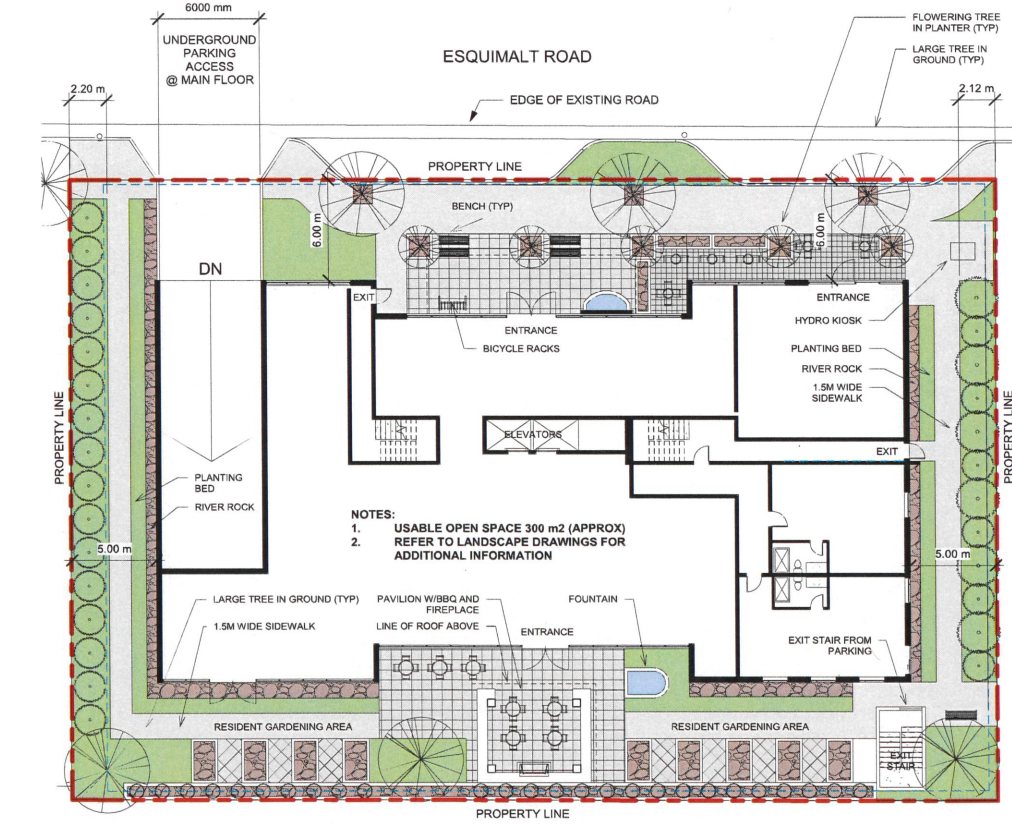
④ Level 5 - 8  
1 : 200



③ Level 2-4  
1 : 200



② Level 1  
1 : 200



① Level 1 / Site  
1 : 200

**LEGEND**

BALCONIES ARE TO BE RESOLVED - SHOWN TO DETERMINE PROPOSED SETBACKS ONLY

- RESIDENTIAL
- COMMUNICATION
- AMENITY
- COMMERCIAL (APROX 1000sf)
- EXTERIOR USABLE / BALCONIES
- 1 RESIDENTIAL UNIT NO.

Issue No.	Date	Description
1	Feb 16, 2021	DCP RESUBMISSION
2	Feb 27, 2021	REZONING RESUBMISSION
4	April 6, 2021	DESIGN REVISIONS

project title  
**NEW MULTIFAMILY RESIDENTIAL BUILDING**  
 819-821-823 ESQUIMALT ROAD

drawing title  
**FLOOR PLANS**

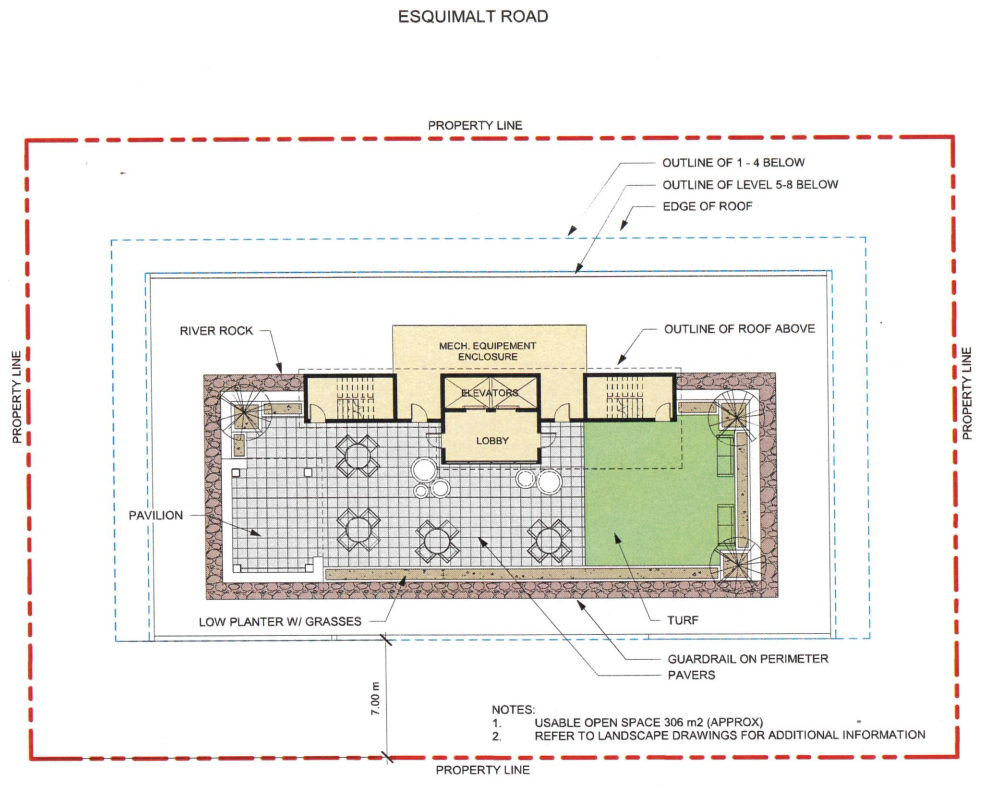
scale: 1 : 200  
 drawn by: MP  
 checked by: JB  
 project no: 219-141  
 date issued: April 6, 2021

re-issue no: 4 sheet no: **A0.4**





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2 Level 9 (ROOF)  
 1 : 200

PARKING SCHEDULE	
Type	Count
ESQM 2.4m x 4.5m - 90° SMALL	24
ESQM 2.6m x 5.5m - 90° STANDARD	38
<b>Grand total:</b>	<b>62</b>

THE ABOVE CALCULATION INCLUDES:  
 VISITORS PARKING 12  
 COMMERCIAL SPACE 8  
 PARKING SPACES FOR PEOPLE WITH DISABILITIES 8

SITE AREA 2,032m<sup>2</sup>  
 PARKING AREA 1,675m<sup>2</sup>  
 PERVIOUS AREA 356m<sup>2</sup> / 17.5%

- LEGEND**
- BALCONIES ARE TO BE RESOLVED - SHOWN TO DETERMINE PROPOSED SETBACKS ONLY
- RESIDENTIAL
  - COMMUNICATION
  - AMENITY
  - COMMERCIAL (APROX 1000sf)
  - EXTERIOR USABLE / BALCONIES
  - 1 RESIDENTIAL UNIT NO.

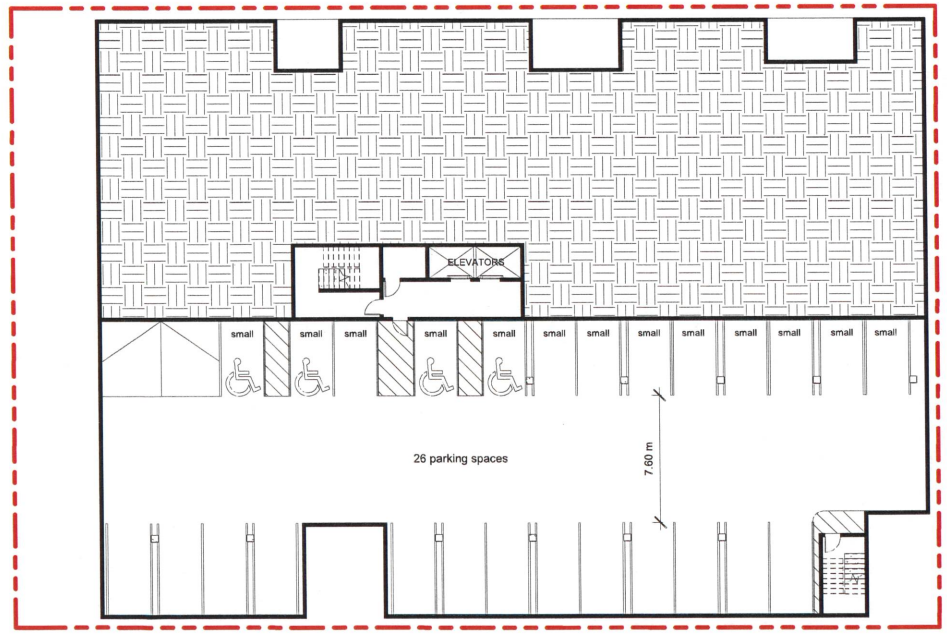
Issue No.	Date	Description
1	Feb 16, 2021	OCF RESUBMISSION
2	Feb 27, 2021	REZONING RESUBMISSION
3	Mar 31, 2021	PARKING REVISION
4	April 6, 2021	DESIGN REVISIONS

project title  
**NEW MULTIFAMILY RESIDENTIAL BUILDING**  
 819-821-823 ESQUIMALT ROAD

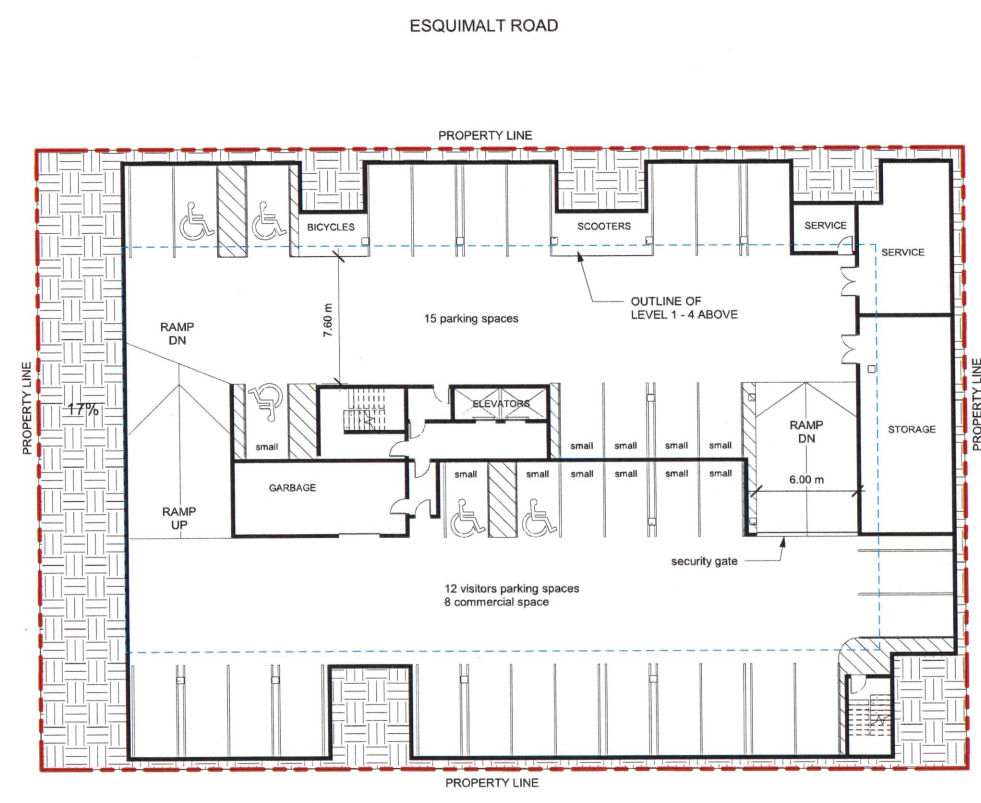
FLOOR PLANS

scale: 1 : 200  
 drawn by: MP  
 checked by: JB  
 project no: 219-141  
 date issued: April 6, 2021

re-issue no: 4 sheet no: **A0.5**



3 PARKING 2  
 1 : 200



1 PARKING 1  
 1 : 200





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**APR 06 2021**  
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Issue No.	Date	Description
1	Feb 16, 2021	OCP RESUBMISSION
2	Feb 27, 2021	REZONING RESUBMISSION
4	April 6, 2021	DESIGN REVISIONS

client

project title  
**NEW MULTIFAMILY RESIDENTIAL BUILDING**  
 819-821-823 ESQUIMALT ROAD

drawing title  
**ELEVATIONS**

scale: 1 : 200  
 drawn by: MP  
 checked by: JB  
 project no: 219-141  
 date issued: April 6, 2021

re-issue no: **4** sheet no: **A0.6**



④ West  
 1 : 200 BALCONIES ARE TO BE RESOLVED - SHOWN TO ILLUSTRATE PROPOSED SETBACKS ONLY



③ East  
 BALCONIES ARE TO BE RESOLVED - SHOWN TO ILLUSTRATE PROPOSED SETBACKS ONLY

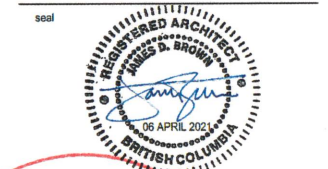


② South  
 1 : 200 BALCONIES ARE TO BE RESOLVED - SHOWN TO ILLUSTRATE PROPOSED SETBACKS ONLY



① North  
 BALCONIES ARE TO BE RESOLVED - SHOWN TO ILLUSTRATE PROPOSED SETBACKS ONLY





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Issue No.	Date	Description
1	Feb 16, 2021	OCF RESUBMISSION
2	Feb 27, 2021	REZONING RESUBMISSION
4	April 6, 2021	DESIGN REVISIONS

client

project title  
**NEW MULTIFAMILY RESIDENTIAL BUILDING**  
 819-821-823 ESQUIMALT ROAD

drawing title  
**SECTIONS AND 3D VIEWS**

scale: 1 : 200  
 drawn by: MP  
 checked by: JB  
 project no: 219-141  
 date issued: April 6, 2021

re-issue no: **4** sheet no: **A0.7**



② 3D View 1  
 BALCONIES ARE TO BE RESOLVED - SHOWN TO ILLUSTRATE PROPOSED SETBACKS ONLY



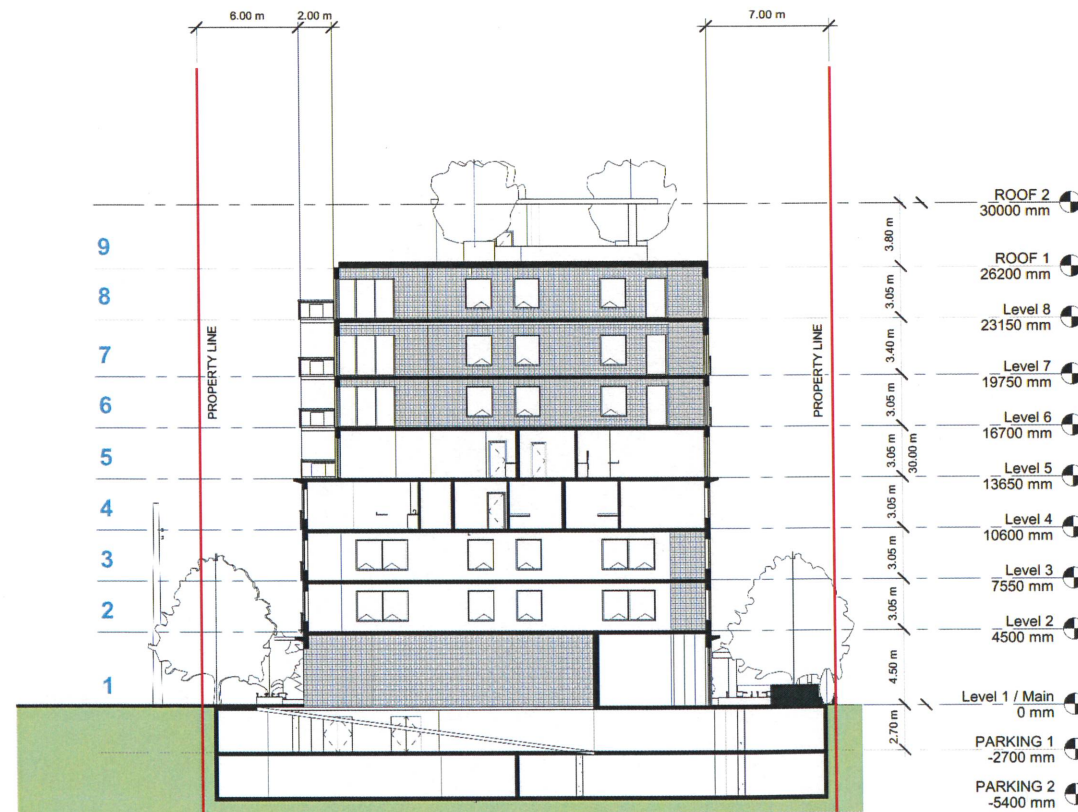
⑤ 3D View 2  
 BALCONIES ARE TO BE RESOLVED - SHOWN TO ILLUSTRATE PROPOSED SETBACKS ONLY



③ 3D View 7  
 BALCONIES ARE TO BE RESOLVED - SHOWN TO ILLUSTRATE PROPOSED SETBACKS ONLY

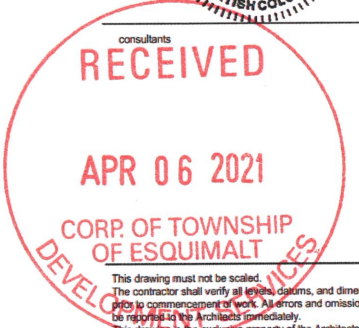


④ 3D View 3  
 BALCONIES ARE TO BE RESOLVED - SHOWN TO ILLUSTRATE PROPOSED SETBACKS ONLY



① Section 1  
 1 : 200





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Issue No.	Date	Description
1	Feb 16, 2021	OOP RESUBMISSION
2	Feb 27, 2012	REZONING RESUBMISSION

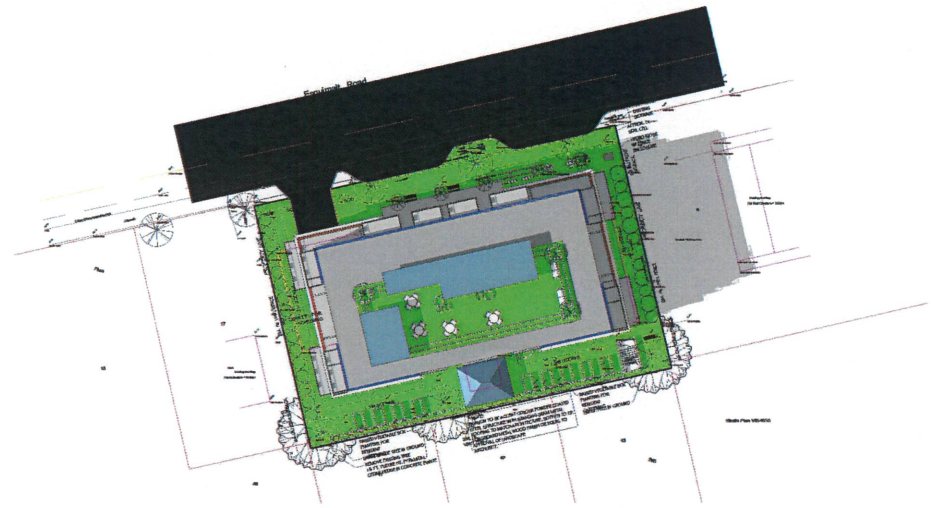
client

project title  
**NEW MULTIFAMILY RESIDENTIAL BUILDING**  
 819-821-823 ESQUIMALT ROAD

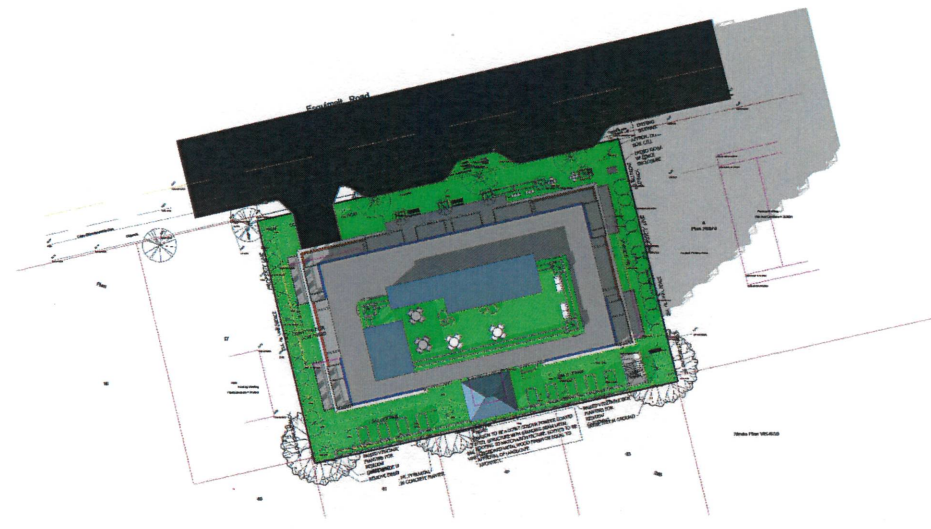
drawing title  
**SHADOW STUDIES**

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 drawn by: MP  
 checked by: JB  
 project no: 219-141  
 date issued: Feb 27, 2012

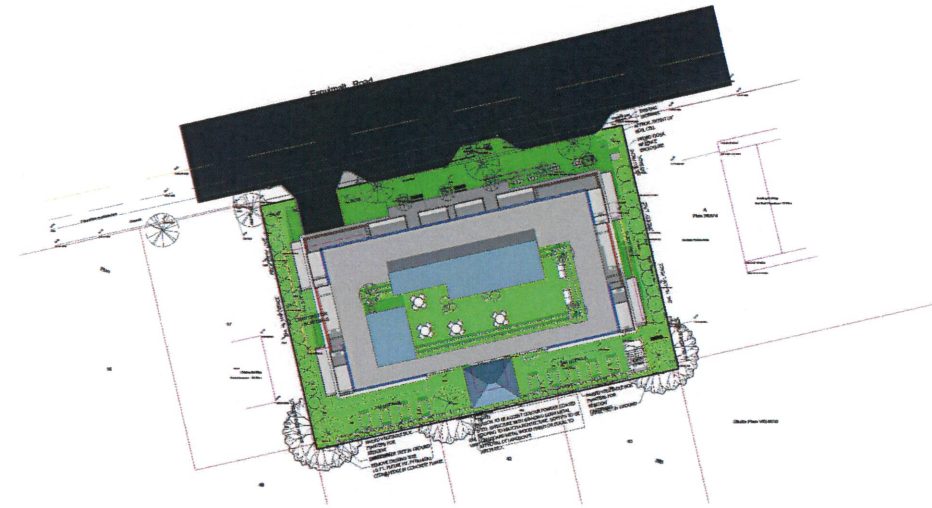
re-issue no: **2** sheet no: **A0.8**



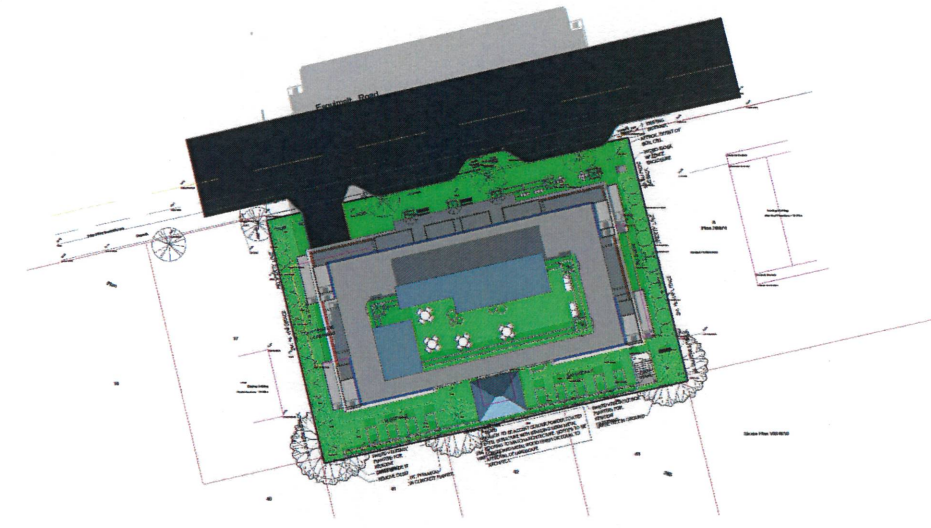
6 Shadow Studies June 21 03PM  
 1 : 500



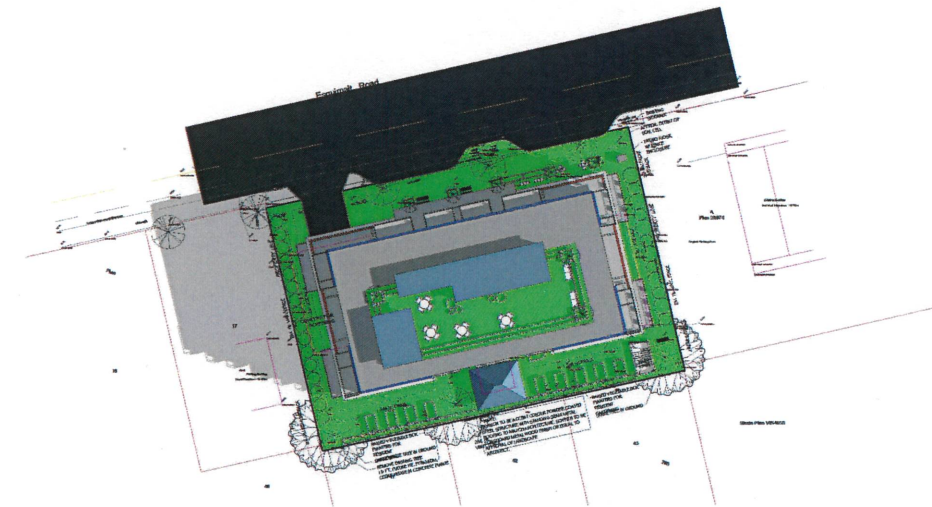
5 Shadow Studies March 21 03PM  
 1 : 500



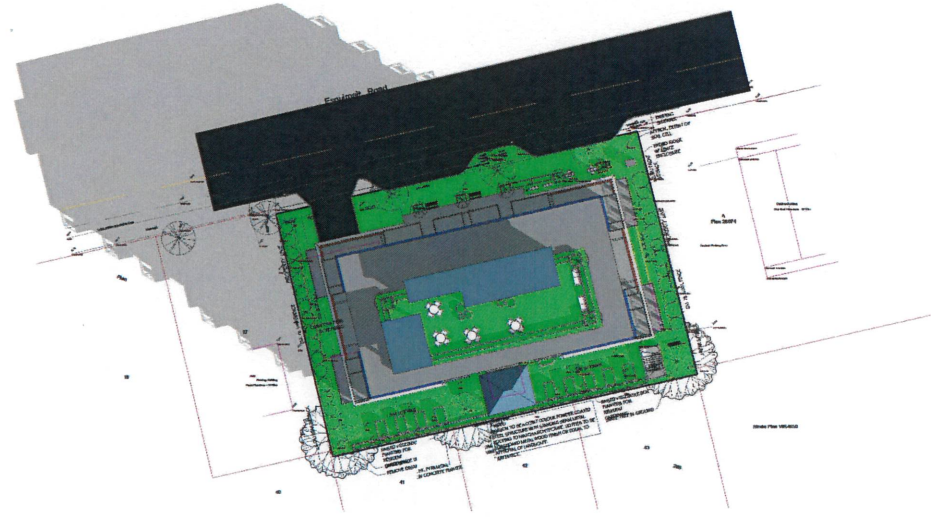
4 Shadow Studies June 21 12PM  
 1 : 500



3 Shadow Studies March 21 12PM  
 1 : 500



2 Shadow Studies June 21 09AM  
 1 : 500



1 Shadow Studies March 21 09AM  
 1 : 500





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Issue No.	Date	Description
1	Feb 16, 2021	OCP RESUBMISSION
2	Feb 27, 2021	REZONING RESUBMISSION
4	April 6, 2021	DESIGN REVISIONS

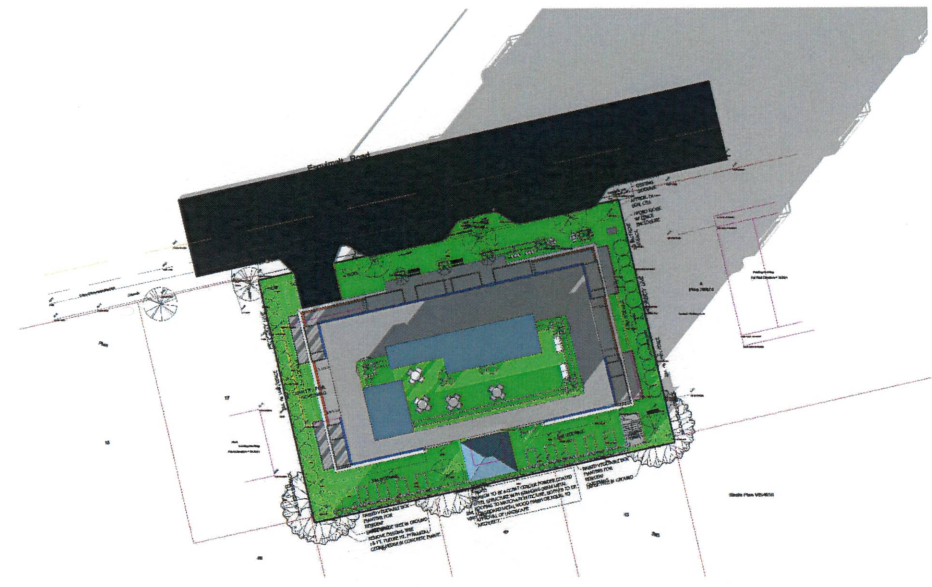
client

project title  
**NEW MULTIFAMILY RESIDENTIAL BUILDING**  
 819-821-823 ESQUIMALT ROAD

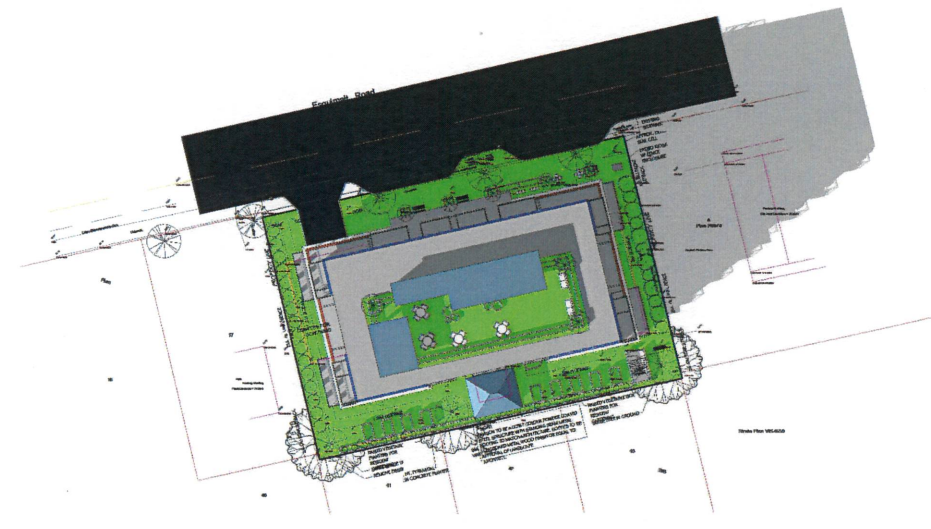
drawing title  
**SHADOW STUDIES**

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 project no: 219-141  
 date issued: April 6, 2021

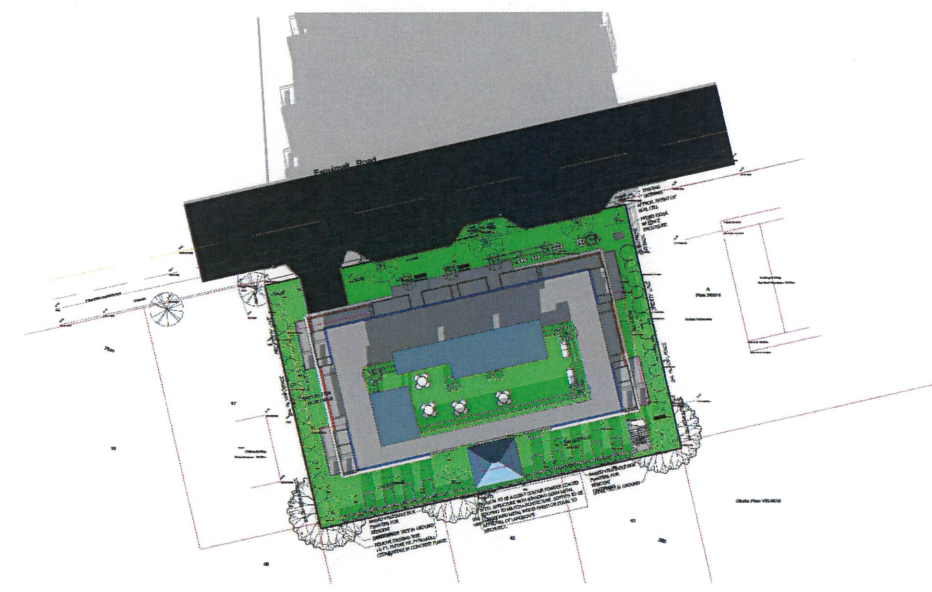
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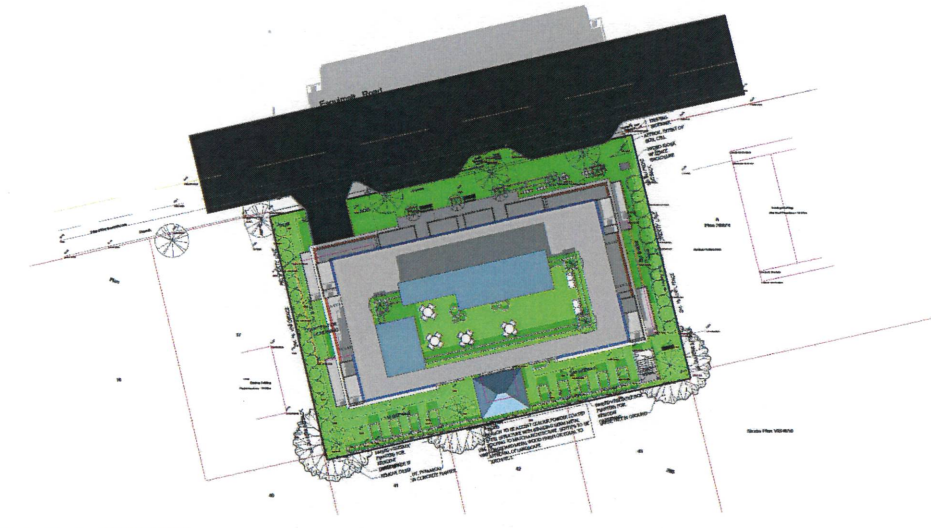
6 Shadow Studies December 21 03PM  
 1 : 500



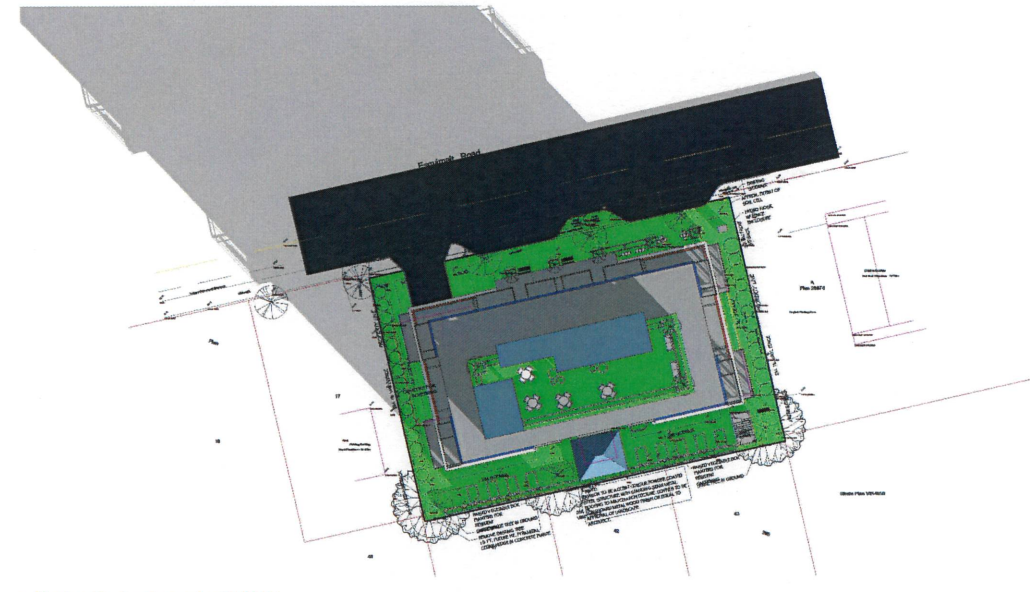
3 Shadow Studies September 21 03PM  
 1 : 500



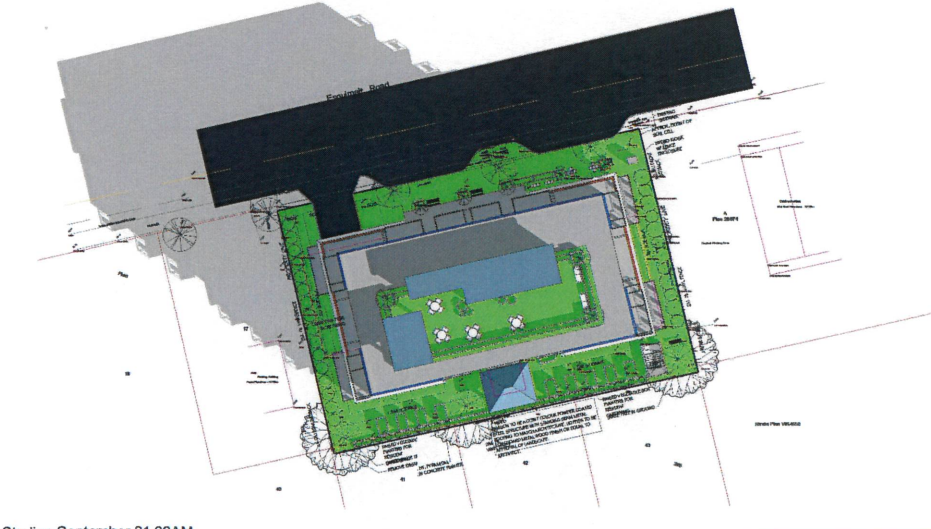
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 1 : 500



2 Shadow Studies September 21 12PM  
 1 : 500

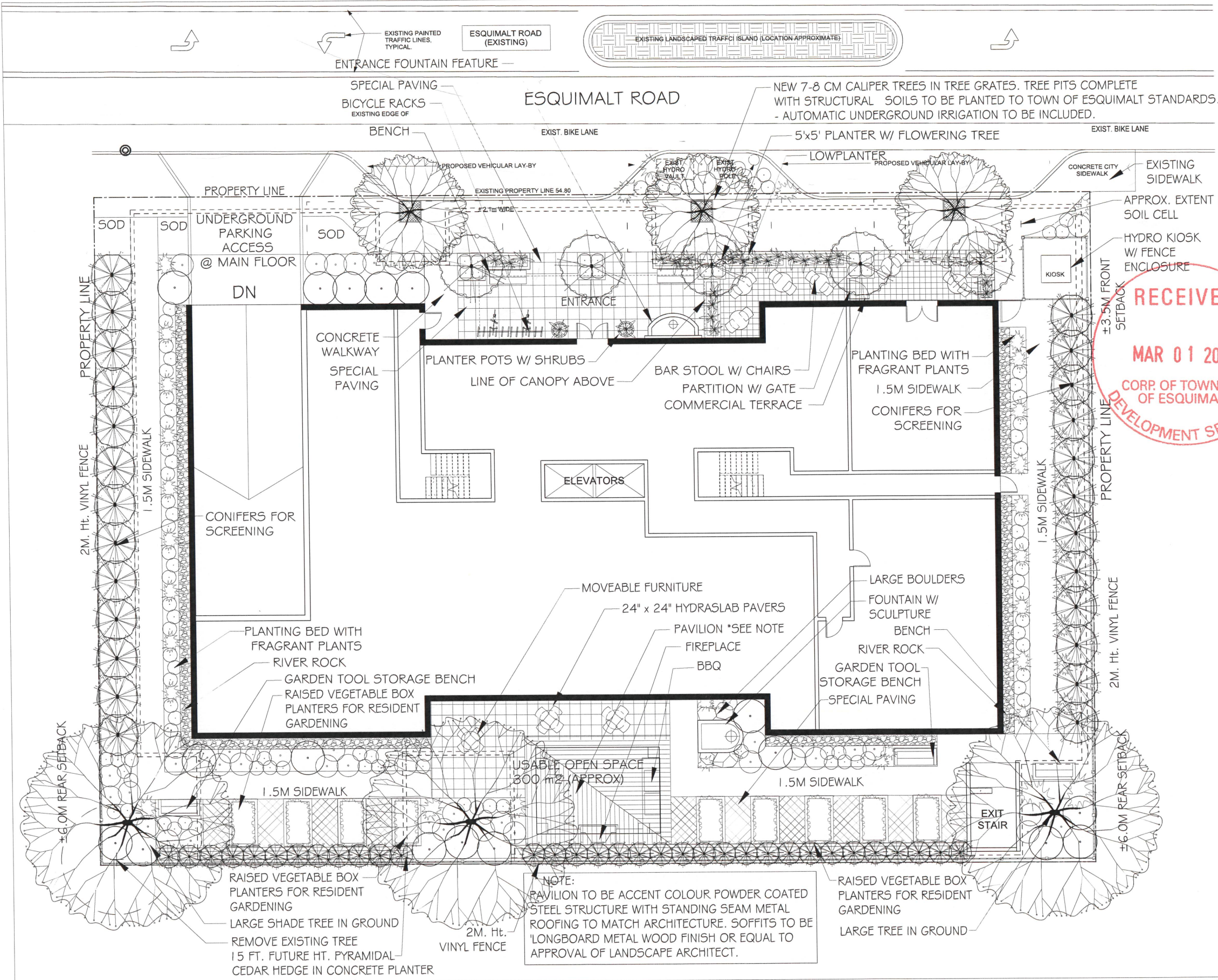


4 Shadow Studies December 21 09AM  
 1 : 500



1 Shadow Studies September 21 09AM  
 1 : 500



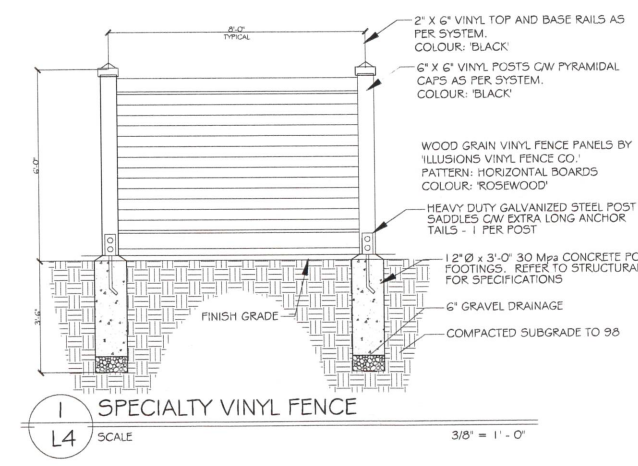
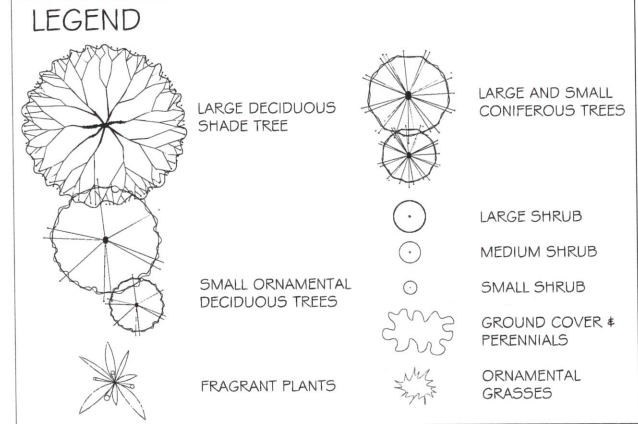


**SUGGESTED PLANT LIST**

Key	Common Name	Latin Name	Size
<b>Trees</b>			
VMAP	Vine Maple	<i>Acer onatum</i>	6m Cal.
GLSD	Honey Locust Tree	<i>Gleditsia inornata</i> var. 'Shademaster'	8m Cal.
FAGU	Columar Golden Beech	<i>Fagus sylvatica</i> var. 'Dwayck Gold'	4m HT
JMAP	Japanese Maple	<i>Acer palmatum</i> var. 'Bloodgood'	6m Cal.
RMAP	Columar Red Maple	<i>Acer rubrum</i> var. 'Armstrong'	7m Cal.
<b>Large Shrubs</b>			
PIER	Lily of the Valley Shrub	<i>Pieris japonica</i> var. 'Forest Flame'	#7 Pot
STAR	Star Magnolia	<i>Magnolia stellata</i> var. 'Royal Star'	#7 Pot
ULIC	Lilac	<i>Syringa vulgaris</i> var. 'Santara Double Blue'	#7 Pot
THIJ	Upright Cedar	<i>Thuja occidentalis</i> var. 'Smaragd'	2m HT
LRHA	Rhododendron	<i>Rhododendron</i> var. 'Pink Wallop'	#7 Pot
MOCK	Moccasin	<i>Phaceliphus lewis</i>	#7 Pot
<b>Medium Shrubs</b>			
ALAT	Dwarf Burning Bush	<i>Eonymus alata</i> var. 'Compact'	#5 Pot
VACC	Saragana Huckleberry	<i>Vaccinium oxycoccos</i> var. 'Thunderbolt'	#2 Pot
NRHA	Rhododendron	<i>Rhododendron</i> var. 'Unique'	#3 Pot
ABE	Glossy Abelia	<i>Abelia x grandiflora</i> var. 'Edward Goucher'	#2 Pot
DVIB	David Viburnum	<i>Viburnum davidi</i>	#1 Pot
MOX	Mexican Orange Blossom	<i>Clematis temata</i>	#5 Pot
ROSA	English Rose	<i>Rosa</i> var. 'Lady Emma Hamilton'	#5 Pot
<b>Small Shrubs</b>			
DWVF	Dwarf Lily of the Valley Shrub	<i>Pieris japonica</i> var. 'Debutante'	#2 Pot
ELIOF	Creeper Eucalyptus	<i>Eucalyptus forsteri</i> var. 'Emerald Gold'	#1 Pot
SARC	Sweetbox	<i>Sarcococca hookeriana humilis</i>	#1 Pot
AZAP	Evergreen Azalea	<i>Azalea japonica</i> var. 'Gumpo Pink'	#2 Pot
DWRH	Dwarf Rhododendron	<i>Rhododendron</i> var. 'Bow Bells' # 'Lock'	#2 Pot
HYD	Hydrangea	<i>Hydrangea macrophylla</i> var. 'Forever Pink'	#5 Pot
GARD	Frost Proof Hardy Gardenia	<i>Gardenia jasminoides</i> var. 'Frost Proof'	#2 Pot
BOX	Korean Boxwood	<i>Buxus sempervirens</i> var. 'Winter Green'	#5 Pot
<b>Ground Covers</b>			
BEAR	Bearberry	<i>Arctostaphylos uva-ursi</i> var. 'Vancover Jade'	SP4
BERG	Heartleaf Bergenia	<i>Bergenia cordifolia</i> var. 'Bressingham Ruby'	SP6
CONV	Lily of the Valley	<i>Convallaria maialis</i>	SP5
<b>Grasses</b>			
CARE	Vanedged sedge	<i>Carex momonos</i> var. 'Ice Dance'	#1 Pot
KARL	Feather Reed Grass	<i>Calamagrostis acutifolia</i> var. 'Karl Foerster'	#1 Pot
HACK	Hackonachloa Grass	<i>Hackonachloa</i>	#1 Pot
<b>Perennials</b>			
IBJC	Coral Bells	<i>Heuchera amarantha</i> var. 'Bressingham Prince'	SP5
LAV	English Lavender	<i>Lavandula angustifolia</i> var. 'Hidcot'	SP5
SOZ	Kaffe Lily	<i>Scrozophylla coccinea</i> var. 'Queen Sunset'	SP7
GIMP	Sweetpea	<i>Lisa uranosa</i> var. 'Little Henry'	SP5
PEON	Garden Peony	<i>Paeonia</i> var. 'Duchess of Nemours' (fragrant white)	#1 Pot
CLEM	Montana Clematis	<i>Clematis montana</i> var. 'Jackman & Elizabeth'	#7 Pot
OLAS	Star Jasmine	<i>Jasminum officinale</i>	#5 Pot
ARM	Armantha Clematis	<i>Clematis armande</i>	#7 Pot

Notes: - All landscape work to conform with B.C.S.L.A. / B.C.N.T.A. standard specification.  
- All areas to be irrigated with an automatic underground system.

RECEIVED  
MAR 01 2021  
CORP. OF TOWNSHIP  
OF ESQUIMALT  
DEVELOPMENT SERVICES

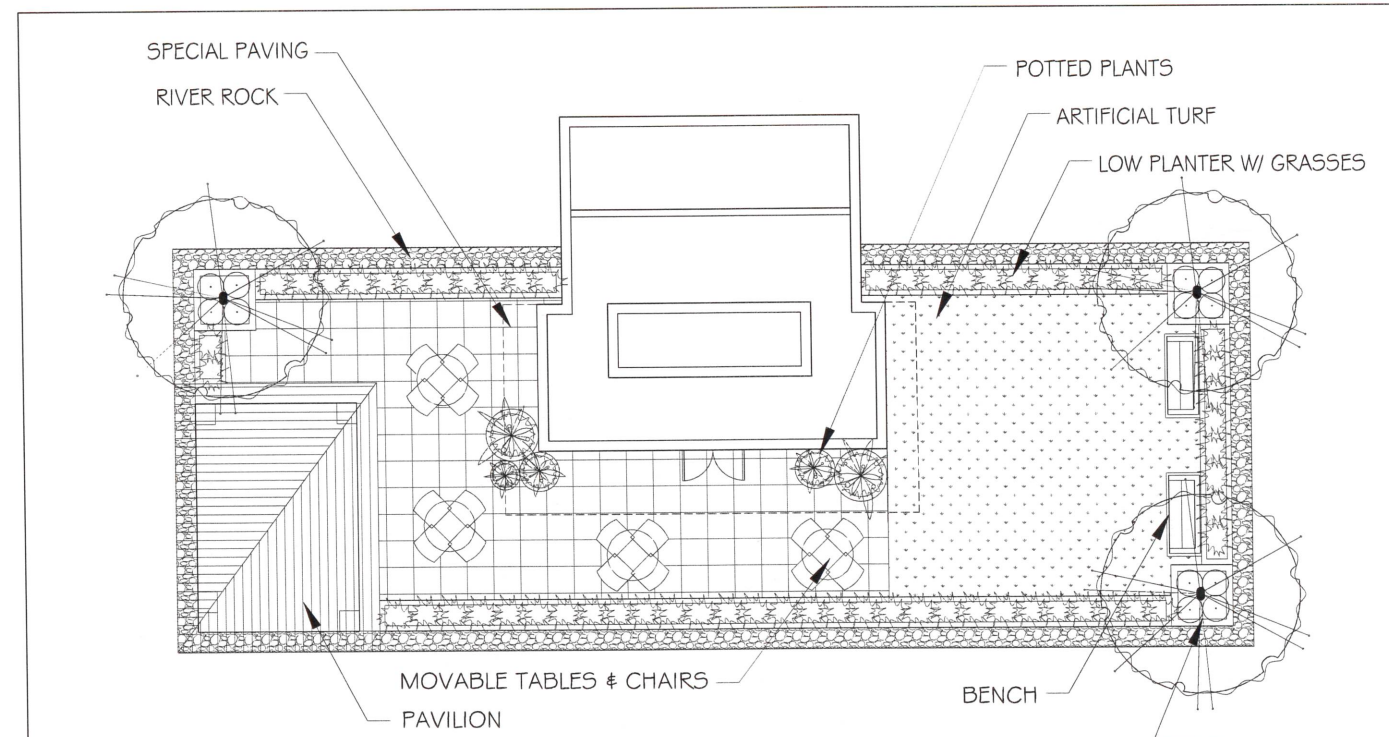


**L1 819-825 ESQUIMALT ROAD**  
Landscape Concept Plan

Scale: 1:100  
Date: FEB 25, 2021  
(REVISED)







\* NOTE:  
 PAVILION TO BE ACCENT COLOUR POWDER COATED STEEL STRUCTURE WITH STANDING SEAM METAL ROOFING TO MATCH ARCHITECTURE. SOFFITS TO BE 'LONGBOARD METAL WOOD FINISH OR EQUAL TO APPROVAL OF LANDSCAPE ARCHITECT.

RAISED PLANTER C/W GRASSES & FLOWERING TREE

L2

819-825 ESQUIMALT ROAD  
 Roof Landscape Concept Plan

Scale: 1:100  
 Date: FEB 25, 2021  
 (REVISED)

**4★SITE**  
 LANDSCAPE ARCHITECTURE  
 AND SITE PLANNING 250.508.7885

0 1.5 3 6 9 12 15  
 The intended plot size of this plan is 560mm in width by 432mm in height, (C size), when plotted at a scale of 1:150.

This sketch does not constitute a redefinition of the legal boundaries hereon described and is not to be used in any matter which would assume same. Lot dimensions and area are subject to verification by the registration of a legal survey. J.E. Anderson & Associates accepts no responsibility or liability for any damages that may be suffered by a third party as a result of any decision made, or actions taken based on this document. Subject to charges, legal notations, and interests shown on:

Lot 18 Title No. CA6069296 (P.I.D. 006-854-940)  
 Lot 19 Title No. CA6285614 (P.I.D. 009-205-276)  
 Lot 20 Title No. CA6252194 (P.I.D. 009-205-292)

Distances and elevations are in metres  
 Elevations are geodetic based on control monument 84H0172  
 Elevations are at natural grade unless noted otherwise  
 Grade Calculation  $(22.19+21.71+21.91+22.34)/4 = 22.04m$

LEGEND

- --- Denotes Standard Iron Post Found
- --- Denotes Lead Plug Found
- ▲ --- Denotes Traverse Station Placed
- ⊙ --- Denotes Water Meter Manhole
- ⊕ --- Denotes Sewer Manhole
- ⊗ --- Denotes Utility Pole
- ▣ --- Denotes Catch Basin
- Dec. --- Denotes Deciduous Tree
- --- Denotes Typical Spot Elevation
- ⊙ --- Denotes Sewer Inspection Chamber
- Denotes Street Sign



SITE PLAN

Avenir Construction

Lots 18-20, Section 11,  
 Esquimalt District,  
 Plan 265

ADDRESS : 819-825 Esquimalt Road

PROJECT SURVEYOR : RPH

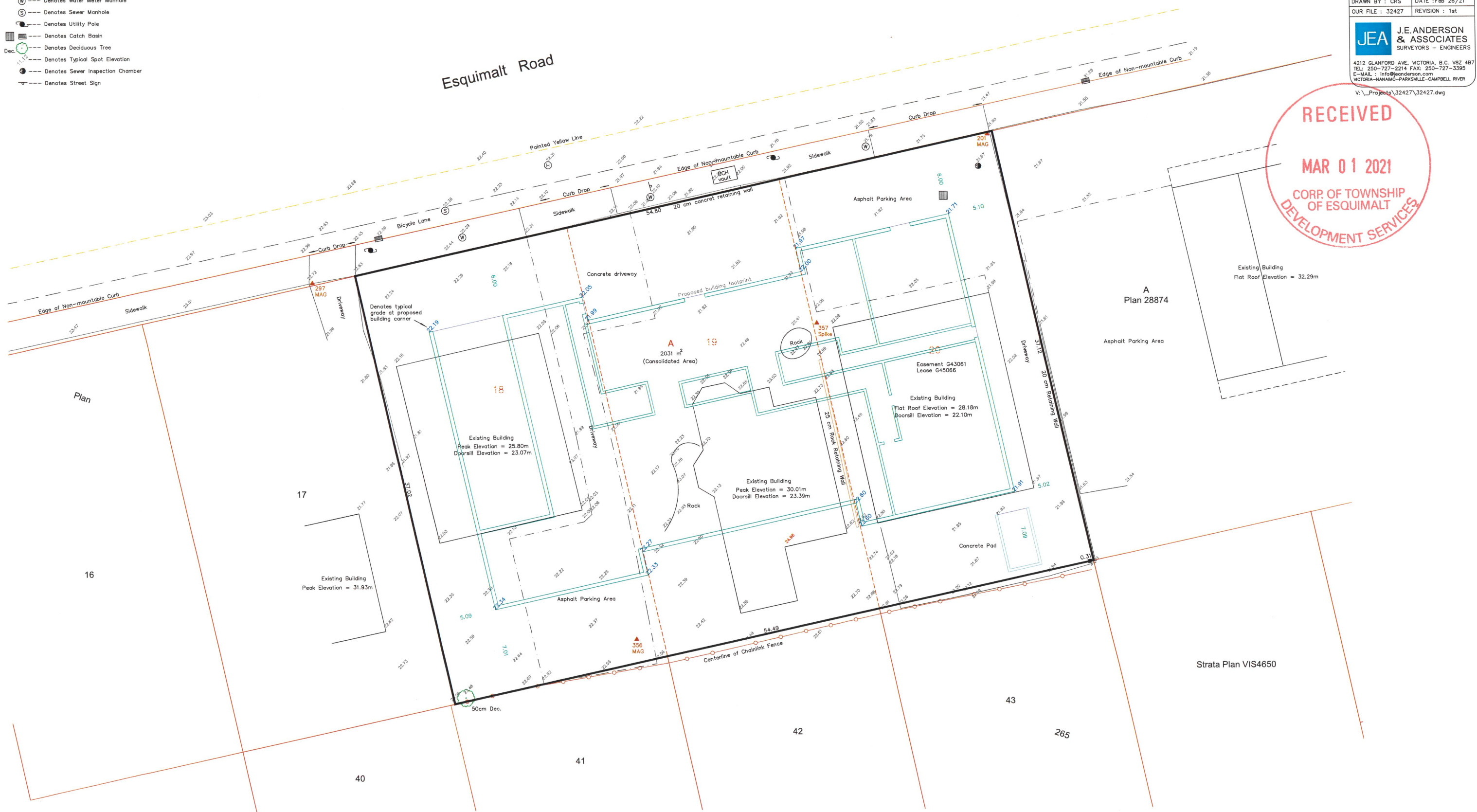
DRAWN BY : CRS DATE : Feb 26/21

OUR FILE : 32427 REVISION : 1st



4212 GLANFORD AVE, VICTORIA, B.C. V8Z 4B7  
 TEL: 250-727-2214 FAX: 250-727-3395  
 E-MAIL: info@jeanderson.com  
 VICTORIA-NANAIMO-PARKSVILLE-CAMPBELL RIVER

V:\Projects\32427\32427.dwg



Plan

A  
 Plan 28874

Existing Building  
 Flat Roof Elevation = 32.29m

Asphalt Parking Area

Essement G43061  
 Lease G45065  
 Existing Building  
 Flat Roof Elevation = 28.18m  
 Doorsill Elevation = 22.10m

Existing Building  
 Peak Elevation = 30.01m  
 Doorsill Elevation = 23.39m

Existing Building  
 Peak Elevation = 25.80m  
 Doorsill Elevation = 23.07m

Existing Building  
 Peak Elevation = 31.93m

Strata Plan VIS4650



**Avenir Construction (2018) Inc.**

7105-D W Saanich Rd

Brentwood Bay, B.C., V8M 1P7

To Esquimalt Mayor and Council,

Avenir Senior Living is proposing to rezone the properties at 819-823 Esquimalt Rd. for a seniors retirement community. The model for this community is an affordable alternative to traditional senior independent living. We are providing this narrative to highlight how this project's unique features will benefit Esquimalt and its residents.

The community will be named Hythe Pointe, which means 'a landing place or a small port' and fits well with its location in the historic Township of Esquimalt, with stunning views of the Salish Sea and the Olympic Mountains.

**The Housing Model**

This model differs from full-service independent living communities, which typically cater to higher income seniors (the top 20%). These communities are expensive to operate, because they require significant staffing.

Hythe Pointe will offer social connectedness, implementing a volunteer model to serve the needs of the 'forgotten 40%', middle income seniors with fixed incomes and pensions. There is significant demand for affordable independent living designed for active, self-sufficient, middle income seniors seeking a place to call home.

Hythe Pointe will support social interaction between residents, enhancing quality of life and allowing them to age in place. Most of the amenities typically found in traditional independent senior living will be available on the main floor and on the rooftop terrace. Activities and services will be provided by third party vendors and resident volunteers, through coordination and direction of our limited staff.

This model has been proven in the United States and recently in Alberta, with 95% of residents participating in the volunteer program and approximately 42% volunteering more than 10 hours per month. Volunteering is optional, and those who choose to be part of the program receive a reduction in rent for their contributions.

Some examples of volunteer activities include:

- Preparing meals together in the communal kitchen
- Taking fellow residents shopping and to medical appointments
- Helping residents with accessing technology
- Supporting daily recreational programming
- Maintaining gardens and landscaping
- Walking residents' dogs or supporting their pets when convalescing or travelling
- Supporting management of the emergency call and safety programs
- Helping fellow residents with chores

Providing seniors with volunteer opportunities stimulates social interactions and leads to a greater sense of purpose. The rent reduction has a significant emotional appeal, residents feel proud to be contributing to their own community and their adult children are supportive, because they see their parents thriving.

There are five key pillars that are foundational to the success of an aging in place community:

*Food* – All apartments at Hythe Pointe will have full kitchens, so residents can prepare their own meals. Residents will also have access to various other meal options. Community meals will be made in the purpose-built, gourmet, communal kitchen (with a commercial dishwasher for sanitization). The staff will coordinate home delivery of groceries and meals. There will also be a commercial café/bistro to provide à la carte meals, snacks, coffee, etc.

*Recreation* – Our staff will coordinate recreation programs with resident volunteers, customized to their interests.

*Transportation* – There will be a shuttle van on site for the residents' use, which we will maintain and insure. A staff member with a Class 4 drivers license (taxi, limousine, chauffeur) will operate and maintain the van.

*Optional Services* – Residents will have the comfort and security of having services such as home care, housekeeping and laundry available as they need them (pay per use). These will be provided by a third-party vendor, coordinated by the staff.

*Emergency Call Program* – Every resident will have access to an emergency call system for their safety. The program will be operated by both staff and a third-party vendor call centre.

The success of this innovative seniors model is dependent upon having sufficient residents living at the property, to support the volunteer activities and the third-party vendors providing à la carte services. The viability and affordability of this community, with its extensive amenities, relies upon having enough density. Much thought has been put into the project design to take all of these factors into account.

## The Building

Hythe Pointe will use architectural features, quality materials and landscaping to create an engaging community for seniors. The project will be 8 stories, constructed using structural steel and concrete, it includes:

- 92 rental units
- 63 underground parking stalls (exceeding the parking bylaw for Dwelling Units 55+)
- Layaway parking in front of the building
- 5,682 square feet of amenity space on the main floor
- 1,076 square foot commercial space for a café/bistro on the main floor
- 3,200 square foot rooftop terrace (with outdoor, covered kitchen)
- Ground floor garden and patio area

After receiving feedback from Advisory Planning Commission (APC) and Township of Esquimalt staff, we have implemented changes to the structure, including:

- A half level of parking has been added, to provide additional spaces for disabled parking, visitors, commercial customers and staff (the parking now exceeds the bylaw).
- The parkade footprint has been reduced to allow for planting of large trees around the perimeter of the building to create privacy for residents and neighbours.
- The commercial space (café/bistro) has been increased to over 1,000 square feet.
- The exterior has been softened with a warm colour palette (see new building rendering).

All suites will be fully appointed apartments, finished with quality materials, complete kitchens, bathrooms, in suite laundry, balconies and air conditioning. Residents can prepare meals in the privacy of their own home, which supports self-sufficiency in the event of another pandemic or similar situation.

Hythe Pointe will offer residents the following amenities:

- Demonstration Kitchen & Community Dining Room
- English Pub & Tea Room with Private Liquor Storage
- Fitness & Movement Studio
- Theatre
- Games Room
- Fibre Arts Studio
- Rooftop Terrace Garden
- Raised Vegetable & Flower Beds
- Dog Area (Bark Park)
- On-site Storage Lockers
- Commercial Café/Bistro



## **The Prospective Residents**

Hythe Pointe is designed for middle income people whose home equity is their primary asset. They don't want to lose their legacy by using their equity to pay for supportive living services. They prefer to pay for their living expenses from their fixed monthly income. People are living longer and still want to leave an inheritance to their children or loved ones. Living at Hythe Pointe will help them realize this meaningful financial goal. By paying significantly lower rent and fees, residents can also save money for later in life, when they may need to pay for progressive health care costs/assisted living services.

Hythe Pointe residents will primarily be people who enjoy an active lifestyle, live independently and want to be part of a community. The World Health Organization (WHO) has identified loneliness as the key contributor to depression, affecting 1 in 3 seniors. Hythe Pointe will provide safe, well-designed, socially connected housing that will contribute to increased social stimulation and longevity.

Aging in place keeps neighbourhoods socially diverse, builds lasting relationships and allows seniors with fixed incomes to remain in their community. Most importantly, it keeps seniors and the entire community socially, mentally and physically active/healthy.

## **The Designing Density Report - Township of Esquimalt and Island Health**

A recent study completed by the Township of Esquimalt and Island Health called, *Designing Density – Social Connectedness in Multi-Family Housing* discusses how the homes we live in can enhance social connectedness, inclusion and trust between neighbours.

The study also talks about Island Health's Official Community Plan (OCP) review, which brought attention to the need to design higher density housing with social health in mind, for the missing middle of the housing spectrum. The study encourages developers to design for social connectedness by including:

- Resident volunteerism
- Shared garden spaces
- Rooftop decks
- Communal kitchens
- On-site shops and services

Hythe Pointe meets and exceeds these recommendations with the services and amenities we've just highlighted.

Progressive planners in urban centres focus on densification of major streets connecting town centres, the corridors. This is the future of urban development, and where densification should be, so residents have easy access to transit, commuting throughfares and commercial services. Esquimalt Road is such a corridor, and the ideal location for a community like Hythe Pointe.

## **The Developers/Operators**

Avenir Senior Living is family-owned and operated. The principals reside in Victoria, BC and have over 40 years of experience developing low and high-rise buildings. For the last 25 years they have specialized in developing, building and operating, independent/assisted living and memory care communities. Avenir has the experience to provide this model, and they are highly respected within the construction and senior housing industry.

Avenir is currently building The Vista, their first continuum of care community in Greater Victoria, at 622 Admirals Rd., Esquimalt.

## **Summary**

Our research indicates a significant, growing demand for middle income senior housing in the coming years. We are confident that Hythe Pointe, with its unique aging in place lifestyle amenities, will help fulfill this demand and be a valuable asset to Esquimalt and its residents.

Kind Regards,

David and Jason Craik

Principals, Avenir Senior Living

Completed checklists form part of the application package reviewed by staff and ultimately, Council. New buildings and developments have impacts that last well beyond the construction period. Reducing the consumption of natural resources and increasing resilience to a changing climate are part of the challenge of building more sustainably. This checklist will help you identify and present how your project will help the Township meet its goals of becoming carbon neutral by 2050.

**Applicant's Name** \_\_\_\_\_

**Site Address** \_\_\_\_\_

1.0 Certification		Please check
1.1	Step Code (Please indicate level) <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	
1.2	EnerGuide rating	
1.3	LEED	
1.4	Passive House	
1.6	Living building	
1.7	Other (Built Green BC, R-2000, Green Shores etc.)	
2.0 Siting		
2.1	New buildings > 10 m <sup>2</sup> are located > 20 m from the high water mark (HWM) of the Gorge Waterway.	Required
2.2	New buildings >10 m <sup>2</sup> are located at least 10 m from the HWM from the outer coastline.	Required
2.3	Flood Construction Level has been established using sea level rise projections for the life of the building.	
2.4	Habitats of threatened and endangered species have been protected from impacts of development.	
2.5	Buildings are located within disturbed or developed areas.	
3.0 Shoreline Protection Measures		
3.1	Landscaping within 10 m of the high water mark consists primarily of native plant and tree species.	Required
3.2	A conservation covenant has been signed to protect sensitive ecosystems within 10 m of the shoreline.	
3.3	At least one native tree capable of (now or in the future) supporting the nest of a Bald Eagle, Osprey etc. has been retained or is planted within 30 m of the high water mark (HWM).	
3.4	Removal of at least 30% of hardened shoreline and replacement with erosion control measures designed to improve the habitat of the shoreline.	
3.5	Light from building and landscaping does not cast over water.	
3.6	Wildlife habitat has been incorporated into seawall design.	

<b>4.0 Stormwater Absorption and Treatment</b>		<b>Please Check</b>
4.1	An on-site stormwater retention system has been designed to retain at least the first 3 cm of rainfall from each rain event.	
4.2	Stormwater will be treated for pollutants prior to release to the stormdrain system or to a surface water source.	
4.3	The project features a green roof.	
4.4	The total amount of impervious surface is not greater than 20%.	
<b>5.0 Water Conservation</b>		
5.1	The irrigation system has been designed to reduce potable water use by 50% compared to conventional systems.	
5.2	Waterless urinals will be used.	
5.3	Water features use re-circulating water systems.	
5.4	Rainwater will be collected for irrigation purposes.	
5.5	Toilet and kitchen sink drains are separate from other drains to the point of exit.	
5.6	An approved greywater reuse system will be installed.	
<b>6.0 Trees/Landscaping</b>		
6.1	The project is designed to protect as many native and significant trees as possible.	
6.2	There will be no net loss of trees.	
6.3	Trees will be planted in soil volumes calculated to support the full grown size of the tree.	
6.4	At least 25% of replacement trees are large canopy trees.	
6.5	Topsoil will be protected from compaction, or stockpiled and reused.	
6.6	Erosion control measures have been designed and installed to prevent erosion of topsoil.	
<b>7.0 Biodiversity</b>		
7.1	New landscaping is predominantly native plant and tree species.	
7.2	Invasive species will be removed from landscaped areas.	
7.3	At least two biodiversity features have been incorporated into the new or existing landscaping (see section 18.5.3 of the OCP for ideas).	
<b>8.0 Energy Conservation</b>		
8.1	The building is pre-plumbed for solar hot water.	Required
8.2	Install a greywater heat recovery unit.	
8.3	Passive cooling is supported through flow-through ventilation design, low E windows, solar shades, shade trees etc.	
8.4	Passive heating is supported via building orientation, window design and thermal mass.	
8.5	The building will have necessary structural support and conduit for Solar PV.	
8.6	Obtain minimum of 20% of building energy consumption through community based or on-site renewables, such as district energy, waste heat recovery, geothermal, solar PV, solar hot water.	
8.7	Heating uses a low carbon heating source, such as air source heat pump.	

9.0 Transportation		Please Check
9.1	Building will have a car share or bus pass program for residents.	
9.2	Enhanced facilities for bicyclists such as showers, lockers, storage etc.	
9.3	Charging infrastructure for E-bikes will be provided.	
9.4	EV charging conduit supplied to 100% of residential parking units.	
9.5	30% of residential parking spaces include an electrical outlet or EV charging equipment.	
9.6	Adequate space in the electrical system to provide EV charging for 100% of parking stalls.	
9.7	For commercial buildings, Level 2 or Level 3 EV charging provided for employees and/or visitors.	
10.0 Materials/Waste		
10.1	Employs at least 3 advanced framing techniques described in the CHBA builder's manual to reduce unnecessary lumber and sheathing.	
10.2	Uses at least two materials which are certified for recycled content.	
10.3	Uses engineered structural material for two major applications (>10% of floor area).	
10.4	5 major building elements made from >50% recycled content.	
10.5	Use foundation, floor and >50% of walls from existing building.	
10.6	Deconstruct at least 50% of existing building for material salvage.	
10.7	Use at least five major materials or systems produced in BC.	
10.8	Use certified sustainably harvested wood for one major structural or finishing application (eg framing, plywood, floors)	
10.9	Eliminate use of wood from threatened trees.	
10.10	Recycling area provided within residential suites.	
10.11	Recycling collection area for multi-family buildings.	
10.12	Pickup of compostables provided in multi-family units.	
10.13	Construction waste management practices used to reduce and separate waste and divert at least 50% from the landfill.	

Please include a brief description of how this project contributes to a reduction in greenhouse gas emissions and moves the municipality closer to its ultimate target of becoming carbon neutral by 2050 (use next page if needed).



# ACTIVE ADULT LIVING

337 Notices  
Mailed Oct 19, 2020

introducing...

## HYTHE POINTE

Dear Community Member,

Please review this document as it will give you a preview of a proposed active adult living community to be constructed at 819-823 Esquimalt Road. Avenir Senior Living has been providing seniors housing in BC for over 20 years. Presently Avenir is constructing an Independent Living property located at 622 Admirals Road, Esquimalt.

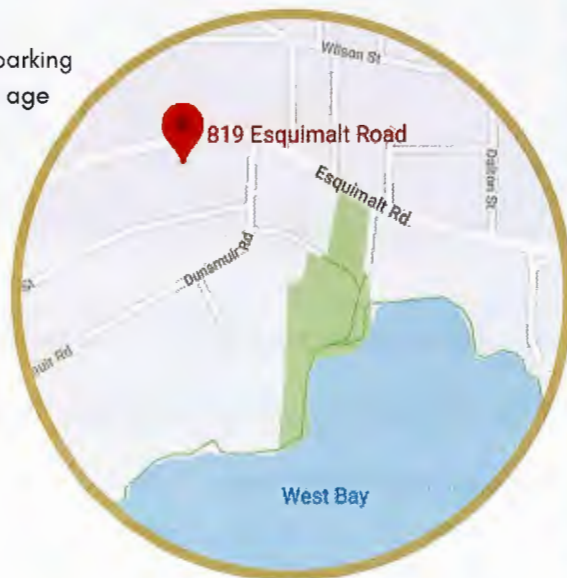
With your support we will be developing a 110 suite active adult apartment/condominium building, with lifestyle amenities. It is our expectation to offer the community an alternative to traditional independent living properties, at **significantly reduced rates**.

After community consultation, it is our intention to start construction fall of 2021, welcoming our first owners and tenants spring of 2023.

The proposed project will have 8 stories (26.55 meters), comprising of; 81 parking stalls, 28 condominium suites and 82 apartments, that will allow seniors to age in place with health care services offered via home care. Our research indicates there is a significant need for an affordable active adult apartment community, that will allow residents to age in place, with the comfort and security of having supportive living services available with home care when required.

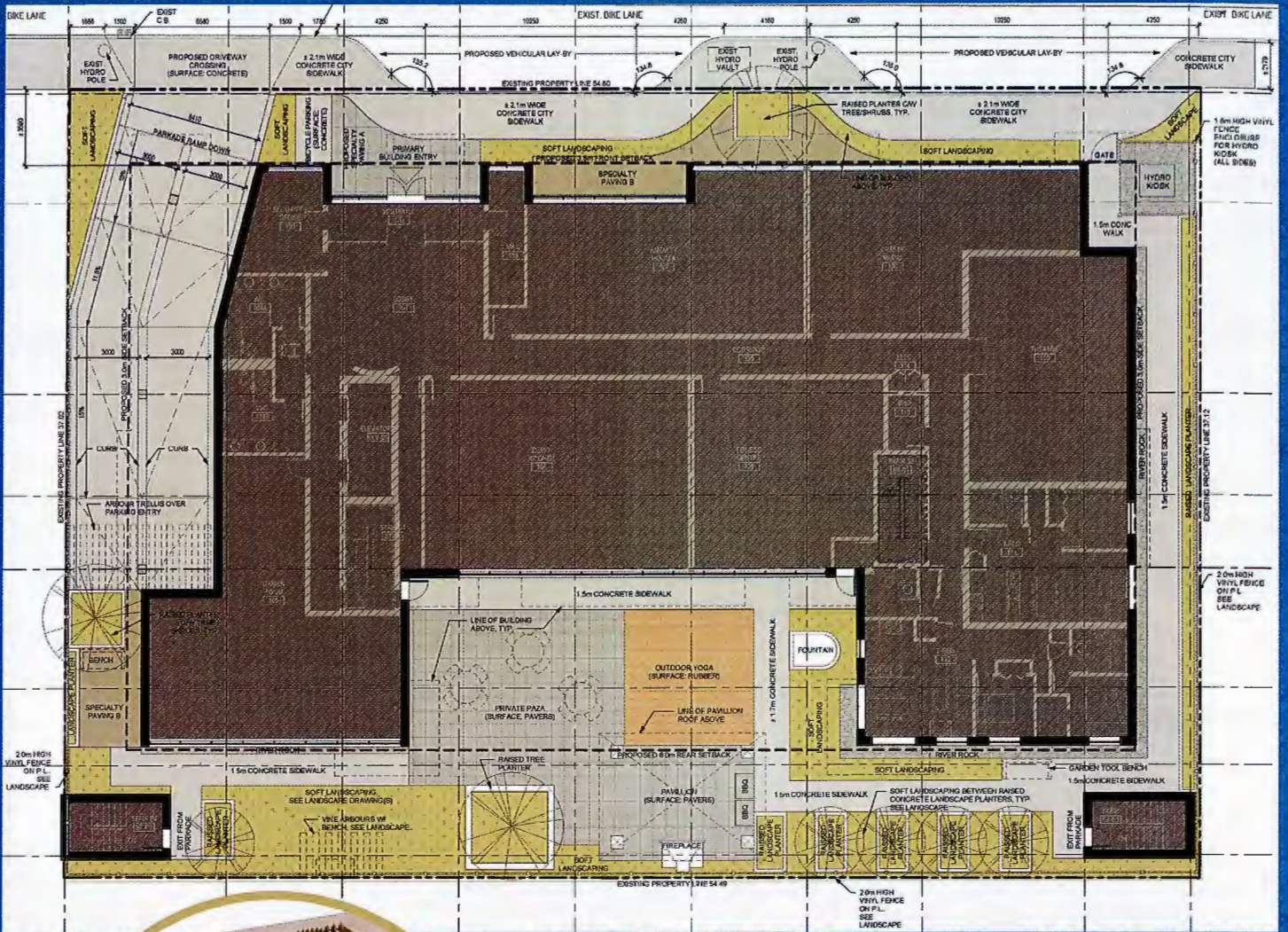
Please visit [www.HythePointe.com](http://www.HythePointe.com) for further information and concept renderings of the proposed development. You may provide support and feedback by filling in the form on the website or on the filling out the form on the back of this document and emailing it to:

[apartments@avenirseniorliving.com](mailto:apartments@avenirseniorliving.com)



*In order to reduce the risk of the spread of the COVID-19 virus, the Township's Director of Development Services has approved the public consultation plan outlined in this notice in lieu of a public meeting.*





## Proposed Site Plan



## Roof Top Garden

Feedback is required within 40 days for rezoning applications. You may provide your feedback by going to [www.HythePointe.com](http://www.HythePointe.com) or scanning and emailing this form to: [apartments@avenirseniorliving.com](mailto:apartments@avenirseniorliving.com)

We have no objections to the proposed development of the lands as set forth in this document.

We have comments as follows:

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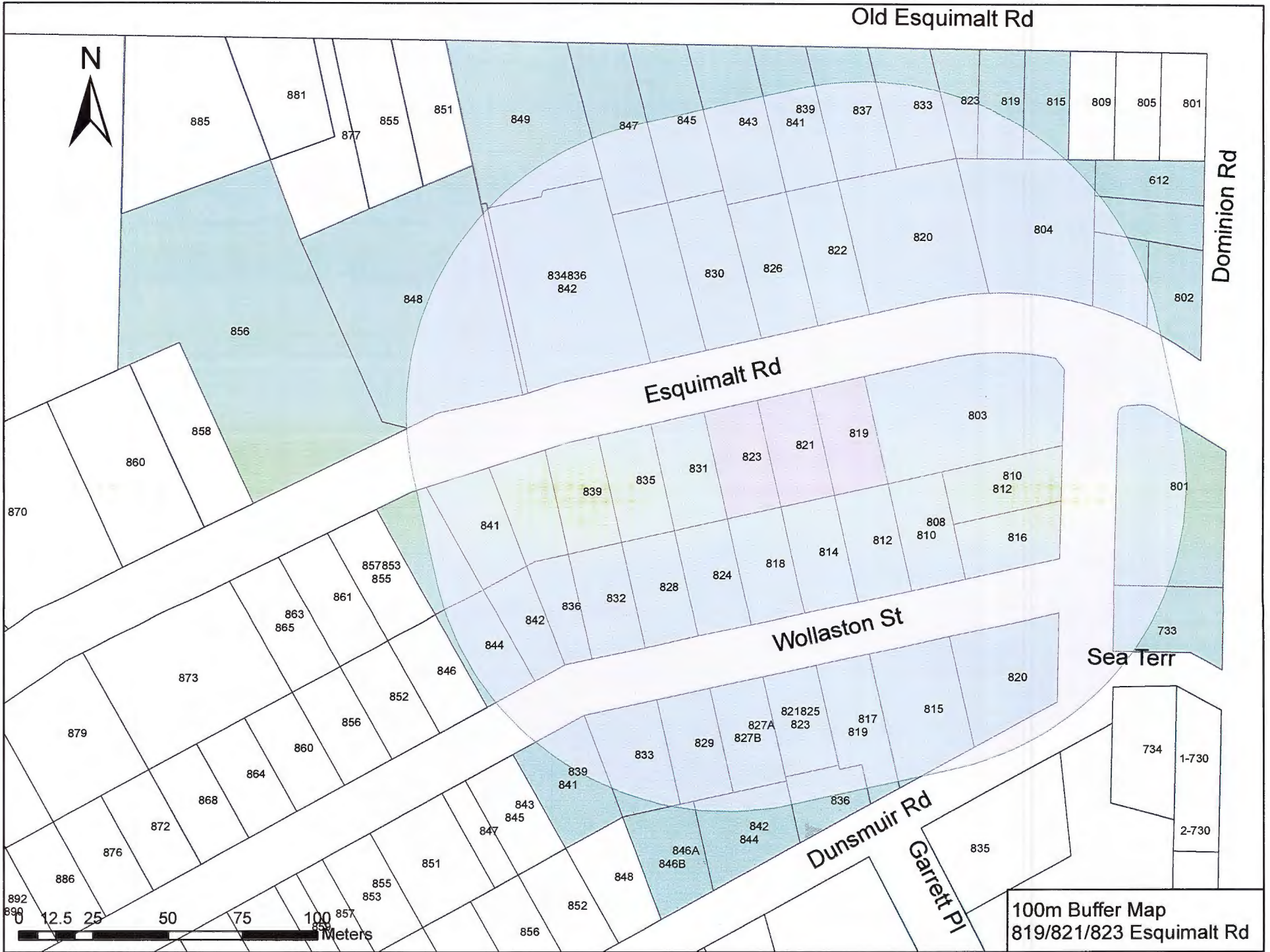


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Name: \_\_\_\_\_ Signature: \_\_\_\_\_ Phone #: \_\_\_\_\_







100m Buffer Map  
819/821/823 Esquimalt Rd



## Summary of Resident Feedback on Hythe Pointe Seniors Community

On October 19, 2020 Avenir Senior Living mailed letters to residents in the area surrounding the proposed project, requesting their input and feedback (see map). We received responses from nineteen residents.

Five residents were opposed to the application, with one stating that the project is profoundly insulting to working professional young adults seeking home ownership, and that seniors should be housed in Oak Bay, View Royal, Gordon Head, and Cordova Bay, as they simply do not belong in this area. Other reasons given by those in opposition included the height, density, lack of privacy, setbacks, loss of light, increased traffic, and concern that existing infrastructure cannot cope.

Two residents expressed concerns, but did not state that they were opposed to the project. They suggested a reduction in height and density, and one was concerned that altering the road by adding the vehicular lay-by would impact people walking and biking.

Two residents enquired about various particulars of the building, and did not state that they were opposed or in favour of the project.

One resident suggested that we should purchase their property.

Nine residents were in favour of the proposal, with some stating that they are not opposed to the project and others stating that it is much needed, their household is in full support, it is a good development, and it will be a benefit to the community. One resident stated that, "I believe it meets the urgent needs of the community for active lifestyle living for adults at affordable rates. Plus it improves the optics at the gateway to our municipality as the current structures are a significant eyesore".

## Anthony

---

**From:** jasong@AvenirSeniorLiving.com  
**Sent:** December 2, 2020 10:42 AM  
**To:** apartments  
**Subject:** New submission from Request for feedback

### Consent

 We have no objections to the proposed development of the lands as set forth in this web page.

### Name

Andrew Gregg

## Anthony

---

**From:** jasong@AvenirSeniorLiving.com  
**Sent:** October 21, 2020 2:54 PM  
**To:** apartments  
**Subject:** New submission from Request for feedback

### Name

Benjamin Groom

### Email

### Comments

You do not have my support to proceed with the proposed project.

Your focus on housing aging adults in this area is profoundly insulting to young working professionals like myself, who worked extremely hard to purchase their first home in this area. Creating a new living space that excludes prospective residents based on age compounds the problem of deferred home ownership, affordability, and housing availability for young adults in the region. Your plan to cater exclusively to an advanced age group distills my generation's frustration with Baby Boomers into a single complex, and would be a sick monument to old age privilege.

Your proposed community is too large and homogeneous to encourage diversity in this neighbourhood. Its demographic belongs in sequestration - communities like Oak Bay, View Royal, Cordova Bay, and even Gordon Head would be more amenable and tonally relevant for this type of living situation.

The proposed construction vastly exceeds the magnitude of nearby buildings, and would dominate the neighbourhood and skyline as a result. This community and its prospective residents quite simply do not belong in this area. My neighbourhood is diverse, raw, real, young, and financially modest, and your proposed community is none of those things. Take it elsewhere, it is not wanted here and it does not belong.

You would tentatively have my support if the building height were halved, AND if it were open to any prospective resident without limitation.

## Anthony

---

**From:** jasong@AvenirSeniorLiving.com  
**Sent:** October 26, 2020 8:27 AM  
**To:** apartments  
**Subject:** New submission from Request for feedback

Name
Boyd Farrell
Email
Comments
Are suites being sold and if so what is estimated cost of Suite?

## Anthony

---

**From:** jasong@AvenirSeniorLiving.com  
**Sent:** October 22, 2020 8:16 AM  
**To:** apartments  
**Subject:** New submission from Request for feedback

### Name

Brandon Bourne

### Email

### Comments

Good Day,  
I Represent Strata and we are interested in what your staff, service vehicle, emergency vehicle and visitor parking plan is.

How many parking spots do you have allocated for each?

Thank you.

Brandon Bourne

## Anthony

---

**From:** jasong@AvenirSeniorLiving.com  
**Sent:** October 27, 2020 7:34 PM  
**To:** apartments  
**Subject:** New submission from Request for feedback

Name
Carolyn Sudsbury
Email
Comments
I object, the project is far too big, we would be overlooked, have lack of light, lack of privacy and infrastructure cannot cope. Far too big a project for this section of esquimalt road.

## Anthony

---

**From:** jasong@AvenirSeniorLiving.com  
**Sent:** October 24, 2020 9:07 AM  
**To:** apartments  
**Subject:** New submission from Request for feedback

### Consent

 We have no objections to the proposed development of the lands as set forth in this web page.

### Name

Cathy Breland

### Email

### Comments

I am concerned that you say "affordable" but you don't give a price range. I will be retiring in 2 yrs and won't be able to afford to live anywhere at the current prices. I've seen advertised "affordable" housing before ie: The Portage, and it certainly is not affordable. You need to be more transparent. I'm currently sharing a 1 BDRM apartment with my \_\_\_\_\_ and I sleep in the living room on a daybed.



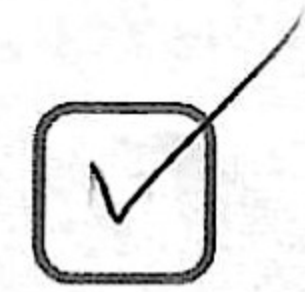
# Proposed Site Plan



## Roof Top Garden

You may provide your support and feedback by going to [www.HythePointe.com](http://www.HythePointe.com) or scanning and emailing this form to: [apartments@avenirseniorliving.com](mailto:apartments@avenirseniorliving.com)

We have no objections to the proposed development of the lands as set forth in this document.



We have comments as follows:

*This is a fine compliment to a good development for this community*

Name: CLIFF WETTLAUFER  
1046 DUNSMUIR RD. ESQUIMALT

Signature: 

Phone #: \_\_\_\_\_





## Anthony

---

**From:** jasong@AvenirSeniorLiving.com  
**Sent:** December 1, 2020 9:25 AM  
**To:** apartments  
**Subject:** New submission from Request for feedback

### Consent

 We have no objections to the proposed development of the lands as set forth in this web page.

### Name

eva banks

### Comments

904 dunsmuir road

## Anthony

---

**From:** jasong@AvenirSeniorLiving.com  
**Sent:** November 6, 2020 4:09 PM  
**To:** apartments  
**Subject:** New submission from Request for feedback

### Name

Heather L. Foster

### Comments

I am opposed and object to an 8 story, 110 unit building which would infringe on the privacy and character of the surrounding single family homes and impede solar access by creating a "tunnel" effect with the building directly across at 826 Esquimalt Rd. Built on 1 acre, 826 Esquimalt Rd is a 30 unit building on 6 levels and the Hythe Pointe proposal is 110 units with 8 stories which is a stark contrast. A developer's want is to get as many doors possible and this is apparent in the brochure where the building envelope has been maxed out. The underground parking is also a concern. There is no consideration for storied set-backs. Please go back to the drawing board and reduce the number of stories and units in this proposal. Thank you.

## Anthony

---

**From:** jasong@AvenirSeniorLiving.com  
**Sent:** November 30, 2020 11:30 AM  
**To:** apartments  
**Subject:** New submission from Request for feedback

### Consent

 We have no objections to the proposed development of the lands as set forth in this web page.

### Name

Keith Mason

### Email

### Comments

I think it is a very much needed facility and would be a great asset and improvement to the community

## Anthony

---

**From:** jasong@AvenirSeniorLiving.com  
**Sent:** December 3, 2020 7:17 AM  
**To:** apartments  
**Subject:** New submission from Request for feedback

### Consent

 We have no objections to the proposed development of the lands as set forth in this web page.

### Name

Lisa Jeffery

### Comments

I have no objections to this proposed development going forward. I believe it meets the unmet needs of the community for active lifestyle living for adults at affordable rates. Plus it improves the optics at the gateway to our municipality as the current structures are a significant eyesore.

Lisa Jeffery

## Anthony

---

**From:** jasong@AvenirSeniorLiving.com  
**Sent:** November 1, 2020 1:58 PM  
**To:** apartments  
**Subject:** New submission from Request for feedback

Name
Nelson Brunyanski
Email
Comments
I am a senior citizen and I am opposed to this project. Please do not rezone. It's too tall and too big for the the proposed property. It will disrupt my life with years of construction, then towering over my home will obstruct my view of the sky. It will also degrade the value of my property.

## Anthony

---

**From:** jasong@AvenirSeniorLiving.com  
**Sent:** October 25, 2020 12:04 PM  
**To:** apartments  
**Subject:** New submission from Request for feedback

Name
Nelson Brunanski
Email
Comments
I suggest you buy my property as well and create more outdoor space or coach houses. 818 Wollaston Street (zoned multi-family)

## Anthony

---

**From:** jasong@AvenirSeniorLiving.com  
**Sent:** October 28, 2020 5:22 PM  
**To:** apartments  
**Subject:** New submission from Request for feedback

Name
Nicole Sutherland
Email
Comments
Hello,  I am concerned that the proposed development includes altering the current road and bike lane by adding a proposed vehicular lay-by. This is an already busy traffic area and the proposed changes would increase risk and difficulty for people walking and especially people cycling.



## Anthony

---

**From:** jasang@AvenirSeniorLiving.com  
**Sent:** December 2, 2020 2:33 PM  
**To:** apartments  
**Subject:** New submission from Request for feedback

### Consent

 We have no objections to the proposed development of the lands as set forth in this web page.

### Name

Rob Gage

### Email

### Comments

Too bad that no commercial venture is considered.  
A coffee shop in the area could be popular.

## Anthony

---

**From:** rob gage  
**Sent:** November 30, 2020 3:54 PM  
**To:** apartments  
**Subject:** 819 Esquimalt Rd

Got the letter in the mail.

Very interesting.

Will there be any facilities such as a coffee shop or pub open to the general public?

Rob Gage

## Anthony

---

**From:** jasong@AvenirSeniorLiving.com  
**Sent:** November 11, 2020 1:48 PM  
**To:** apartments  
**Subject:** New submission from Request for feedback

### Consent

 We have no objections to the proposed development of the lands as set forth in this web page.

### Name

Saphina Waters

### Email

### Comments

Our household fully supports this development.

Kind regards  
Saphina Waters

## Anthony

---

**From:** jasong@AvenirSeniorLiving.com  
**Sent:** December 3, 2020 3:27 PM  
**To:** apartments  
**Subject:** New submission from Request for feedback

### Name

Sylvie Redden

### Email

### Comments

Hello,

I received your Community Engagement Flyer in the mail as I live on Wollaston street; one street over from the proposed development. I am concerned about the building height. Is it feasible to keep the building to 6 stories to keep the scale of the building more inline with the neighbourhood?

Thank you,  
Sylvie Redden  
821 Wollaston St

## Anthony

---

**From:** jasong@AvenirSeniorLiving.com  
**Sent:** December 1, 2020 9:22 AM  
**To:** apartments  
**Subject:** New submission from Request for feedback

### Consent

 We have no objections to the proposed development of the lands as set forth in this web page.

## Anthony

---

**From:** jasong@AvenirSeniorLiving.com  
**Sent:** October 22, 2020 4:56 PM  
**To:** apartments  
**Subject:** New submission from Request for feedback

Name
Victoria Francis
Email
Comments
We object, living directly opposite proposed site. Loss of light, loss of privacy, too big and tall a complex for such a busy section of road also too much traffic. With current traffic problems we cannot access the road. Wrong location.





## CORPORATION OF THE TOWNSHIP OF ESQUIMALT

Municipal Hall, 1229 Esquimalt Road, Esquimalt, B.C. V9A 3P1  
Website: [www.esquimalt.ca](http://www.esquimalt.ca) Email: [info@esquimalt.ca](mailto:info@esquimalt.ca)

Voice: (250) 414-7100  
Fax: (250) 414-7111

March 9, 2021

**RE: Official Community Plan Amendment for:  
819 Esquimalt Road [PID 009-205-292; Lot 20, Section 11, Esquimalt District, Plan VIP265];  
821 Esquimalt Road [PID 009-205-276; Lot 19, Section 11, Esquimalt District, Plan VIP265]; and  
823 Esquimalt Road [PID 006-854-940; Lot 18, Section 11, Esquimalt District, Plan VIP265].**

Please accept this notice as a replacement to one previously delivered, dated February 18, 2021, advising stakeholders of an application for OCP amendment at the aforementioned addresses. That notice contained a technical error that has been corrected herein.

At the regular meeting held on February 1, 2021, Esquimalt Council authorized staff to refer information related to the proposed redevelopment at 819 Esquimalt Road, 821 Esquimalt Road, and 823 Esquimalt Road, submitted by Avenir Construction on behalf of the property owners in support of the application for an Official Community Plan amendment, to you or your organization pursuant to Section 475 of the Local Government Act.

Under the provisions of Section 475, a Local Government *“must provide one or more opportunities it considers appropriate for consultation with persons, organizations, and authorities it considers will be affected”* as part of the process to amend an Official Community Plan.

This amendment application seeks to change the ‘Proposed Land Use Designations’ map by changing the designation for the subject properties from ‘Neighbourhood Commercial Mixed-Use’ to ‘Commercial/ Commercial Mixed-Use’ and change the ‘Development Permit Areas’ map by changing the applicable Development Permit Area for the subject properties from ‘Multi-Family Residential’ to ‘Commercial’. These changes are required to allow Esquimalt Council to consider a concurrent application for a change in zoning of the subject properties from the current mix of RM- 4 [Multiple Family Residential] and C-1 [Convenience Commercial] zones to a Comprehensive Development District zone [CD] to accommodate the ninety-two (92) seniors oriented, multiple family residential units and one commercial unit, proposed to be constructed in an eight-storey building on the subject properties.

Therefore, the proposed Official Community Plan amendments would consist of:

- An amendment to Schedule 'B' of the Official Community Plan Bylaw, 2018, No. 2922, being the 'Proposed Land Use Designations' map, changing the designation for the subject property from 'Neighbourhood Commercial Mixed-Use' to Commercial/ Commercial Mixed-Use; and
- An amendment to Schedule 'H' of the Official Community Plan Bylaw, 2018, No. 2922, being the 'Development Permit Areas' map changing the applicable Development Permit Area for the subject properties from 'Multi-Family Residential' to 'Commercial'.

Please review the attached information package and submit any written comments to Trevor Parkes, Senior Planner on or before Monday, April 5, 2021. Comments may be submitted by mail to the address above or by email to [trevor.parkes@esquimalt.ca](mailto:trevor.parkes@esquimalt.ca).

Thank you for your attention to this matter. If you have any questions or concerns, please do not hesitate to contact Trevor Parkes at [trevor.parkes@esquimalt.ca](mailto:trevor.parkes@esquimalt.ca) or by phone at 250-414-7148.

Sincerely,



Trevor Parkes  
Senior Planner, Development Services  
Township of Esquimalt

*Enclosure: Application Supporting Material*



## West Bay Residents Association



March 31, 2021

To: Mayor and Council  
Corporate Services, Laurie Hurst, Bill Brown, Trevor Parkes

Re: **Proposed OCP Amendments for 819, 821 and 823 Esquimalt Road**

Thank you for the opportunity to comment on Avenir Construction's proposed amendments to the Official Community Plan ("OCP") regarding their 3 lot development proposal along Esquimalt Road.

The Esquimalt Road Corridor is a natural place for development and increased density to occur, and seniors' rental housing will fill a needed market niche. However the proposed development's height, density, massing, lot coverage, how the building relates to adjacent and surrounding sites, and the lack of significant commercial space on the main floor is inconsistent with the objectives of the OCP for this area.

The geographic boundaries of West Bay extend to the north side of Esquimalt Rd between Dunsmuir and Lampson. The area is designated Development Permit Area ("DPA") No. 11 West Bay, and is informed by the West Bay Neighbourhood Design Guidelines:

*"The West Bay Neighbourhood is a neighbourhood with unique characteristics that is under increasing development pressure. In order to retain the form and character of the neighbourhood while at the same time allowing redevelopment to occur, a set of robust design guidelines is required. With increased multi-family development comes increased densification in the neighbourhood. This makes it imperative to have guidelines that address such issues as the relationship of the building to the street, privacy, and neighbourliness.*

*Buildings should respect adjacent properties by siting and designing new development to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings, and by ensuring buildings are sited to complement the type, scale and use of adjacent buildings.*

*New projects should provide a sensitive transition to nearby, less intensive zones or areas with different uses. Projects on zone edges should be developed in a manner that creates a step in actual or perceived height, bulk and scale between the anticipated development potential of adjacent zones. Buildings and groups of buildings should step down to be similar in height to adjacent buildings."*<sup>1</sup>

The requested rezoning for these three lots would also see a change from DPA No. 6 Multi-Family Residential to DPA No.4 Commercial:

*"...the primary objective of DPA No. 6 is to ensure that the development of multi-unit residential*

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<sup>1</sup> Township of Esquimalt, OCP, DPA No.11: West Bay

*sites is compatible with surrounding uses...It is essential that new multi-unit residential development not have a negative impact on, or be out of character with, existing residential neighbourhoods.”<sup>2</sup>*

The proposed change to DPA No. 4 (Commercial) is of concern as it has a different set of priority objectives and does not include any such compatibility requirement.

When Esquimalt Council ratified its OCP in 2018 following a rigorous consultation process, the south side of the 800 block of Esquimalt Road was designated Neighbourhood Commercial Mixed-Use to encourage an active neighbourhood streetscape together with a vibrant mix of commercial and residential units in buildings up to a maximum of 6-storeys.

DPA No.11 West Bay and the West Bay Neighbourhood Design Guidelines are in place to ensure future development accommodates a sensitive and respectful transition and stepped down approach to massing that compliments the type and scale of adjacent buildings, both actual and those anticipated in the future.

This proposal is not sensitive, respectful or “neighbourly” to adjacent properties, and will loom over the backyards of homes to the south on Wollaston - a beautiful well established street of one and two storey family homes - significantly impairing their privacy and quality of life.

The current OCP allows for future development of townhouses up to 3-storeys in height along Wollaston. The height and mass of this development proposal will not only have a significant impact on current adjacent homes as they exist today and for years to come, but on those anticipated 3-story redevelopments of the future as well.

The proposed OCP amendment to Commercial Commercial Mixed-Use that would allow for buildings of up to 12-storeys, and the change from DPA No.6 to DPA No. 4, are designations that will remain in place into the future whether the sale of the properties in question go through and or whether the proposed development is built or not, further eroding the intended robust set of guidelines for the West Bay neighbourhood that form part of the Township’s OCP.

In conclusion, the West Bay Residents Association does not support the up-zoning of these 3 properties and asks that Council not approve the proposed OCP amendments. As much as we support the revitalization of this portion of Esquimalt Road, this particular building design and mass is not a good fit for this side of Esquimalt Road or the surrounding community, nor does it align with the objectives of the OCP for this area, and, therefore needs to be rethought. The West Bay Residents Association is happy, however, to continue to engage on an appropriate development for this site and would certainly be supportive of a project which respects the existing OCP and is sensitive to the transition with the existing neighbourhood.

Sincerely

Rozlyne Mitchell  
Chair, Board of Directors  
West Bay Residents Association

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<sup>2</sup> Township of Esquimalt, OCP, DPA No.6: Multi-Family Residential

# Hythe Pointe

819-823 Esquimalt Road

Affordable Senior Apartments  
by Avenir Senior Living

# Avenir Senior Living

- Canadian, family business
- 25 years experience:
  - *Low & high-rise development*
  - *Independent living, assisted living & memory care communities*
  - *Behavioural hospitals*
- Currently building The Vista (622 Admirals Rd.)





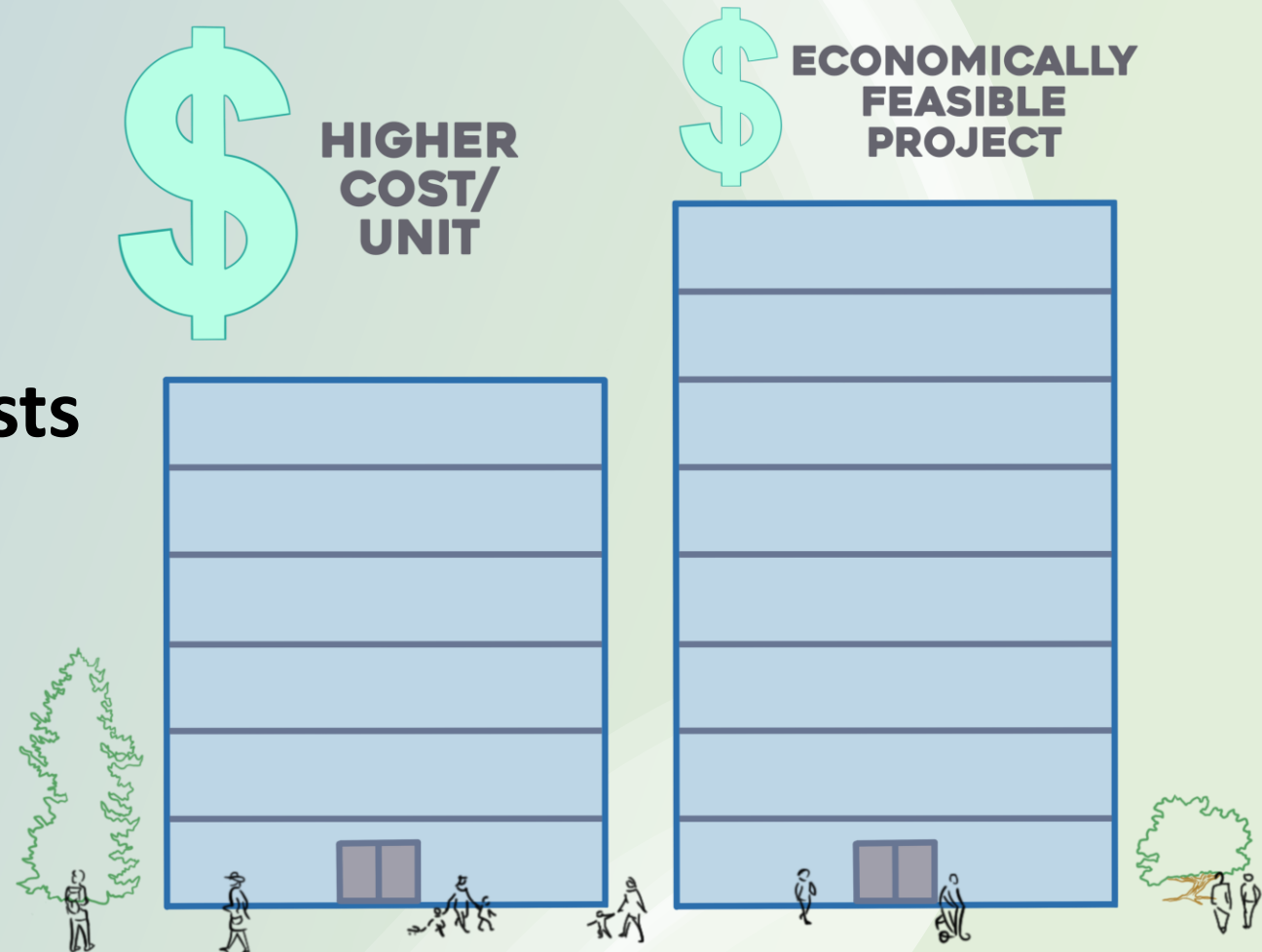
# Hythe Pointe - 'a landing place or small port'

- Affordable independent living
- Designed for '**forgotten 40%**' – middle income seniors
- **High demand** for this model
- Affordability:
  - ***1/2 - 2/3 cost of The Vista, etc.***
  - *Social model*
  - ***Small staff*** support residents to run programs
  - *Residents highly involved*



# Economics of Construction

- Housing **affordability**:
  - *Land cost*
  - *Higher density*
- Site dictates **construction costs**
- More units in a building **distributes costs** & keeps home prices within reach of community members



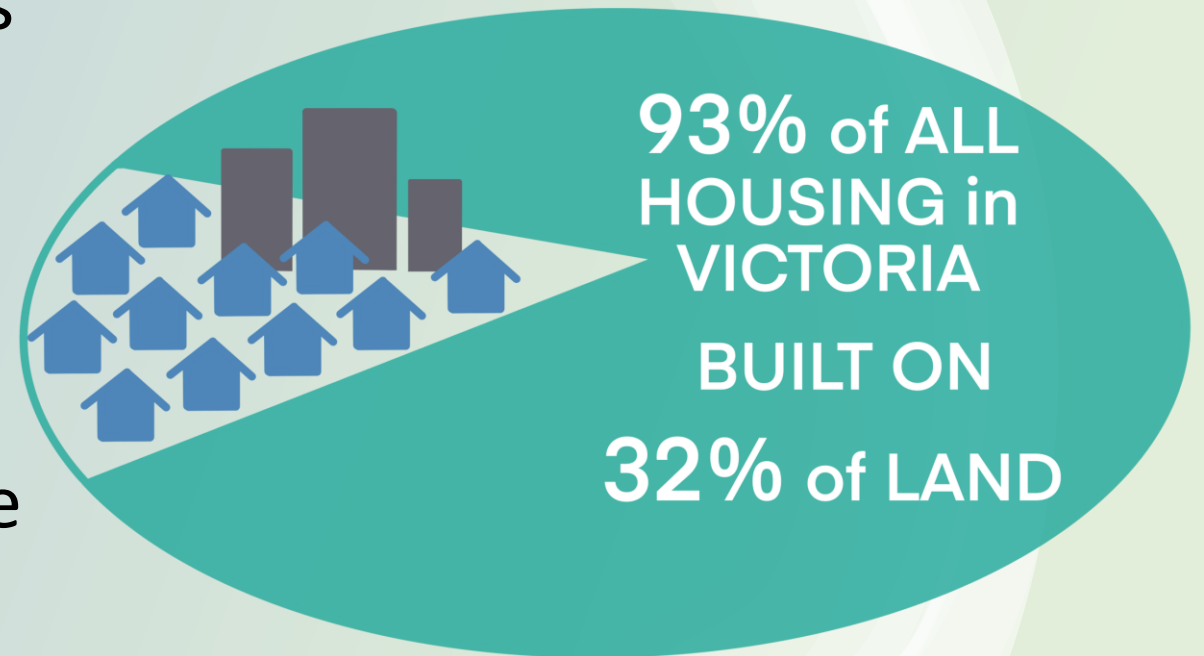
# Designing Density – Social Connectedness in Multi-Family Housing

- Township of Esquimalt & Island Health study:
  - **Higher density housing for social health**
  - **Encourages developers to design for social connectedness**
  - **Building amenities & resident volunteerism create community**
- Hythe Pointe exceeds these recommendations



# Housing Supply

- **OCPs** need to be **amended** more often in response to housing crisis
- **Increased supply** of homes keeps housing costs down
- Homes in **multi-family** buildings remain more **affordable** over time
- 60% of Greater Victorians **rent**, primarily in **multi-family buildings**





# *Hythe Pointe – Part of the Solution*

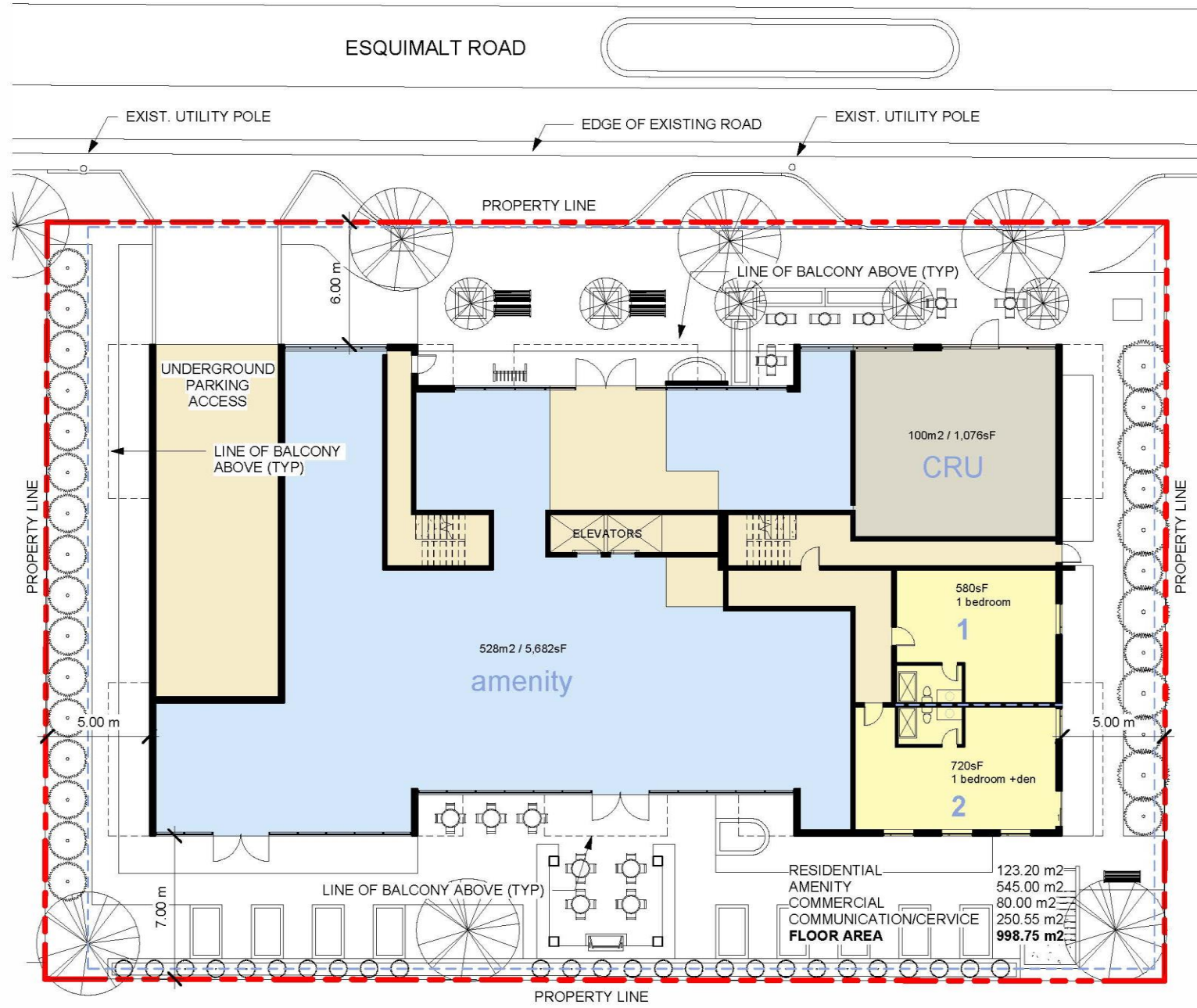
- Esquimalt prides itself on being an **age in place** community
- Aging in place creates social diversity and **allows seniors to remain in their community**
- It keeps seniors and the entire community **socially, mentally and physically healthy**
- **Hythe Pointe** will provide an environment that fully **supports this philosophy**



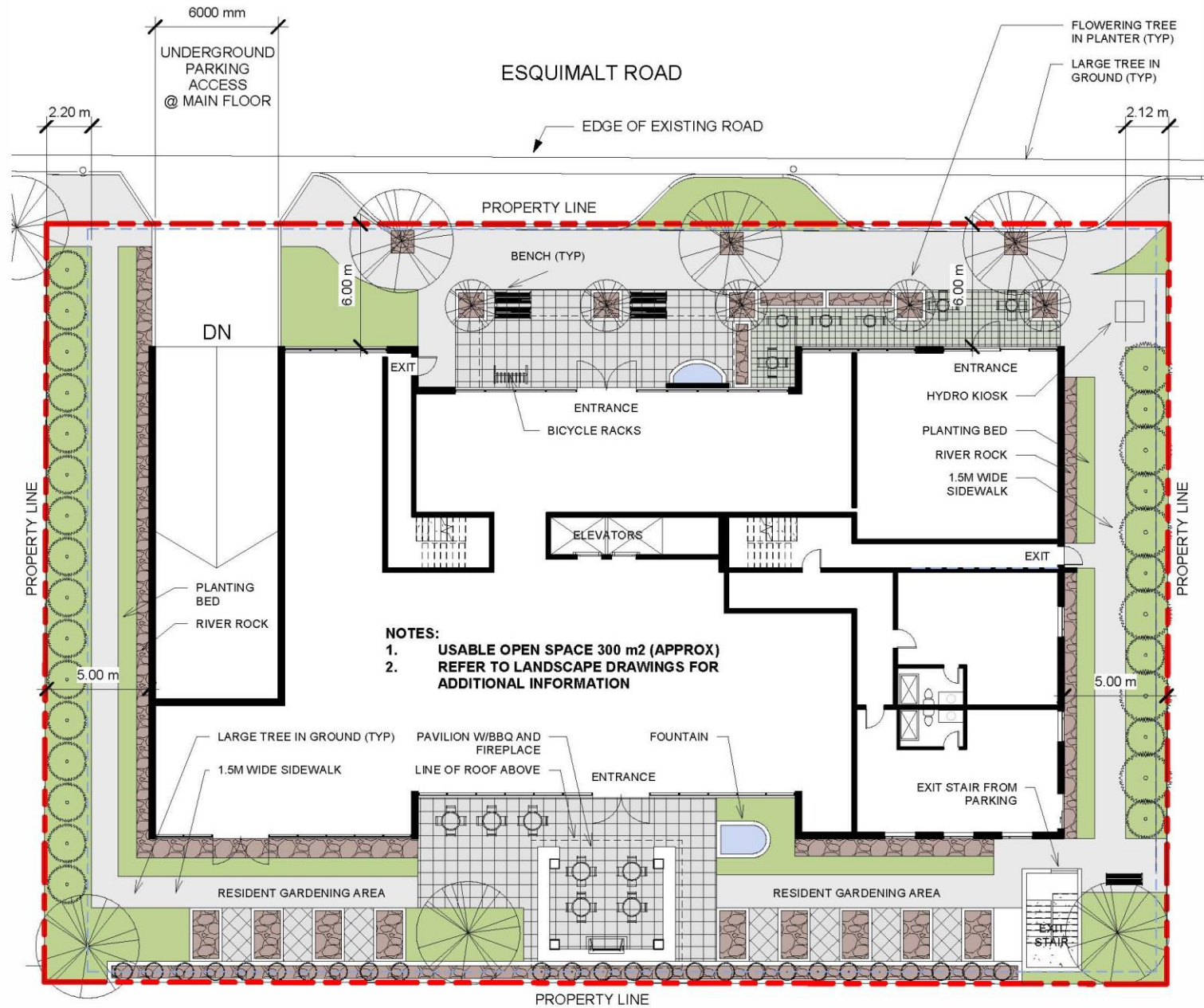






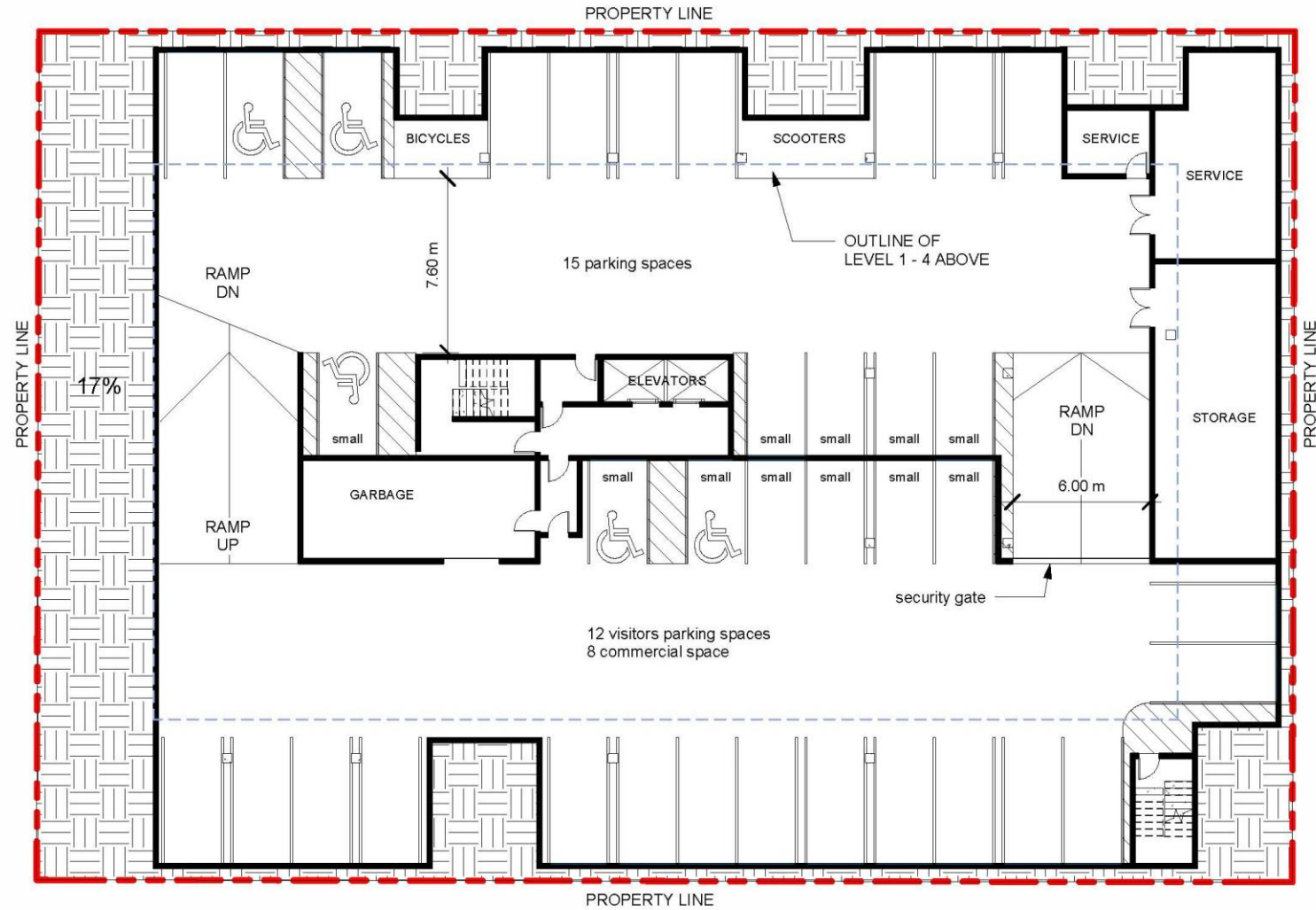


② Level 1  
1 : 200



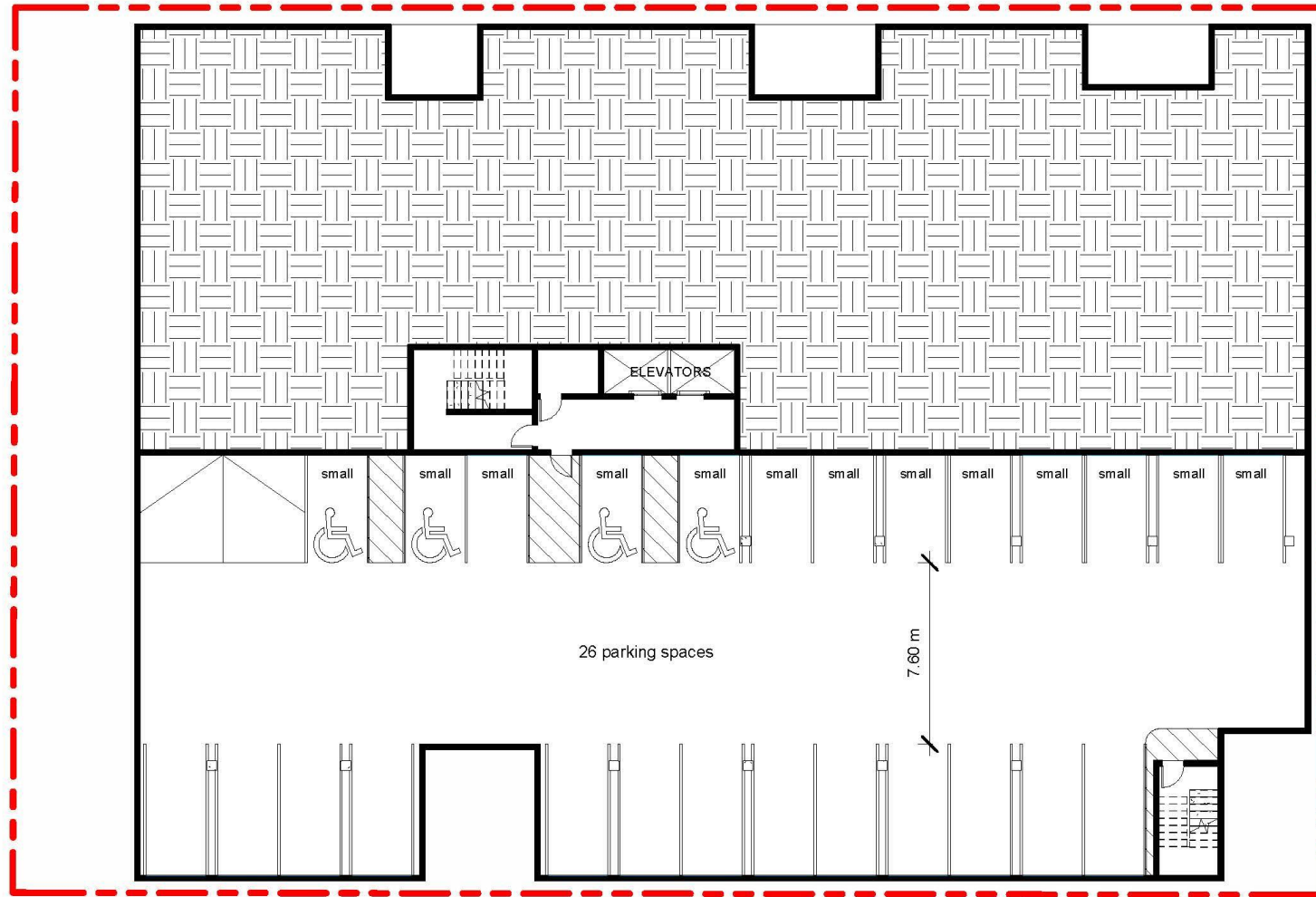
① Level 1 / Site  
1 : 200

ESQUIMALT ROAD



① PARKING 1  
1 : 200





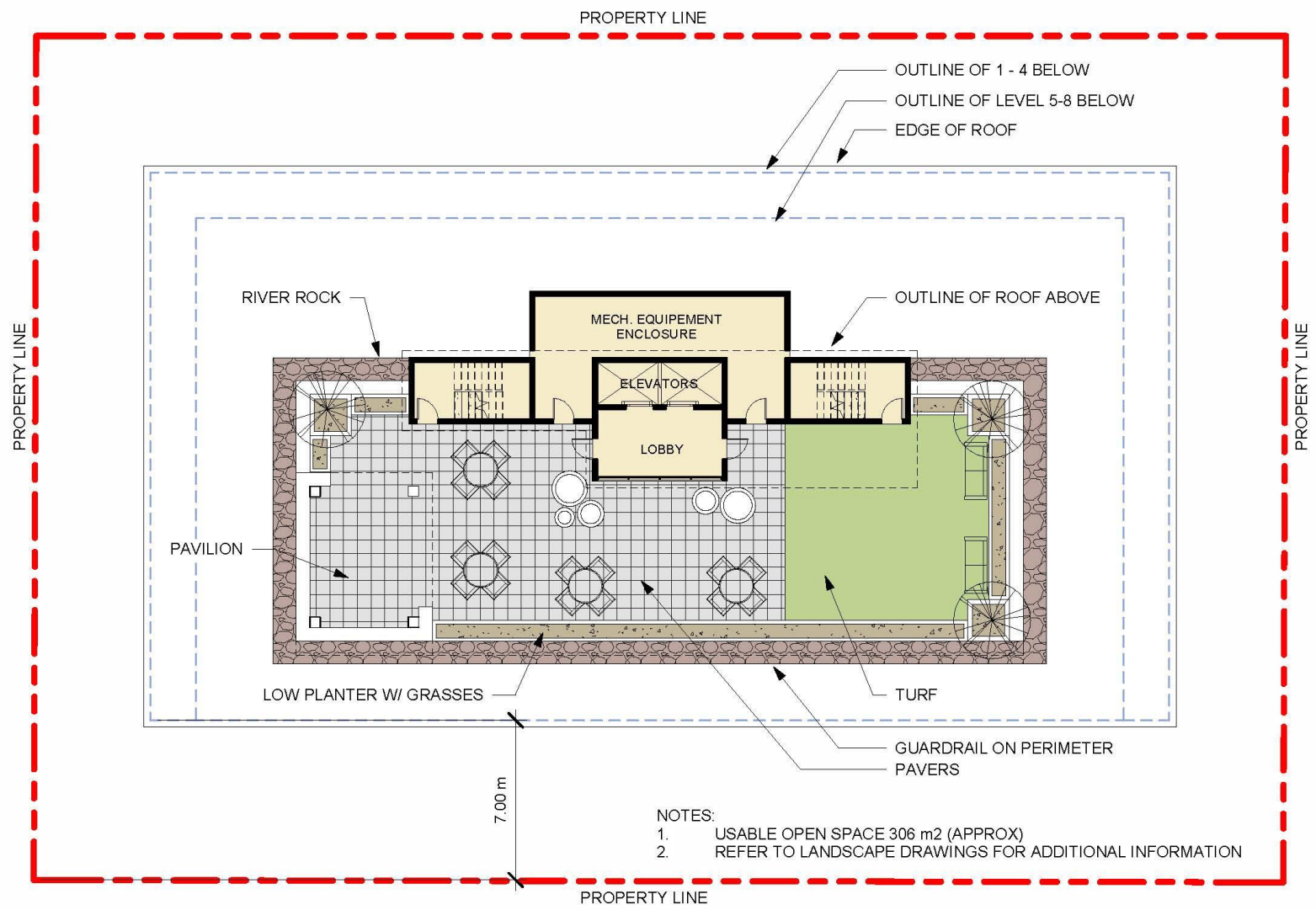
③ PARKING 2  
1 : 200

ESQUIMALT ROAD

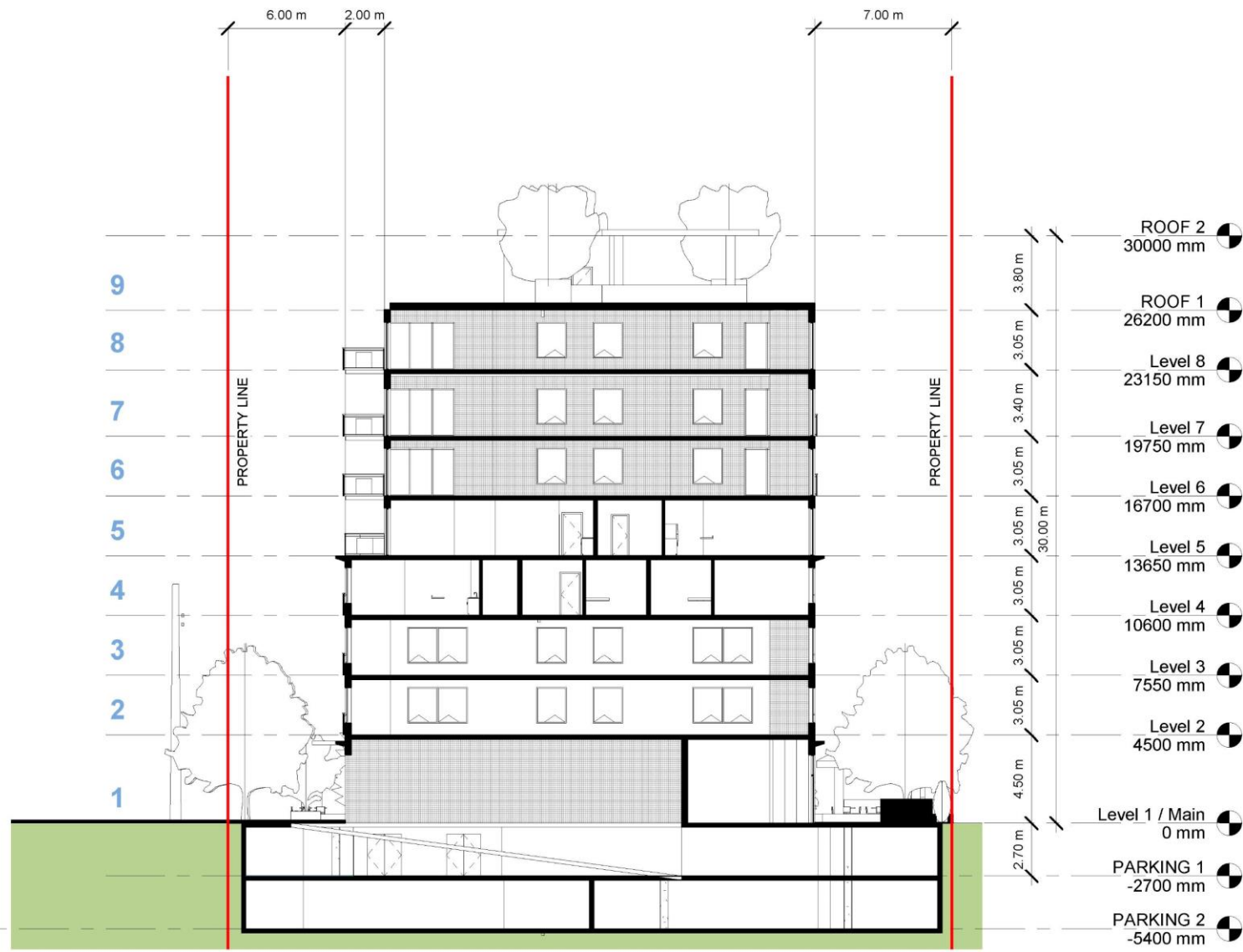


③ Level 2-4  
1 : 200

ESQUIMALT ROAD



② Level 9 (ROOF)  
1 : 200



① Section 1  
1 : 200





LIVING AT 401 ENDORHALT ROAD

means a landing place or small port

epic mountains  
 e Vale Golf Club  
 mountain Views  
 in historic Esquimalt

**Building Exterior Ideas**

MAIN FLOOR EXTERIOR - "Silky Flow" ceraclad cladding used horizontally (Find Accent Area on front of Building, looks like beach sand)

OVERHANGS & UNDER BALCONIES wood look metal siding, also accent vertically on the main building (see inspiration photo)

Cement Board or Metal used vertically (Main Building) Light Grey

Blue Metal wrap Accents (Perhaps over Main Entry)

CERACLAD

PRODUCTS ABOUT PROJECTS

1 Built in Esquimalt

Product: Silky Flow

PANEL COLORS CORNERS SPF

Courtesy JBG and EYA



- ROOF 2 30000 mm
- ROOF 1 26200 mm
- Level 8 23150 mm
- Level 7 19750 mm
- Level 6 16700 mm
- Level 5 13650 mm
- Level 4 10600 mm
- Level 3 7550 mm
- Level 2 4500 mm
- Level 1 / Main 0 mm
- PARKING 1 -2700 mm
- PARKING 2 -5400 mm

West  
1 : 200 BALCONIES ARE TO BE RESOLVED - SHOWN TO ILLUSTRATE PROPOSED SETBACKS ONLY



- CEMENT BOARD PANELS COLOUR 4
- GLASS PANELS IN METAL FRAME
- COMPOSITE METAL PANELS COLOUR 3
- COMPOSITE METAL PANELS COLOUR 2
- MASONRY FINISH COLOUR 1

East  
BALCONIES ARE TO BE RESOLVED - SHOWN TO ILLUSTRATE PROPOSED SETBACKS ONLY



- ROOF 2 30000 mm
- ROOF 1 26200 mm
- Level 8 23150 mm
- Level 7 19750 mm
- Level 6 16700 mm
- Level 5 13650 mm
- Level 4 10600 mm
- Level 3 7550 mm
- Level 2 4500 mm
- Level 1 / Main 0 mm
- PARKING 1 -2700 mm
- PARKING 2 -5400 mm

West  
BALCONIES ARE TO BE RESOLVED - SHOWN TO ILLUSTRATE PROPOSED SETBACKS ONLY



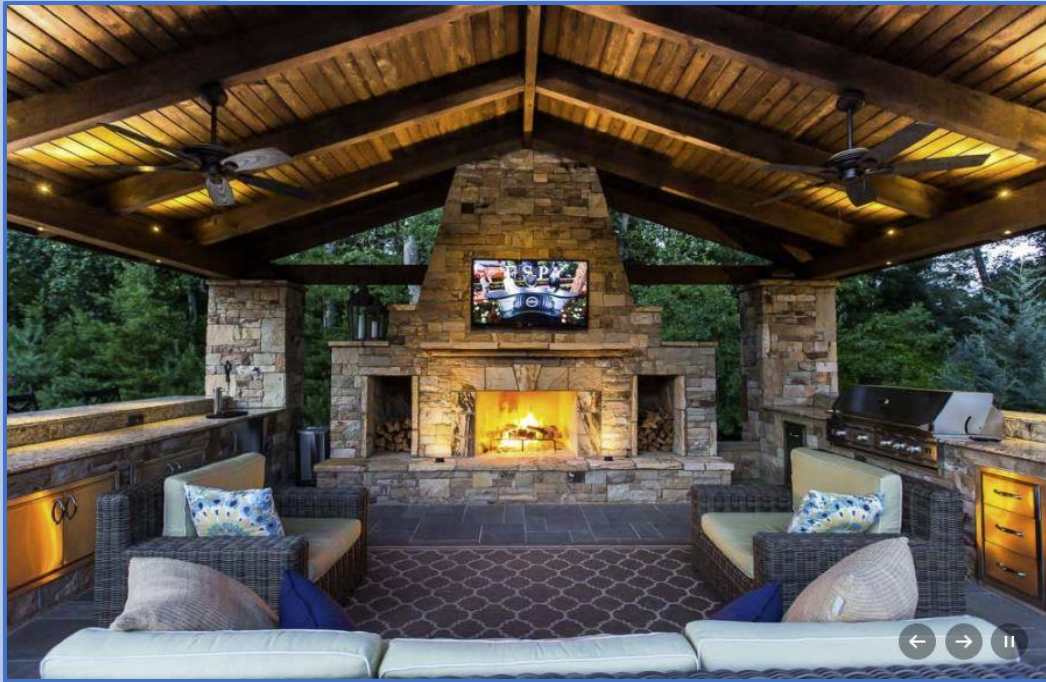
- CEMENT BOARD PANELS COLOUR 4
- GLASS PANELS IN METAL FRAME
- COMPOSITE METAL PANELS COLOUR 3
- COMPOSITE METAL PANELS COLOUR 2
- MASONRY FINISH COLOUR 1
- STOREFRONT GLAZING

East  
BALCONIES ARE TO BE RESOLVED - SHOWN TO ILLUSTRATE PROPOSED SETBACKS ONLY









courtesy [www.gardeners.com](http://www.gardeners.com) and [www.artisticlandscapes.com](http://www.artisticlandscapes.com)



Thank you

# 819, 821, 823 Esquimalt Road

OCP Amendment and Rezoning Application

Township of  
**ESQUIMALT**

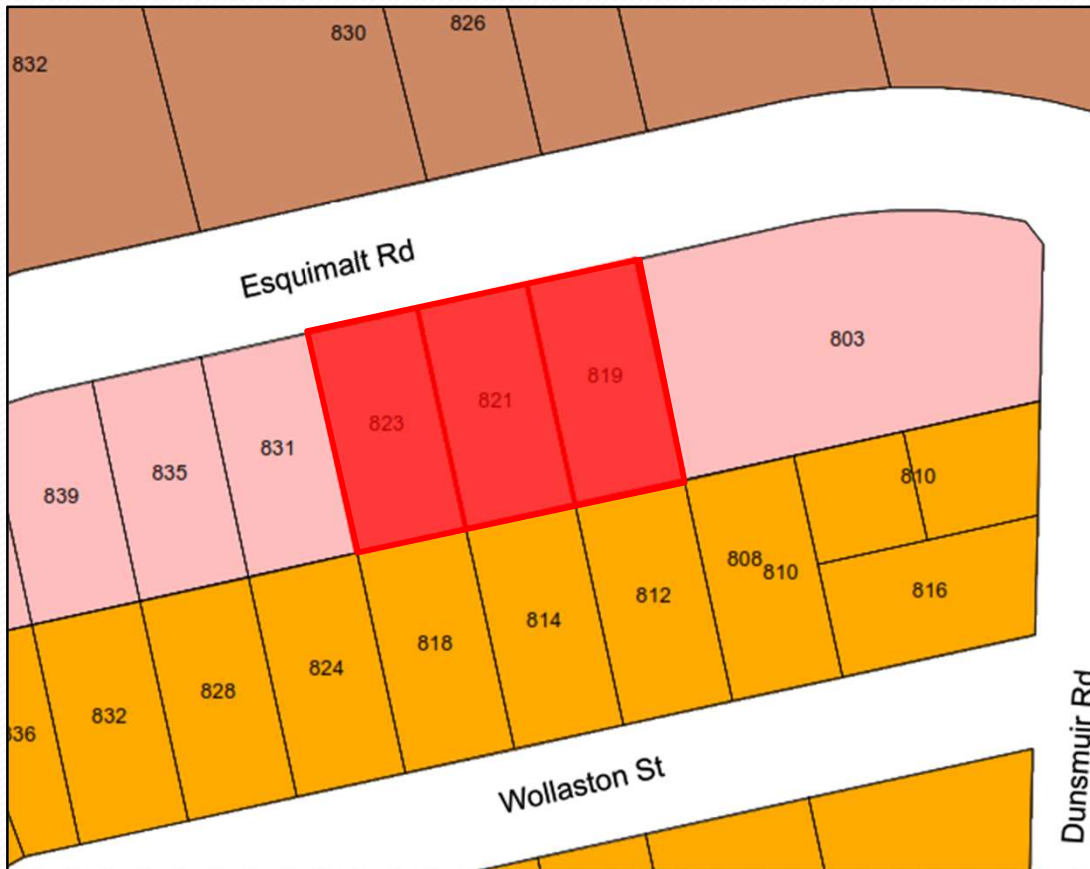


# Site Location





# OCP Land Use Designation



## **Proposed Land Use Designation:**

Amend to Commercial/  
Commercial Mixed Use.  
Height up to 12 storeys  
Floor Area Ratio of up to 3.0

## **Proposed Height:**

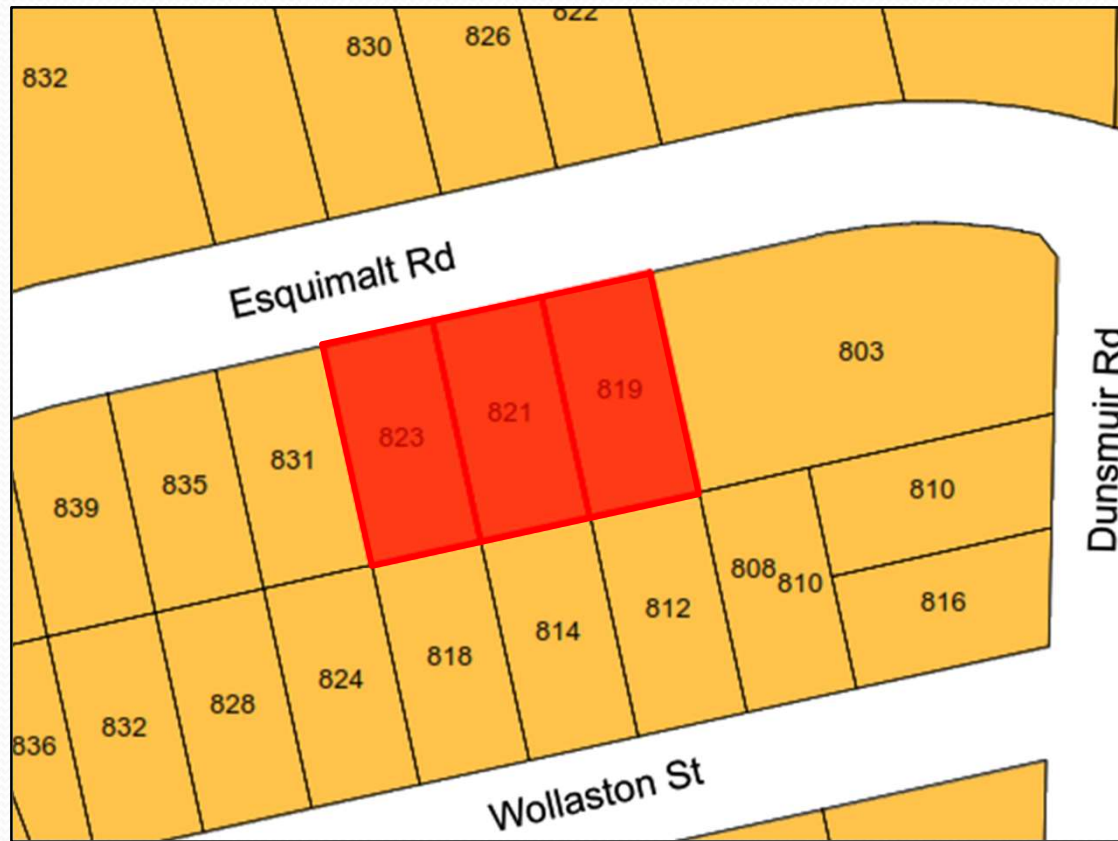
9 Storeys [8 storeys containing  
livable space]

## **Proposed FAR:**

Residential FAR 2.95  
Gross FAR 3.0



# OCP DPA No. 4: Commercial



## Legend

-  Subject Properties
-  1 - Natural Environment - Entire Township
-  4 - Commercial
-  6 - Multi-Family Residential
-  7 - Energy Conservation and Greenhouse Gas Reduction - Entire Township
-  8 - Water Conservation - Entire Township

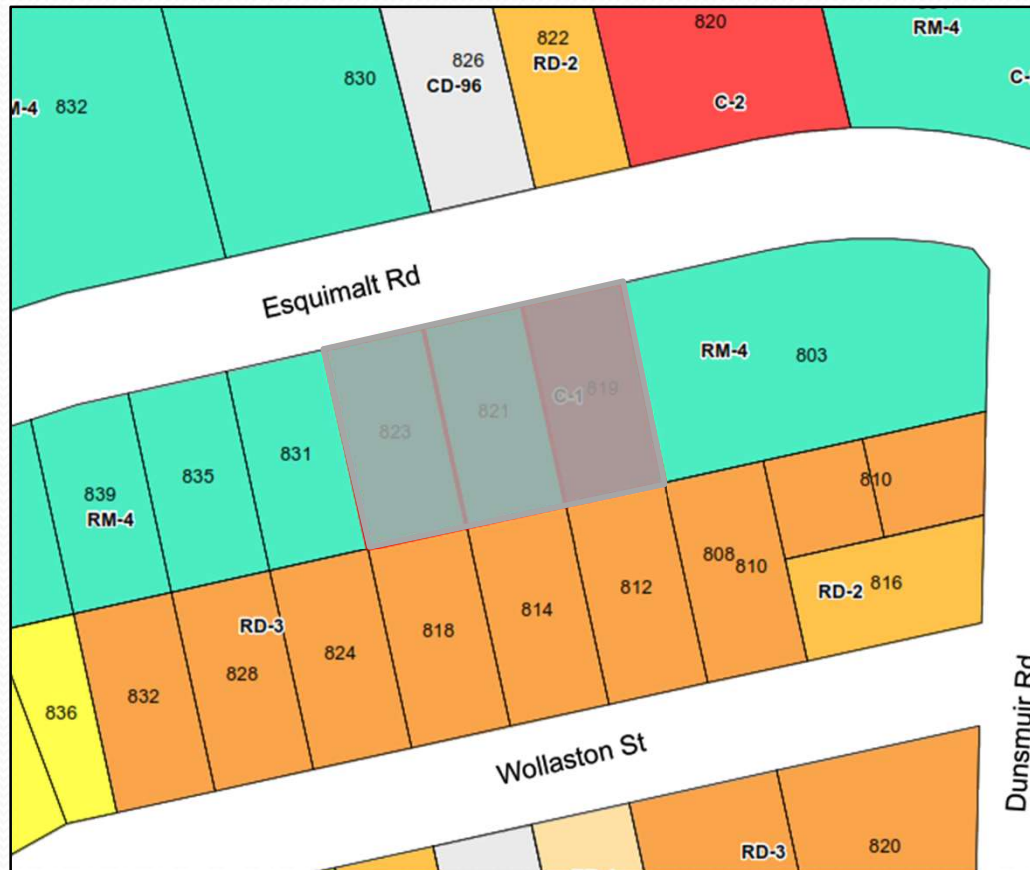
## Proposed DPA No. 4: Commercial

- Establishes objectives for revitalization of areas in which commercial uses are permitted.
- Establishes objectives for form and character of commercial development.
- Is applicable to high density commercial and mixed commercial/ residential development applications.





# Rezoning to CD No. 136



## Existing Zoning:

RM-4/ C-1

## Proposed Zoning:

CD No. 136





# Zoning Regulations-Height

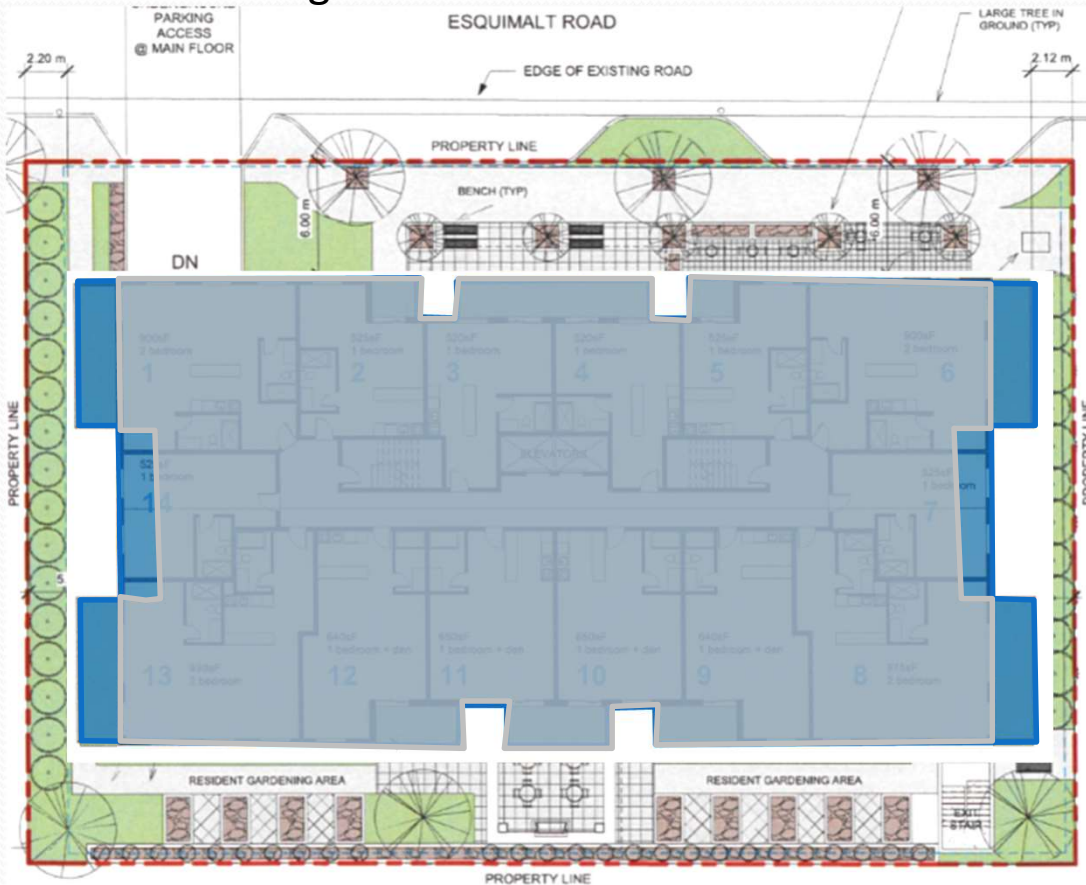


# Zoning Regulations

## Lot Coverage:

56% for Building from First to Fourth Storey/ 51% above the Fourth Storey

85% for Parking Structure





# Zoning Regulations

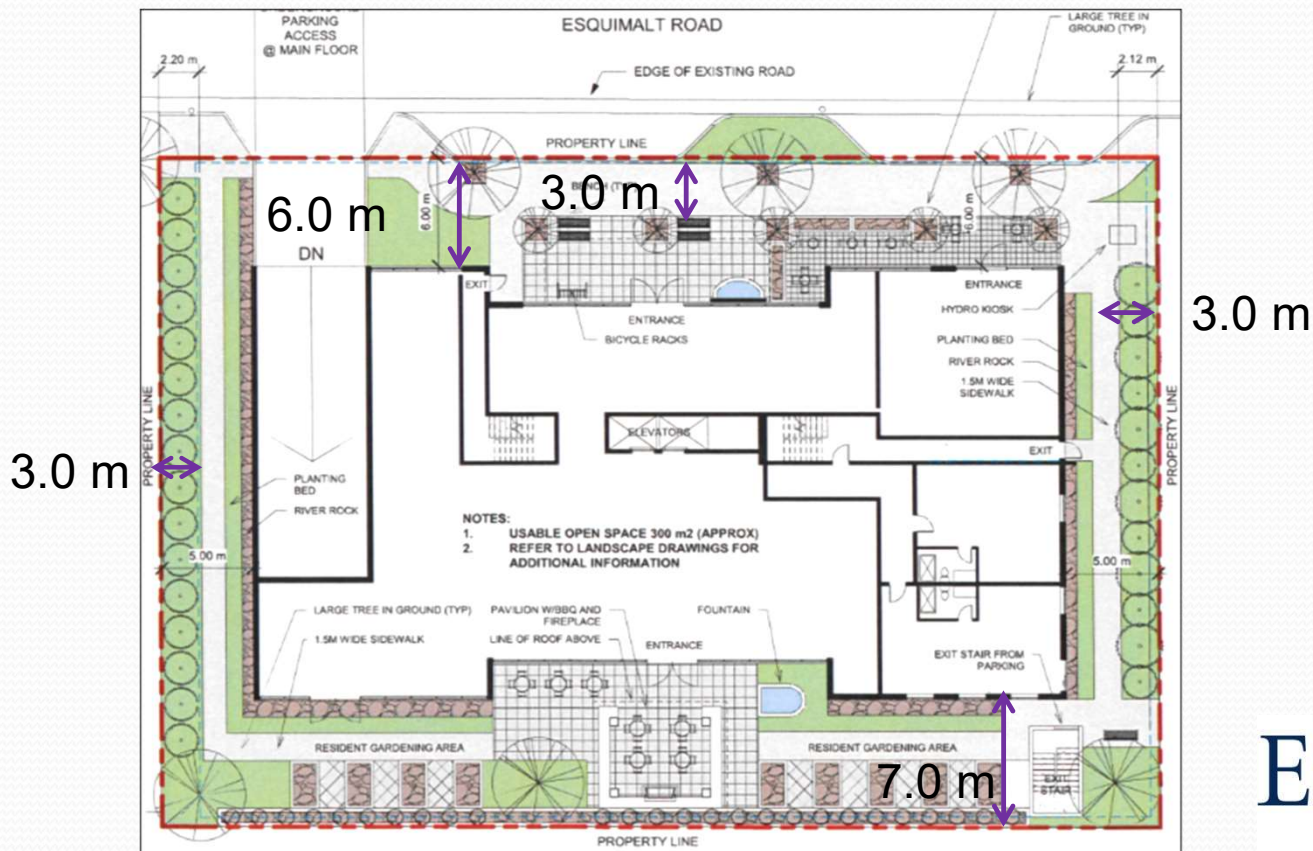
## Setbacks (Closest above Parkade):

Front: 6.0 m/ 8.0 m

Western Interior Side: 3.0 m/ 5.0 m

Eastern Interior Side: 3.0 m/ 5.0 m

Rear: 7.0 m

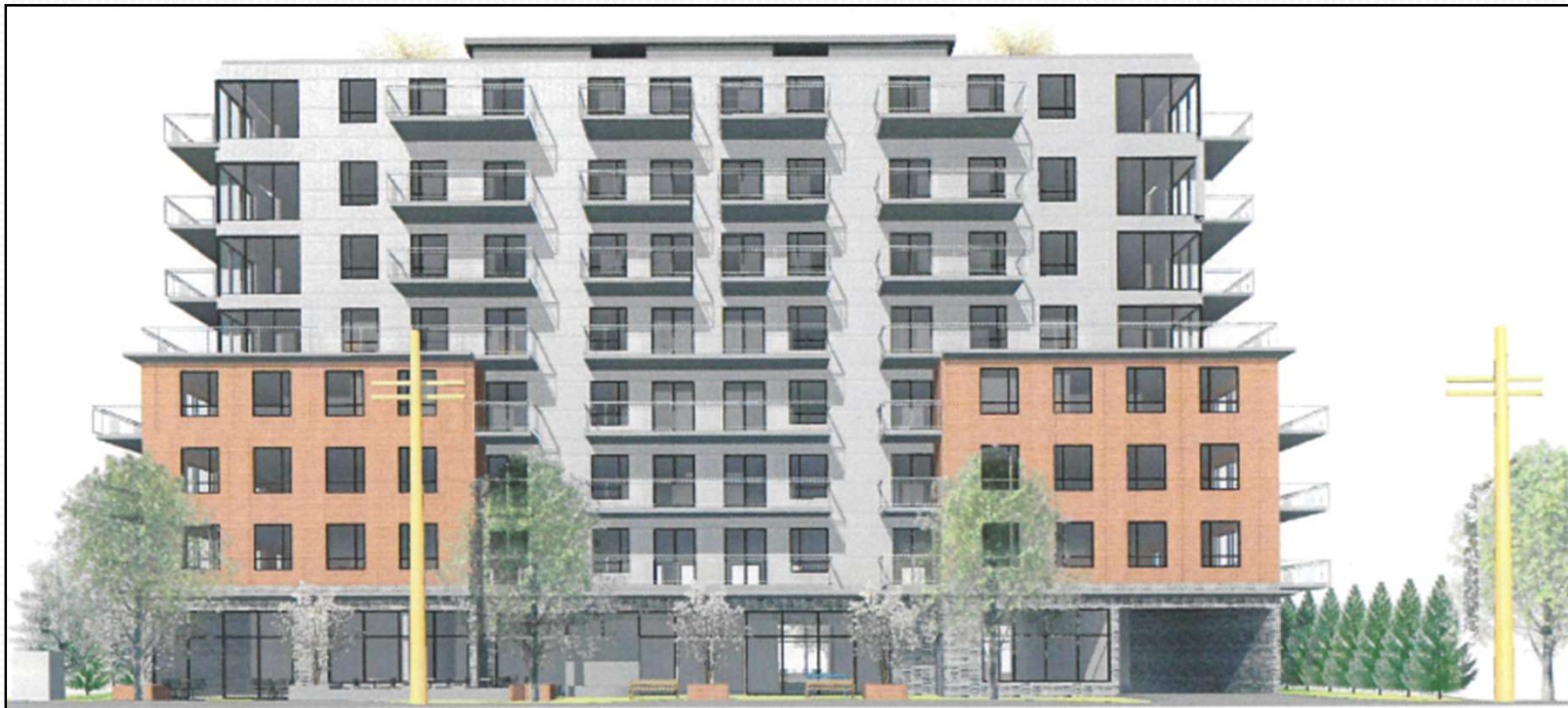




# Zoning Regulations-Density

**Floor Area Ratio: 2.95/3.0**

**Units: 92 residential/ 1 commercial**



Township of  
**ESQUIMALT**



# Section 219 Covenant Terms

- Granting of Statutory Right of Way [SRW] for 2.0m wide sidewalk and access rights for the Township and the public.
- Installation of not less than 3 street trees including tree wells, grates, and collars installed along parcel frontage.
- Installation of not less than 3 shade/ privacy trees including tree wells, grates, and collars installed along Rear Lot Line.





# Section 219 Covenant Terms

- Prohibition on the use of Natural Gas as an energy source for space heating in the building.
- 12 Visitor Parking spaces and 8 Commercial designated parking spaces secured for intended use.
- Maximum Height and Density of any building on the lands shall be limited to nine [9] storeys with residential FAR of 2.95 located from the 1<sup>st</sup> to the 8<sup>th</sup> storey.
- No subdivision/sale clause to ensure that all 92 units are maintained as seniors oriented residential rental units.



