



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

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

Staff Report

File #:21-141

REQUEST FOR DECISION

DATE: March 2, 2021

Report No. DRC-21-004

TO: Chair and Members of the Design Review Committee

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

SUBJECT:

Official Community Plan Amendment and Rezoning Application - 819 Esquimalt Road (including 821 and 823 Esquimalt Road)

RECOMMENDATION:

That the Esquimalt Design Review Committee [DRC] recommends that the application for an Official Community Plan amendment to change the 'Proposed Land Use Designations' map by changing the designation applied to 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'; and the associated Zoning amendment to authorize development of ninety-two (92) seniors multi-family residential units and one commercial unit as sited on the survey plan prepared by J.E. Anderson and Associates Surveyors - Engineers, stamped "Received March 1, 2021", and incorporating the height and massing consistent with the architectural plans provided by Zeidler Architecture, stamped "Received March 1, 2021", detailing the development proposed to be located at 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], **be forwarded to Council with a recommendation to either approve, approve with conditions, or deny the application including reasons for the chosen recommendation.**

RELEVANT POLICY:

Declaration of a Climate Emergency

Local Government Act

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

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Building Regulation Bylaw, 2017, No.2899

STRATEGIC RELEVANCE:

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

BACKGROUND:

Appendix A: Architectural Drawings, Shadow Analysis, Concept Landscape Plan, and BCLS Site Plan

Appendix B: Site Plan, Air photo, OCP Proposed Land Use Designation, OCP DP Area, Zoning map.

Appendix C: Applicant's Green Building Checklist

Appendix D: Applicant's Narrative

Appendix E: Applicant's Presentation to the DRC.

Purpose of Application:

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.

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.]

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Owner:

Tarnjt Pannu, Gurpreet Randhawa, Avtar Randhawa, Kartar Randhawa, Sharon Chou

Designer:

Zeidler Architecture

Property Size:

Metric: 2031 m² Imperial: 21,861 ft²

OCP Land Use Designation:

Current:

Medium Density Residential/ Commercial/ Commercial Mixed-Use

Proposed:

Neighbourhood Commercial Mixed-Use [*change required to* - Commercial/ Commercial Mixed-Use

Zone:

RM-4 [Multiple Family Residential]/ C-1 [Convenience Commercial]

Existing Land Use:

Fourplex/ Single Family Dwelling/ Retail Store

Proposed Land Use:

93 Unit Commercial Mixed-Use [92 seniors residences and 1 commercial unit constructed in a 8 storey building]

Surrounding Land Uses:

North:

Four and six storey Multiple Family Residential

South:

Single Family Residential

East:

Four storey Multiple Family Residential

West:

Single Family Residential

OCP Analysis:

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 a 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 density of 2.95 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 zoning.

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.
- 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.*

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

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. Where possible, weather protection (i.e. awnings and canopies) should be provided above all pedestrian walkways including walkways to on-site parking areas.
5. 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.
6. The design of new commercial buildings, including areas used for parking, should incorporate Crime Prevention Through Environmental Design (CPTED) principles.
7. 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.
9. 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.

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2. Incorporate transparent shop-front windows, frequent entrances, weather protection and pedestrian oriented signage into ground floor facades.
3. A signage and lighting program for any commercial development should be designed as a totality with signs, lighting, and weather protection architecturally integrated from the outset.
4. 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.
6. 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.
9. 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.
10. 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.
10. 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:
 1. Increase building separation so that the face of the building and hence the windows are setback farther from the property line.
 2. Take advantage of site design that reduces impacts by using, for example, an adjacent ground

floor area for an entry court.

3. Stagger windows to not align with adjacent, facing windows.
4. 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.

4. 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:

4. 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.

5. Strategically site buildings to sustain and increase the community's urban forest tree canopy cover.

6. Provide space for significant landscaping including varying heights of trees, shrubs and ground covers.

7. 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.

8. 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.
8. 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:

2. Choose open space and landscaping over dedicating space to the parking and manoeuvring of private motor vehicles.
4. Use deciduous trees for landscaping along southern exposures, as they provide shade in the summer and allow more sunlight through in the winter.
5. Strategically place taller trees and vegetation on the south and west sides of buildings where there is more direct sun exposure.
6. Strategically place coniferous trees such that they can buffer winter winds.
7. 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.
8. 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.
9. 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.
11. 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.
4. Incorporate rain gardens into landscaping and direct rainwater towards vegetated areas.

Zoning Analysis:

As a commercial mixed-use project, the proposed Comprehensive Development District zone would contain the following uses: restaurant, apartment residential and home occupation.

The following chart compares the floor area ratios, 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.

	Comprehensive Development District [CD]
Commercial Units	1 unit [80sqm]
Residential Units	92 units
Residential Floor Area Ratio	2.95
Lot Coverage	87%
Lot Coverage above Parking Level	50%
Parking Structure Setbacks	
<ul style="list-style-type: none"> • Front [North – Esquimalt Road] • Eastern Side • Western Side • Rear [South] 	0.0 m 0.0 m 2.0 m 0.0 m
Building Setbacks	
<ul style="list-style-type: none"> • Front [Esquimalt Road] • Eastern Side • Western Side • Rear [South] 	6.0 m 5.0 m [3.0m to Decks] 5.0 m [3.0m to Decks] 7.0 m
Building Height	30.0 m [8 <u>storeys</u> plus Rooftop Pergola]
Off Street Parking	41 spaces [No Commercial spaces]
Usable Open Space	15% [Plus Rooftop Patio]

Floor Area Ratio: FAR measures livable space in ratio to the size of the lot on which a building sits. The combined F.A.R of this proposal is 2.95 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. Staff note that the current OCP designation for the lands is Neighbourhood Commercial Mixed-Use which has a maximum of 1.5 FAR or 2.0 FAR if the project is exclusively residential use. This translates to an almost 50% increase in density over the current highest potential for the lands.

Lot Coverage: The proposed Lot Coverage is 50% of the site for the visible portion of the building. The proposed Lot Coverage of the underground parkade represents 87% of the site leaving 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.

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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 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 consistent with the established zoning requirements achieving 7.0 m, however, staff note that the parking area extends hardscape to the 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 setback is intruded upon by proposed decks that extend 2.0 m over the side yard reducing the functional setback to 3.0m for the lower 4 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.

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 8th storey roofline.

The Commercial/ Commercial Mixed-Use land use designation allows for consideration of proposals up to 12 storeys in height.

Staff note that the height of the building is unexpectedly high due to the design choice of including a covered pergola on the roof which must be accommodated in the height calculation (Appendix A, sheet A0.7).

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 52 spaces [46 residential and 6 commercial] be provided to satisfy the parking demand for this proposal.

The applicant proposes to provide only 41 underground parking spaces to service this proposal. Of those spaces, it remains undetermined how many dedicated Visitor Spaces will be provided.

The applicant has committed to commissioning a Parking Study, prepared by a qualified professional, to clarify the parking demand associated with the proposed development and to provide recommendations regarding the number of Visitor spaces and on measures that might be implemented to address the shortfall of parking provided. It is the applicant’s position that none of the on-site parking will be dedicated to the Commercial Retail Unit (CRU).

Staff 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.

Staff do not support the proposed design of the Parking Area as presented. It is the opinion of staff that underground parking garages should not exceed 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. Furthermore the proposed parking area fails to meet the design requirements outlined in Parking Bylaw No. 2011 that ensure spaces can be safely accessed from the manoeuvring aisle, detailing a 6.4m aisle where 6.75m is required. The applicant is aware of staff's concerns and has indicated a willingness to consider amending the underground parkade design subject to the conclusions contained in the parking study.

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.

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.

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.

ISSUES:

1. Rationale for Selected Option

Approval of this development application would add density along a major road and potentially spark further revitalization of this block of Esquimalt Road. The addition of desirable, seniors-oriented housing close to transit services, and a commercial node offer a variety of services would improve housing choice for seniors currently residing in the area as well as drawing new residents to Esquimalt. Notwithstanding these positives, staff have concerns regarding, shadowing, site impermeability and parking associated with this proposal.

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

The applicant has provided the Township Green Building Checklist identifying features this application intends to include. [Appendix C].

5. Communication & Engagement

As this is a rezoning application, should it proceed to a Public Hearing, a notice would be mailed to tenants and owners of properties within 100m (328 ft) of the subject properties. Signs indicating that the property is under consideration for a change in OCP Designation and zoning have been placed on the Esquimalt Road frontage of the properties and would be updated to reflect 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 Open House

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 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. 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:

File #:21-141

1. That DRC recommends to Council the application for OCP Amendment and Rezoning be approved including reasons for this recommendation.
2. That DRC recommends to Council the application for OCP Amendment and Rezoning be approved subject to conditions being satisfied, including reasons for this recommendation.
3. That DRC recommends the application for OCP Amendment and Rezoning be denied including reasons for this recommendation.



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 265
TOTAL SITE AREA: 2,031 m² (21,862 ft²) (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 = 275m² 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 m²)
RM-4 = 50% (609.3 m²)

PROJECT DATA AS PER CURRENT DESIGN

	RESIDENTIAL - NO OF UNITS	RESIDENTIAL AREA	COMMERCIAL AREA	INDOOR AMENITY	COMMUNICATION / SERVICE AREA	BUILDING FLOOR AREA	OUTDOOR AMENITY
		m ²	m ²	m ²	m ²	m ²	m ²
LEVEL 1	2	123.20		80.00	545.00	250.55	958.75
LEVEL 2	14	893.00			105.80	105.80	999.40
LEVEL 3	14	893.00			105.80	105.80	999.40
LEVEL 4	14	893.00			105.80	105.80	999.40
LEVEL 5	12	770.00			84.17	84.17	854.17
LEVEL 6	12	770.00			84.17	84.17	854.17
LEVEL 7	12	770.00			84.17	84.17	854.17
LEVEL 8	12	770.00			84.17	84.17	854.17
SUBTOTAL	92	5,884.00		545.00	904.53	7,413.63	
ROOF						111.68	306.00
TOTAL	92	5,884.00		545.00	1,016.31	7,525.31	
SITE AREA							2,831.00
FLOOR AREA RATIO (BASED ON RESIDENTIAL AREA)							2.90
SITE COVERAGE							49.18%

PARKING:

REQUIRED OFF-STREET PARKING SPACES: 0.5 STALLS / DWELLING UNIT (SENIOR CITIZENS APARTMENTS) = 0.5 x 92 DWELLING UNITS = 46 PARKING SPACES REQUIRED = 41 PARKING SPACES PROVIDED IN UNDERGROUND PARKING

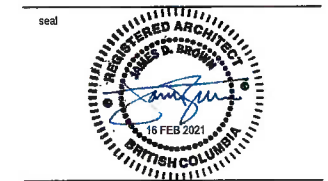
UNDERGROUND PARKING AREA

264.8m² (87% 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 m²
PROPOSED USABLE OPEN SPACE: = 16% OF SITE AREA = 300 m² (NOT INCLUDING ROOFTOP PATIO)

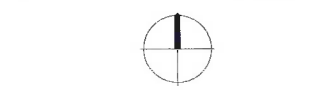


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consultants

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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: 219P-141
 date issued: FEB 27, 2012

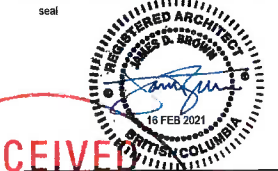
re-issue no: sheet no: **A0.1**



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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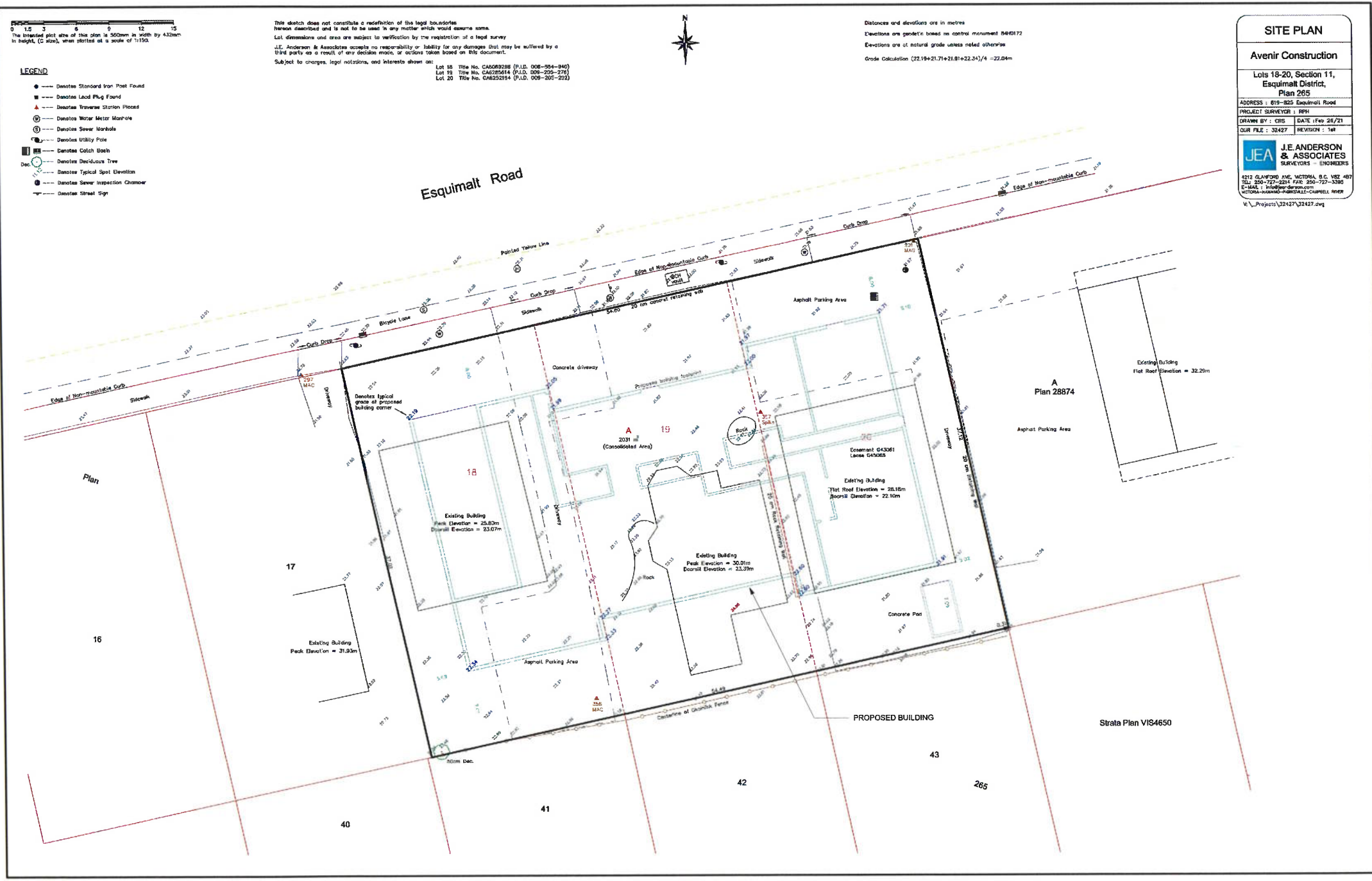
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1	FEB 16, 2021	OCP RESUBMISSION
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project title
NEW MULTIFAMILY RESIDENTIAL BUILDING
 819-821-823 ESQUIMALT ROAD

drawing title
SURVEY PLAN - J.E. ANDERSON

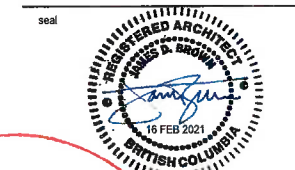
scale: 1 : 200
 drawn by: MP
 checked by: JB
 project no: 219P-141
 date issued: FEB 27, 2012
 re-issue no: **2** sheet no: **A0.2**



SITE PLAN
Avenir Construction
 Lots 18-20, Section 11,
 Esquimalt District,
 Plan 265
 ADDRESS: 819-823 Esquimalt Road
 PROJECT SURVEYOR: RPH
 DRAWN BY: CRS DATE: Feb 26/21
 SUR FILE: 32427 REVISION: 1st
JEA J.E. ANDERSON & ASSOCIATES
 SURVEYORS - ENGINEERS
 4212 GLENFORD AVE, VICTORIA, B.C. V8Z 4B7
 TEL: 250-727-2214 FAX: 250-727-3390
 E-MAIL: janderson@jea.ca
 VICTORIA-BRANCO-PARKVILLE-CAMPBELL AREAS
 V:_Projects\22427\32427.dwg

① SURVEY PLAN - PROPOSED
 1 : 200

NOTE:
 GREEN LINE DENOTES PROPSD BUILDING
 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



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Issue No.	Date	Description
2	FEB 27, 2012	REZONING RESUBMISSION

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: 219P-141
 date issued: FEB 27, 2012

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



1 SURVEY PLAN W/ PROPOSED BUILDING
 1 : 200

NOTE:
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client

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

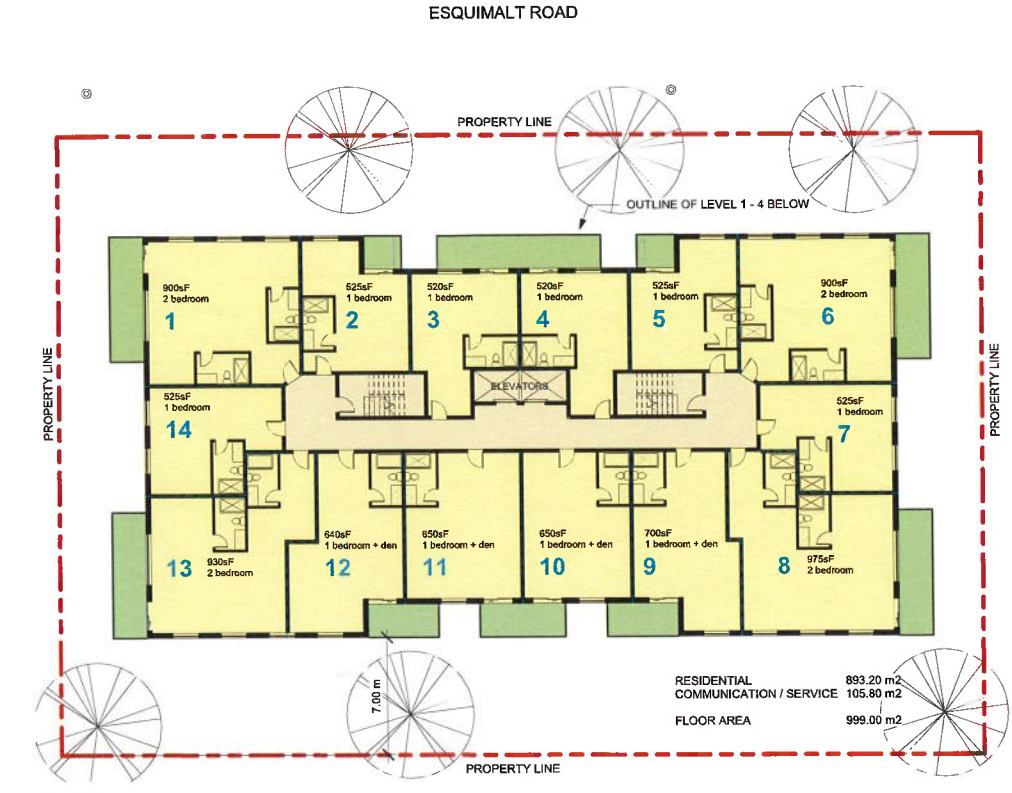
drawing title
FLOOR PLANS

scale: 1 : 200
drawn by: MP
checked by: JB
project no: 219P-141
date issued: FEB 27, 2012

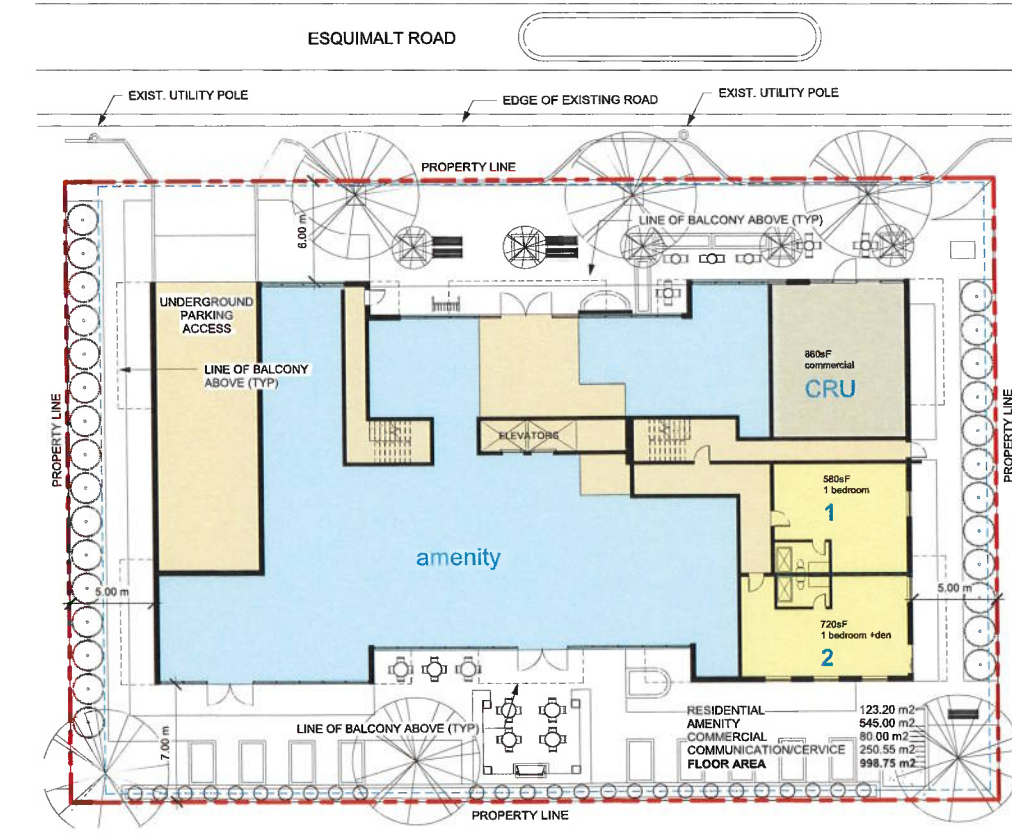
re-issue no: **2** sheet no: **A0.4**



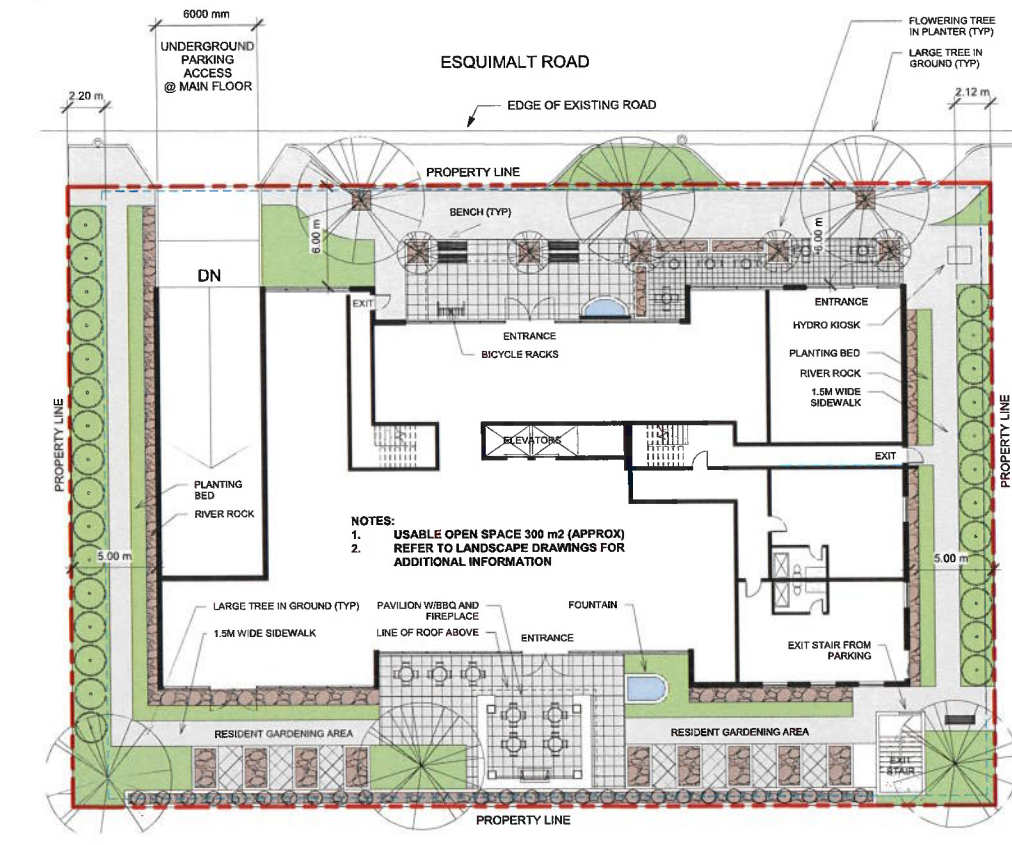
4 Level 5 - 8
1 : 200



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 1000sqF)
 - EXTERIOR USABLE / BALCONIES
 - 1** RESIDENTIAL UNIT NO.

LEGEND
1 : 200



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1	FEB 16, 2021	OCF RESUBMISSION
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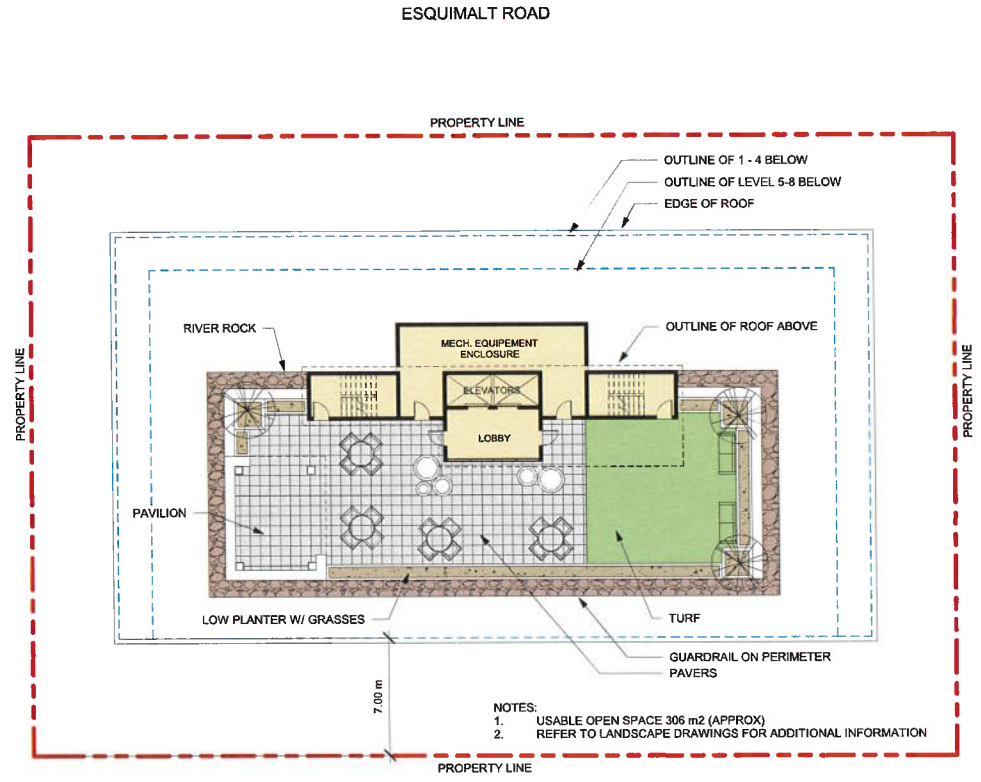
client _____

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

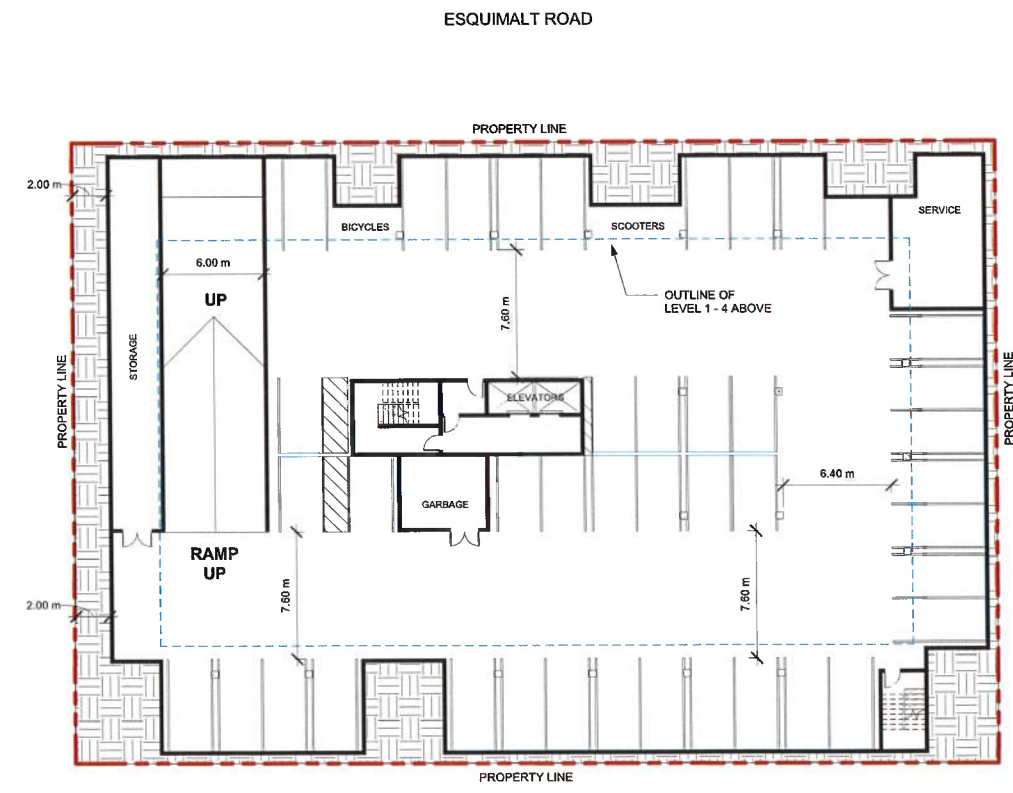
drawing title
FLOOR PLANS

scale: 1 : 200
 drawn by: MP
 checked by: JB
 project no: 219P-141
 date issued: FEB 27, 2012

re-issue no: **2** sheet no: **A0.5**



② Level 9 (ROOF)
 1 : 200



① PARKING 1
 1 : 200

PARKING SCHEDULE	
Type	Count
ESQM 2.4m x 4.5m - 90° SMALL	13
ESQM 2.6m x 5.5m - 90° STANDARD	28
Grand total:	41

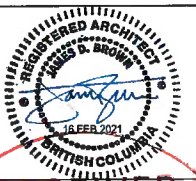
LEGEND

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

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

① LEGEND
 1 : 200

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 OF ESQUIMALT
 DEVELOPMENT SERVICES

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1	Feb 16, 2021	OCF RESUBMISSION
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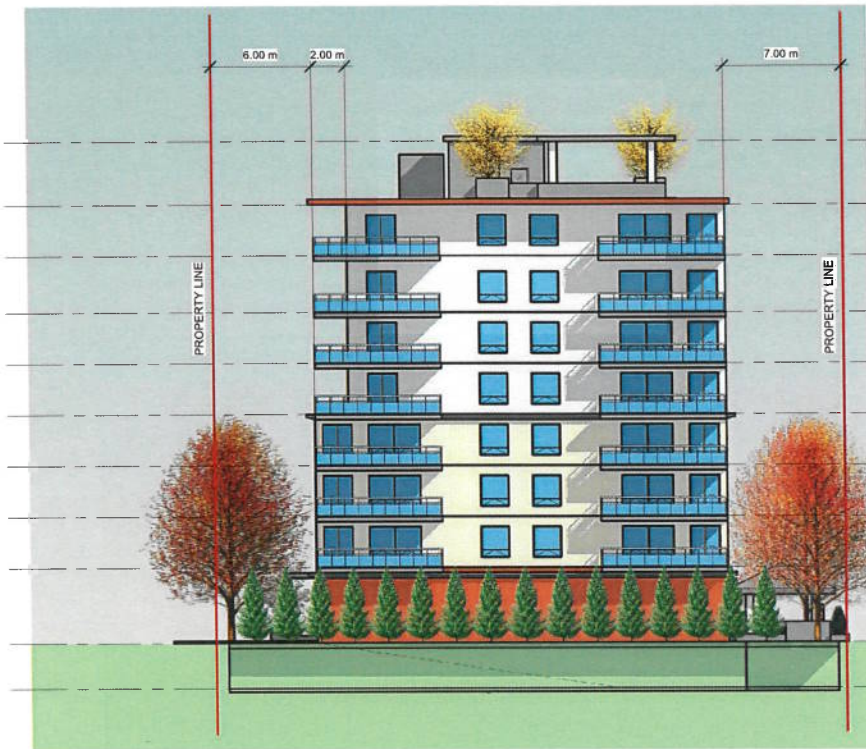
client

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: 219P-141
 date issued: Feb 27, 2021

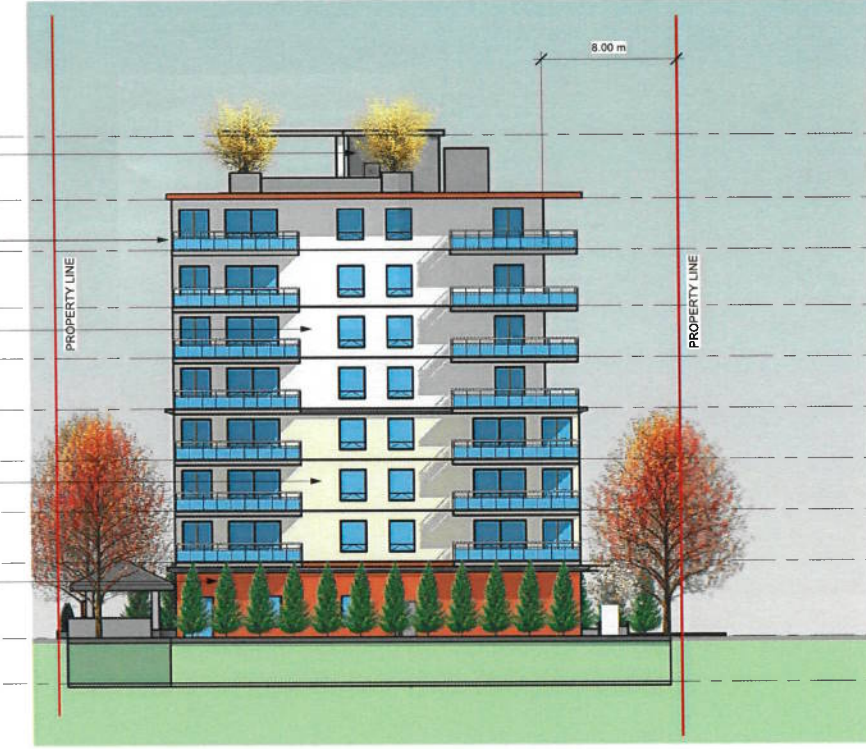
re-issue no: **2** sheet no: **A0.6**



- 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

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

④ West
 1 : 200 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

③ 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

- 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

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

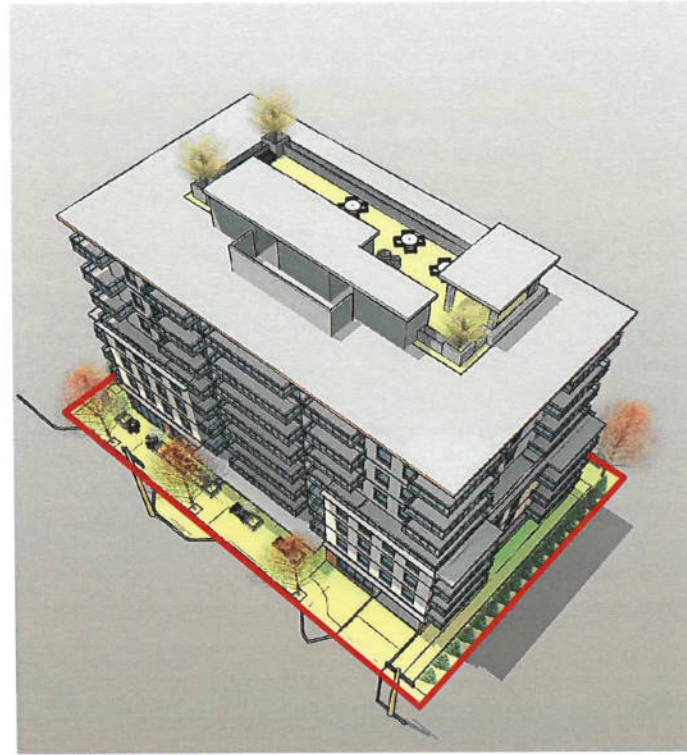


- ROOF 2 30000 mm
- ROOF 1 26200 mm
- Level 8 23150 mm
- Level 7 19750 mm
- Level 6 16700 mm
- Level 5 13650 mm
- Level 4 10600 mm
- Level 3 7550 mm
- Level 2 4500 mm
- Level 1 / Main 0 mm
- PARKING 1 -2700 mm

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



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



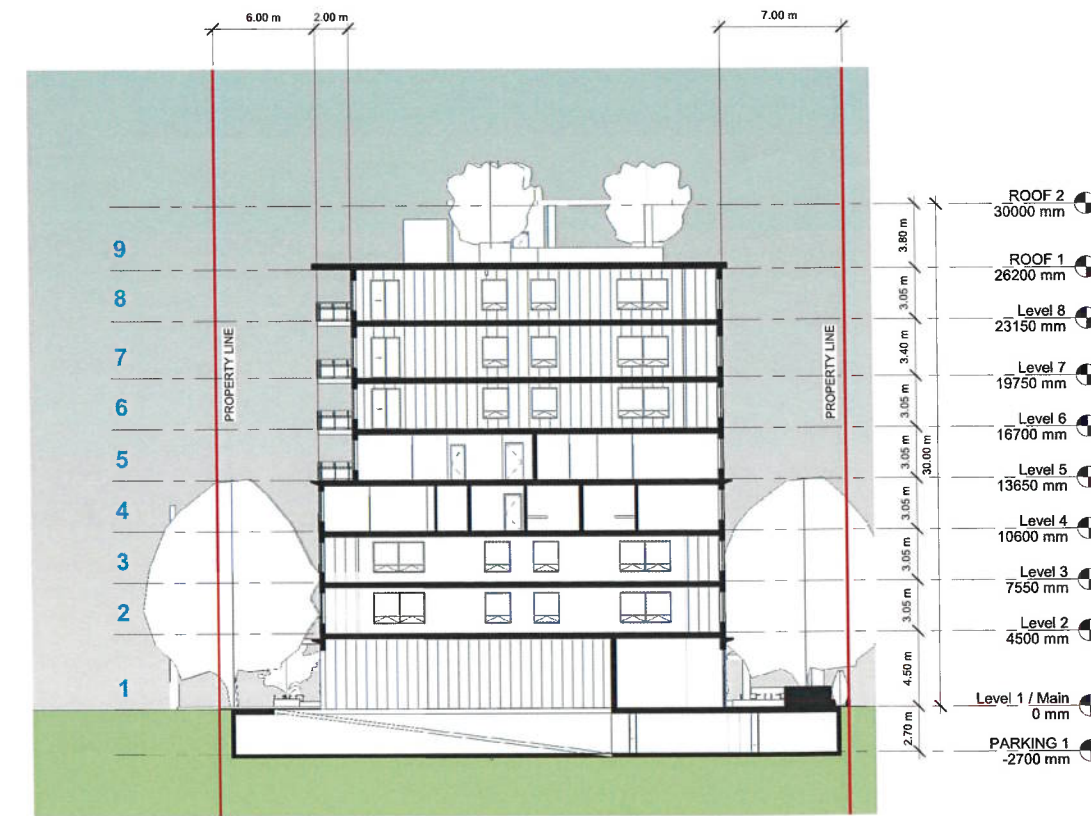
⑤ 3D View 2
BALCONIES ARE TO BE RESOLVED - SHOWN TO ILLUSTRATE PROPOSED SETBACKS ONLY



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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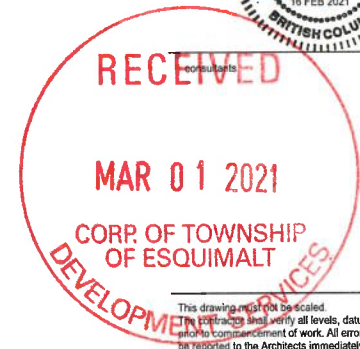
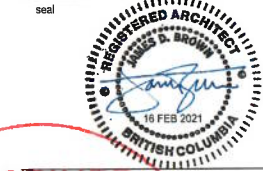
client

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: 219P-141
date issued: FEB 27, 2012

re-issue no: **2** sheet no: **A0.7**



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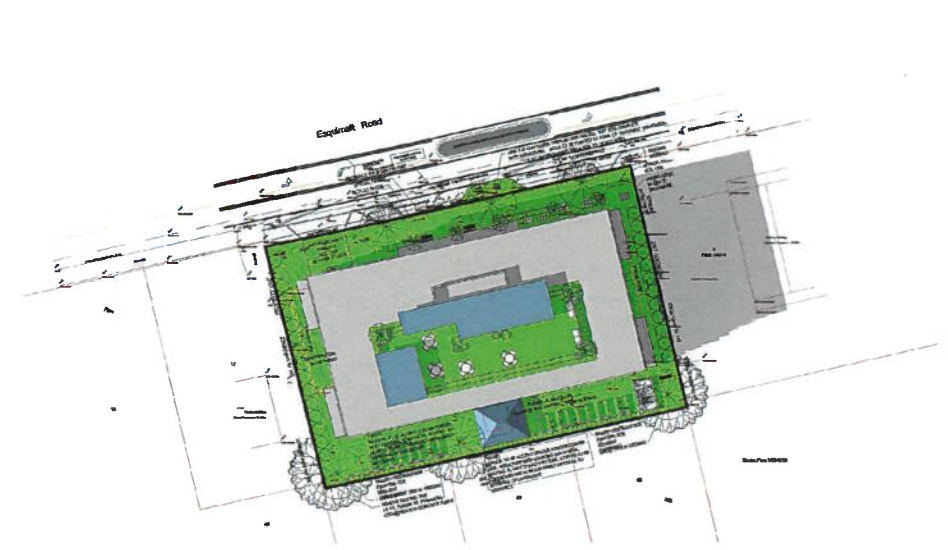
client

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

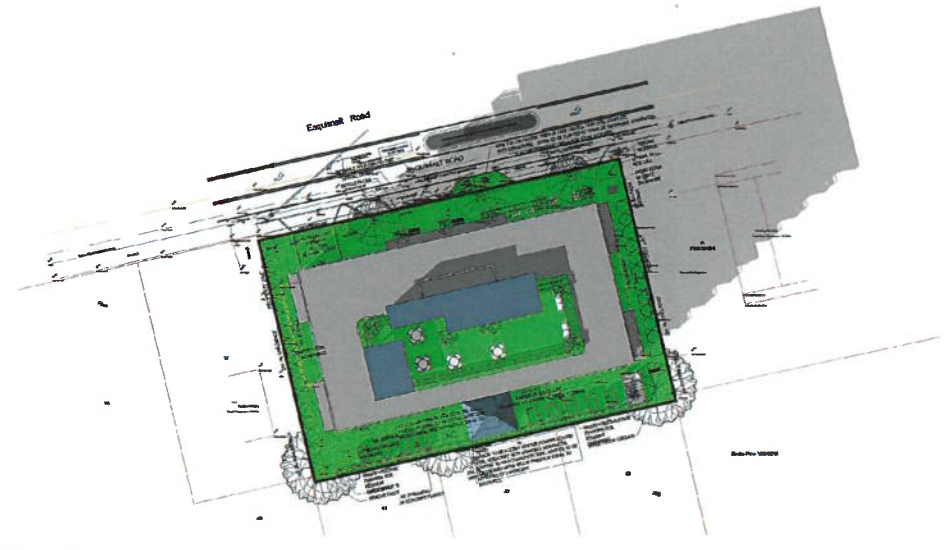
drawing title
SHADOW STUDIES

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

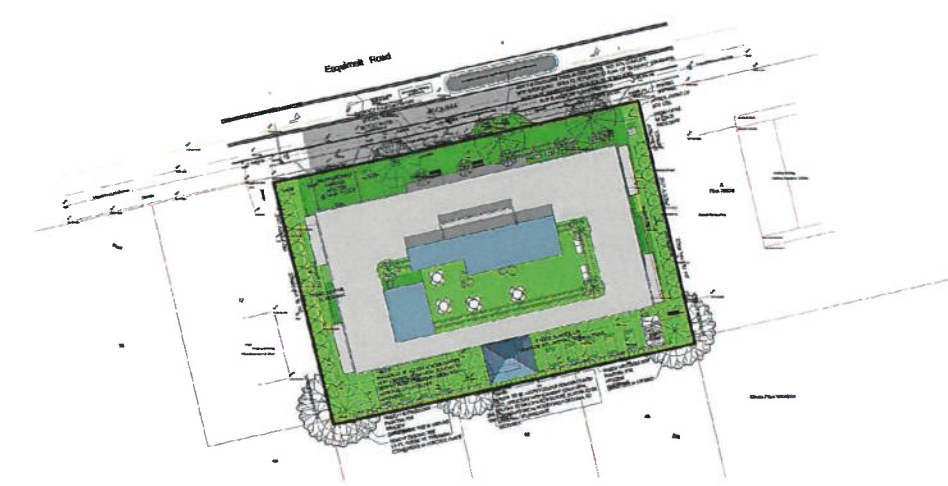
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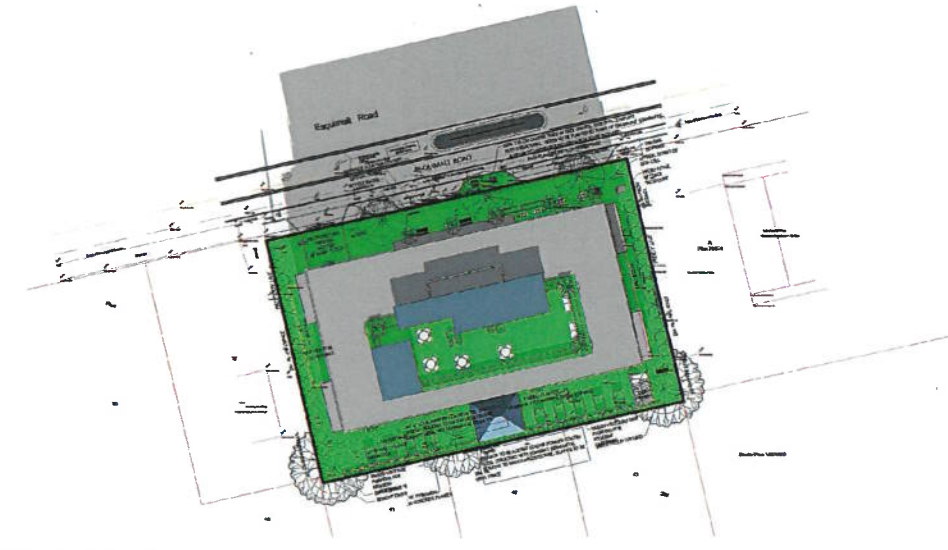
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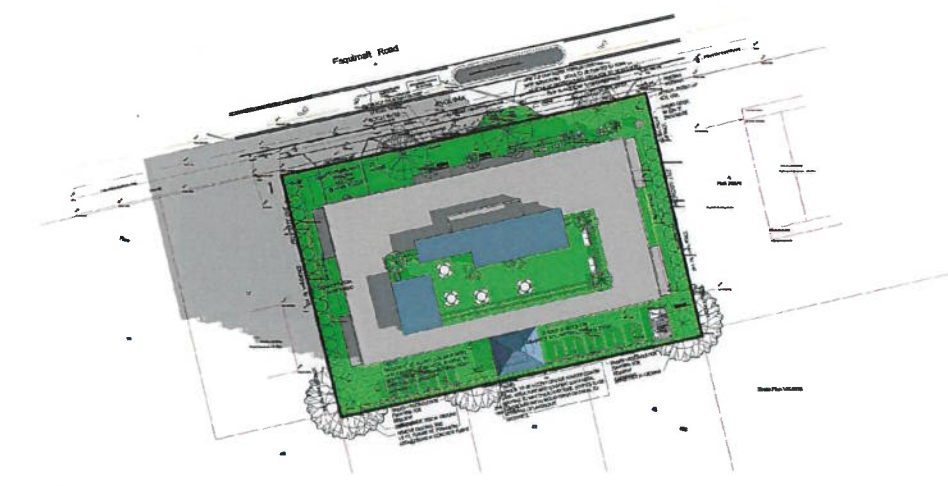
5 Shadow Studies March 21 03PM
 1 : 500



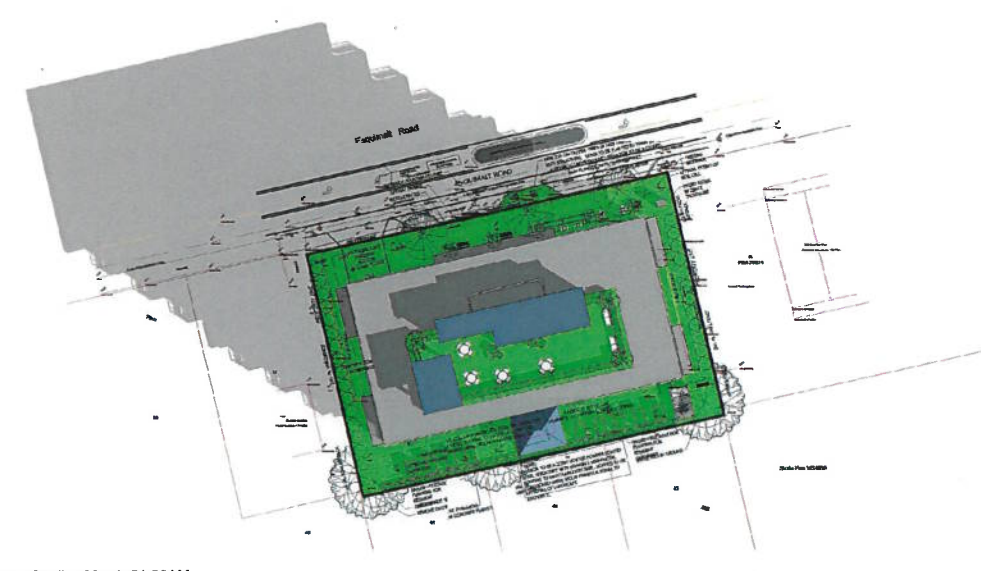
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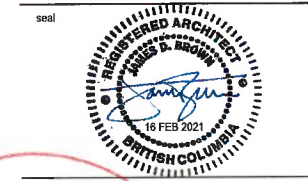
3 Shadow Studies March 21 12PM
 1 : 500



2 Shadow Studies June 21 09AM
 1 : 500



1 Shadow Studies March 21 09AM
 1 : 500



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Issue No.	Date	Description
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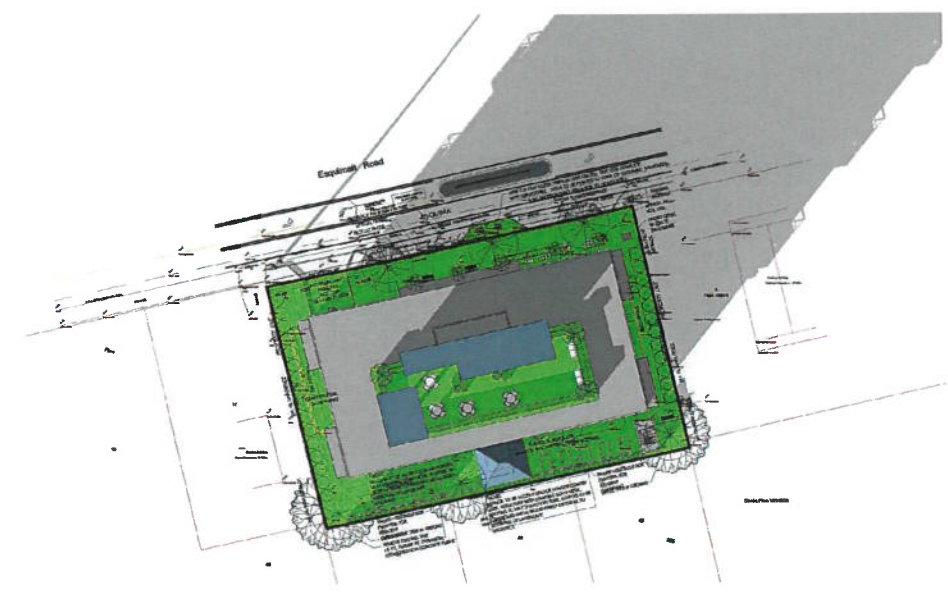
client

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

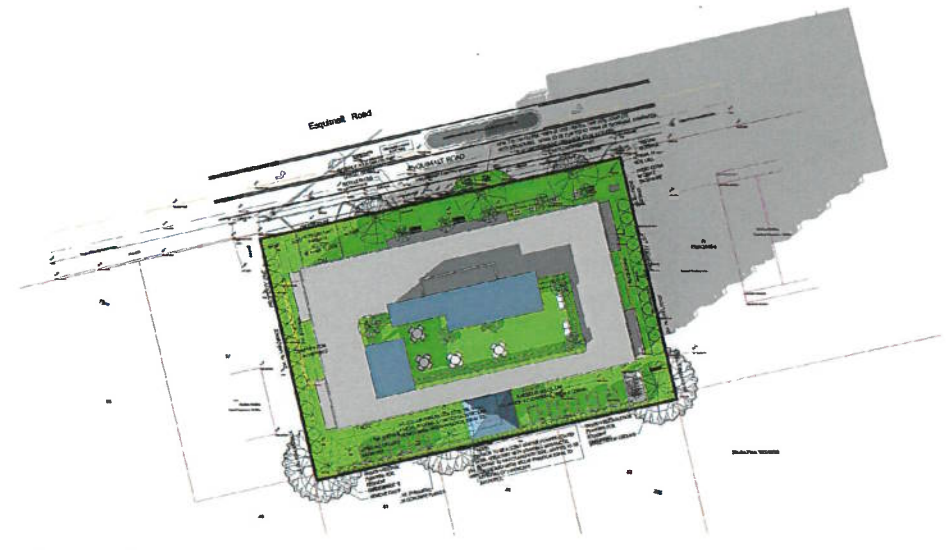
drawing title
SHADOW STUDIES

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

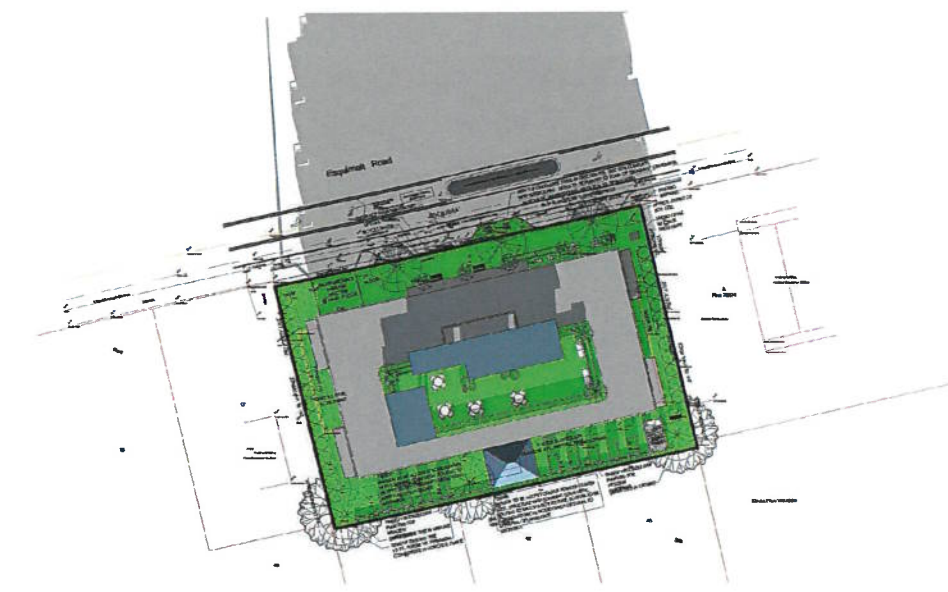
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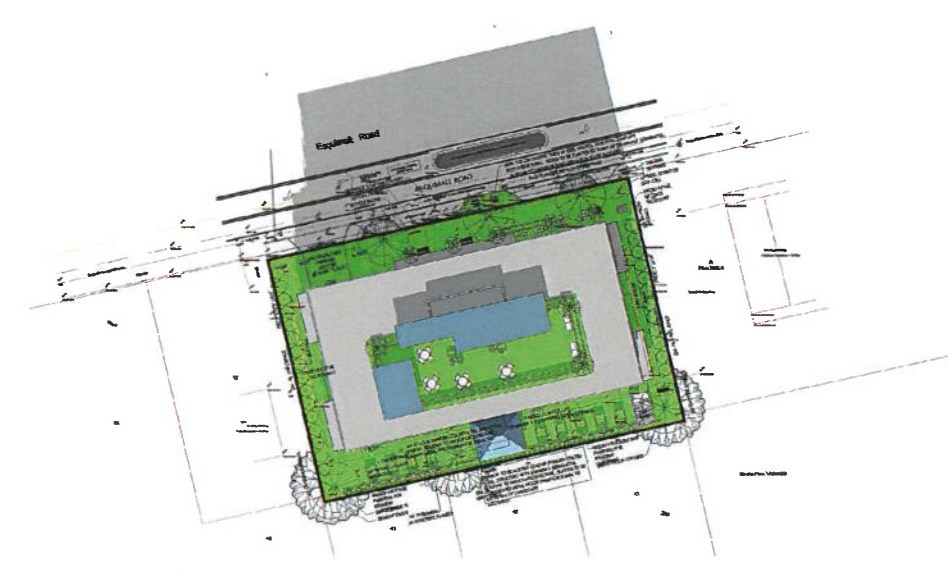
6 Shadow Studies December 21 03PM
 1 : 500



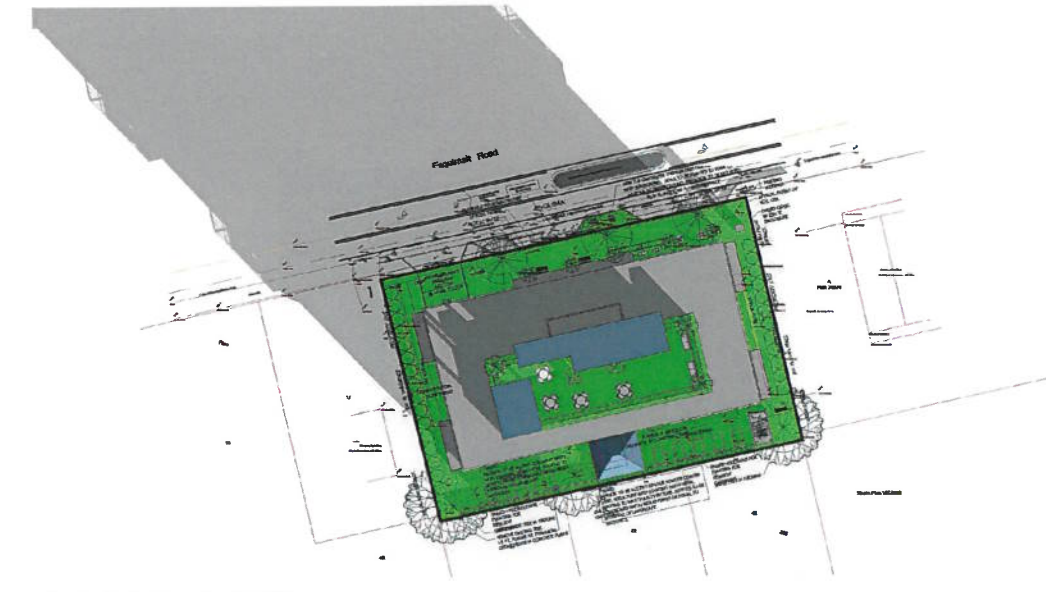
3 Shadow Studies September 21 03PM
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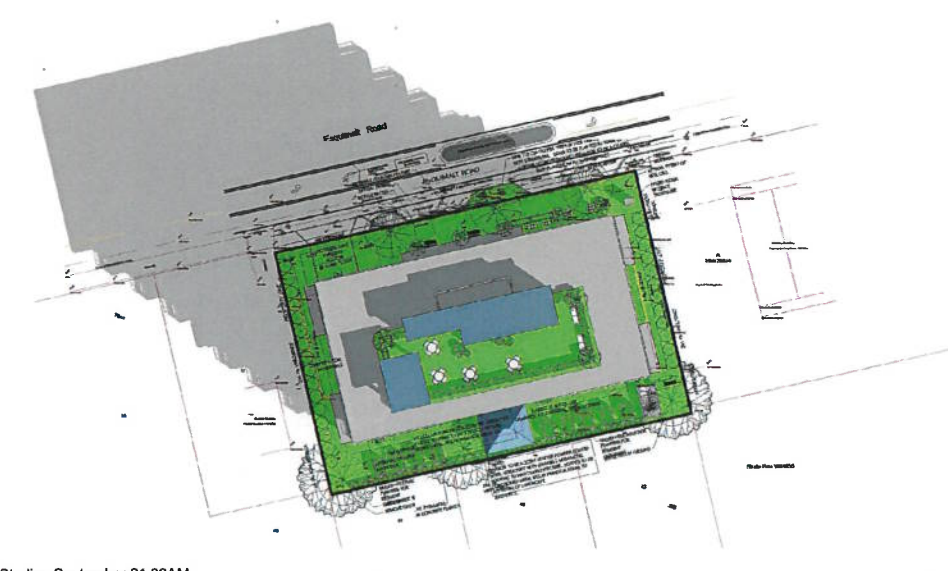
5 Shadow Studies December 21 12PM
 1 : 500



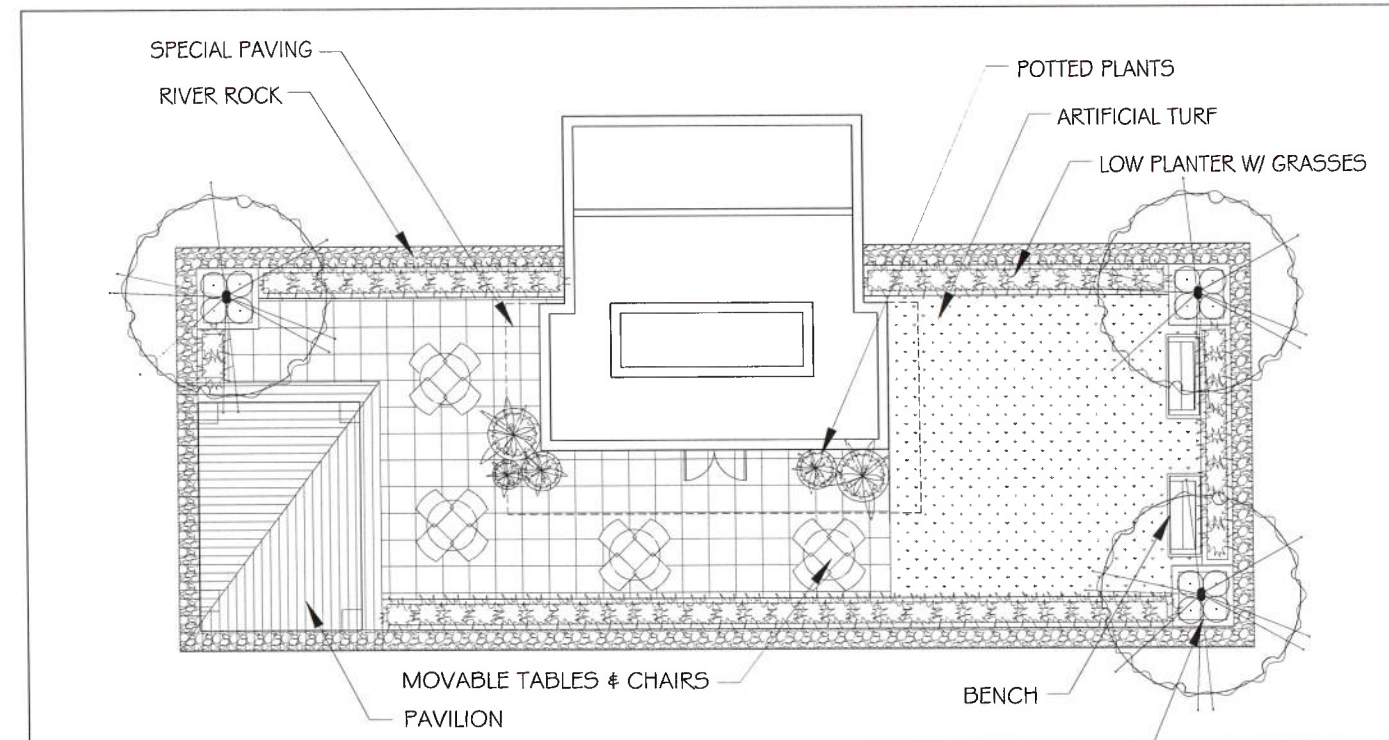
2 Shadow Studies September 21 12PM
 1 : 500



4 Shadow Studies December 21 09AM
 1 : 500



1 Shadow Studies September 21 09AM
 1 : 500



* 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 250.508.7855

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. CA8285614 (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

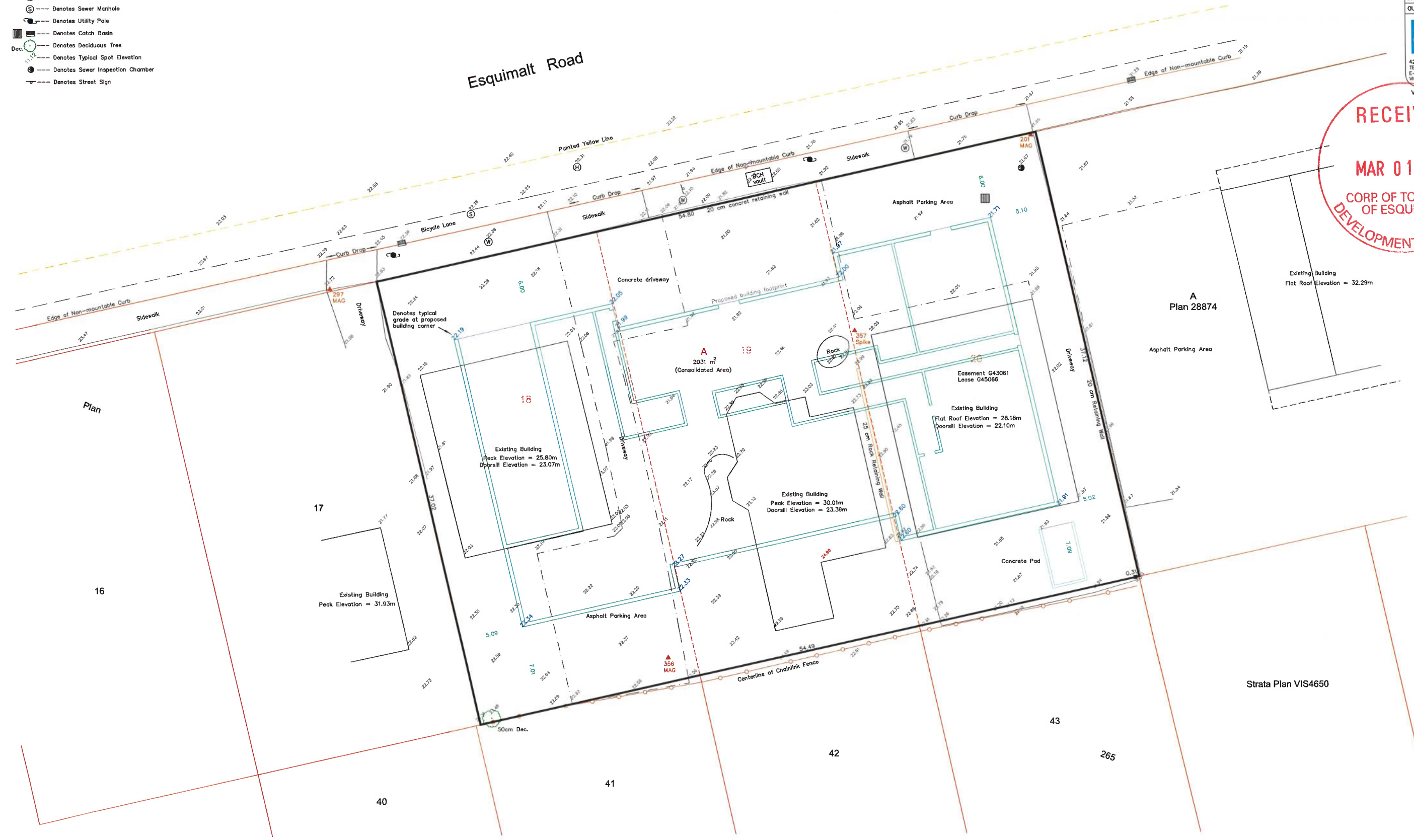
Lots 18-20, Section 11,
Esquimalt District,
Plan 265

ADDRESS : 819-825 Esquimalt Road
 PROJECT SURVEYOR : RPH
 DRAWN BY : CRS DATE : Feb 26/21
 OUR FILE : 32427 REVISION : 1st

JEA J.E. ANDERSON & ASSOCIATES
 SURVEYORS - ENGINEERS

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

V:\Projects\32427\32427.dwg





Subject Property Map:
819, 821 & 823 Esquimalt Rd

832

ESQUIMALT RD

803

819

821

823

831

835

839

810

808

810

816

812

814

818

824

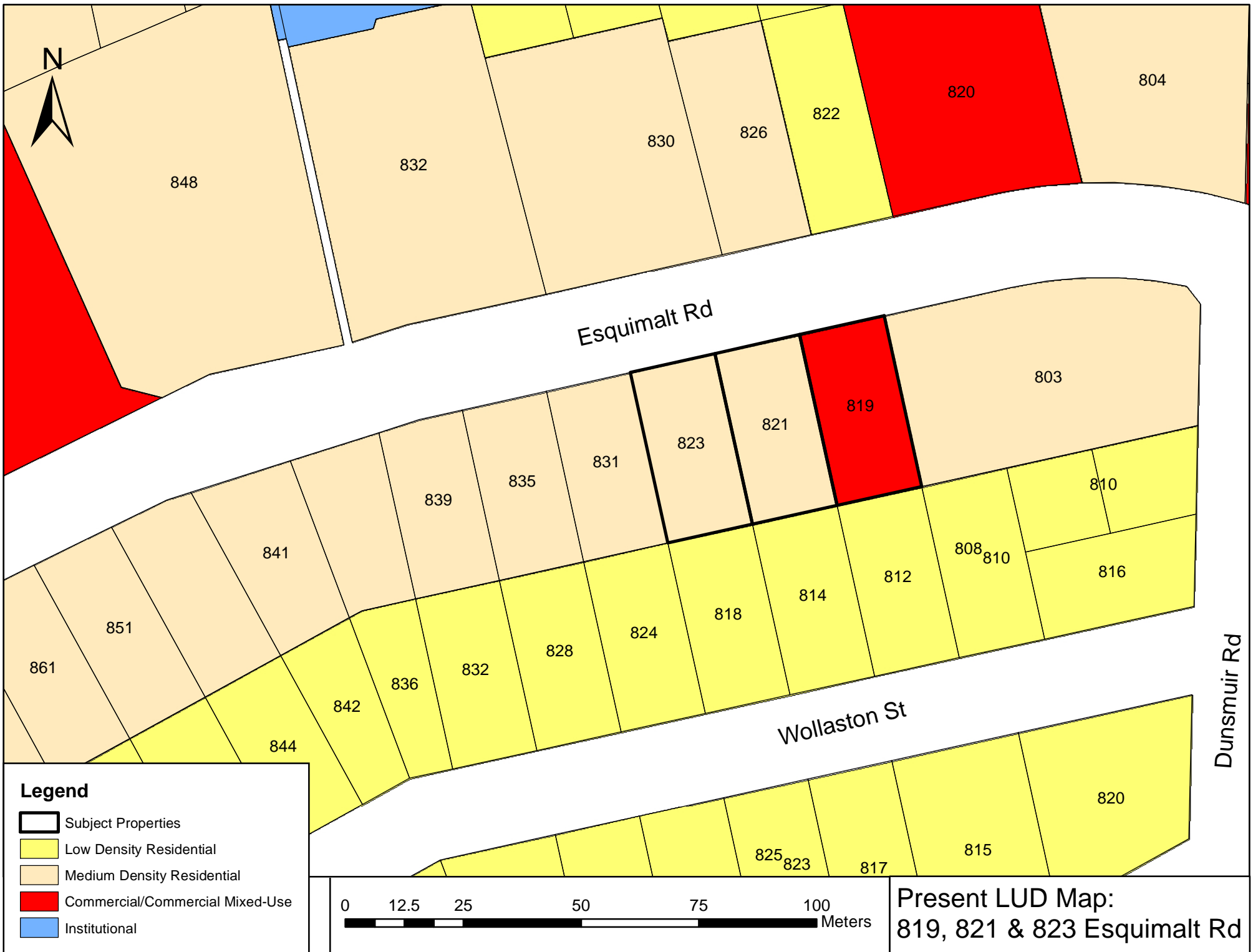
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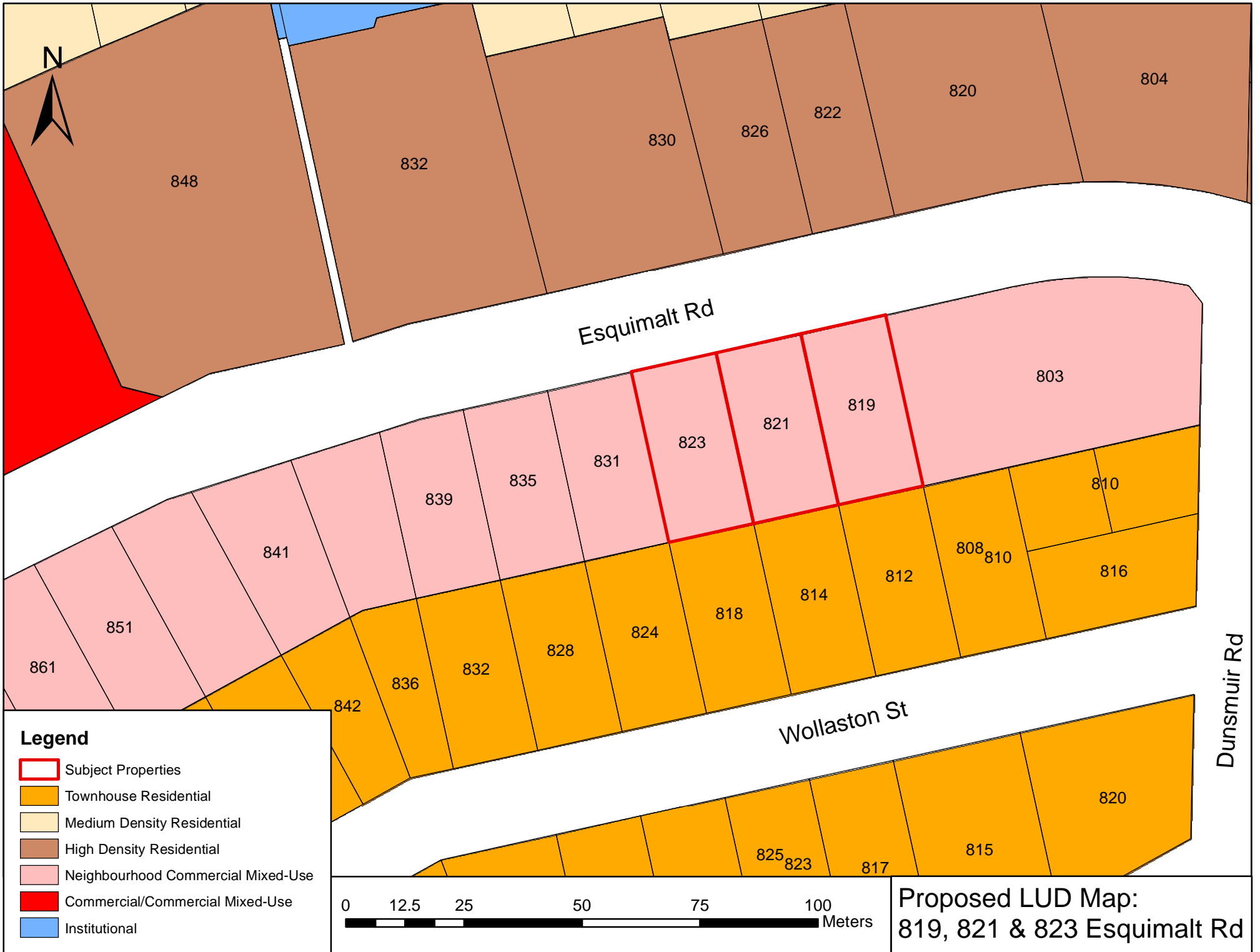
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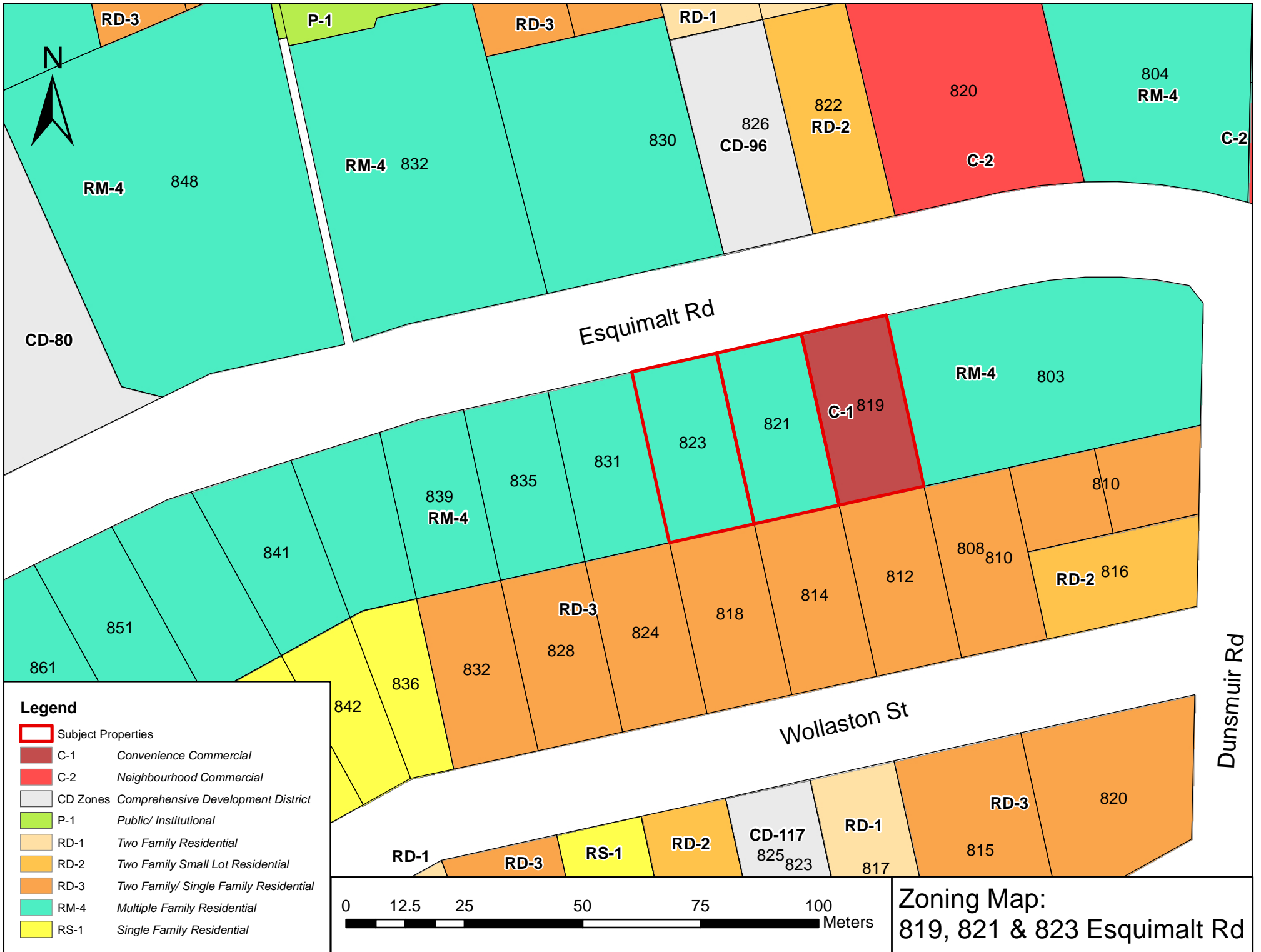
836

WOLLASTON ST









RD-3

P-1

RD-3

RD-1

RM-4

848

RM-4

832

830

826
CD-96

822
RD-2

820

C-2

804
RM-4

C-2

CD-80

Esquimalt Rd

RM-4

803

C-1

819

821

823

831

835

839
RM-4

841

810

808

810

RD-2

816

861

851

RD-3

839

835

831

823

821

812

814

818

824

828

832

842

836

841

851

Wollaston St

RD-1

RD-3

RS-1

RD-2

CD-117
825
823

RD-1

817

815

RD-3

820

Dunsmuir Rd

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 ² are located > 20 m from the high water mark (HWM) of the Gorge Waterway.	Required
2.2	New buildings >10 m ² 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.	

4.0 Stormwater Absorption and Treatment		Please Check
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%.	
5.0 Water Conservation		
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.	
6.0 Trees/Landscaping		
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.	
7.0 Biodiversity		
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).	
8.0 Energy Conservation		
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).



Avenir Construction (2018) Inc.

7105-D W Saanich Rd

Brentwood Bay, B.C., V8M 1P7

To Whom It May Concern,

Avenir Senior Living is proposing to rezone the properties at 819-823 Esquimalt Rd. for a seniors retirement community.

The name Hythe Pointe 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 proposed project will offer an alternative to traditional independent living through resident volunteer programs. It includes lifestyle amenities designed for active adults seeking a sense of community. Hythe Pointe will allow adults to age in place, with the comfort and security of having supportive living services available via home care when required.

Hythe Pointe will use architectural features, materials and well-thought-out landscape design to create an engaging community for seniors. The project will be constructed using structural steel and concrete, comprising 8 stories (30.0 metres), 92 rental units, 41 parking stalls, indoor & outdoor amenity spaces and a ground floor commercial space for a cafe.

Amenities include:

- 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
- On-site Storage Lockers
- Commercial Cafe

Family-owned, Avenir Senior Living develops and operates their facilities from offices in Victoria, BC and Scottsdale, AZ. With over 35 years of experience developing high-rises, independent living/assisted living communities, behavioural hospitals and retirement resorts, Avenir is highly respected within the construction and senior housing industry.



Our research indicates a growing demand for a community for active seniors at reduced rates in Esquimalt. We are confident that this project, with its unique lifestyle amenities, will be a valuable asset to the residents of Esquimalt and will complement our full-service senior living community currently under development at 622 Admirals Rd, The Vista.

Kind Regards,

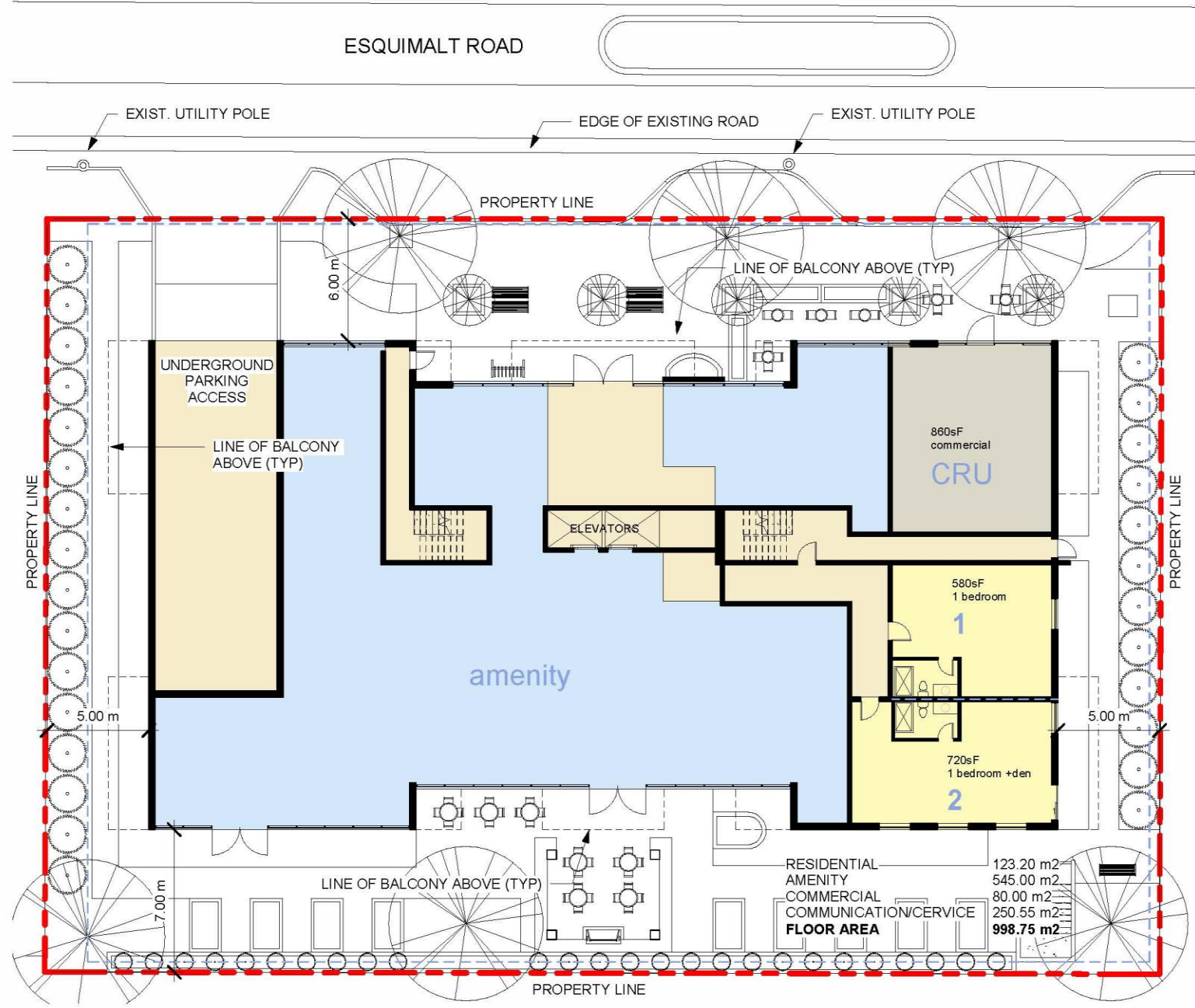
David and Jason Craik

Principals, Avenir Senior Living

819-823 Esquimalt Road - Hythe Point

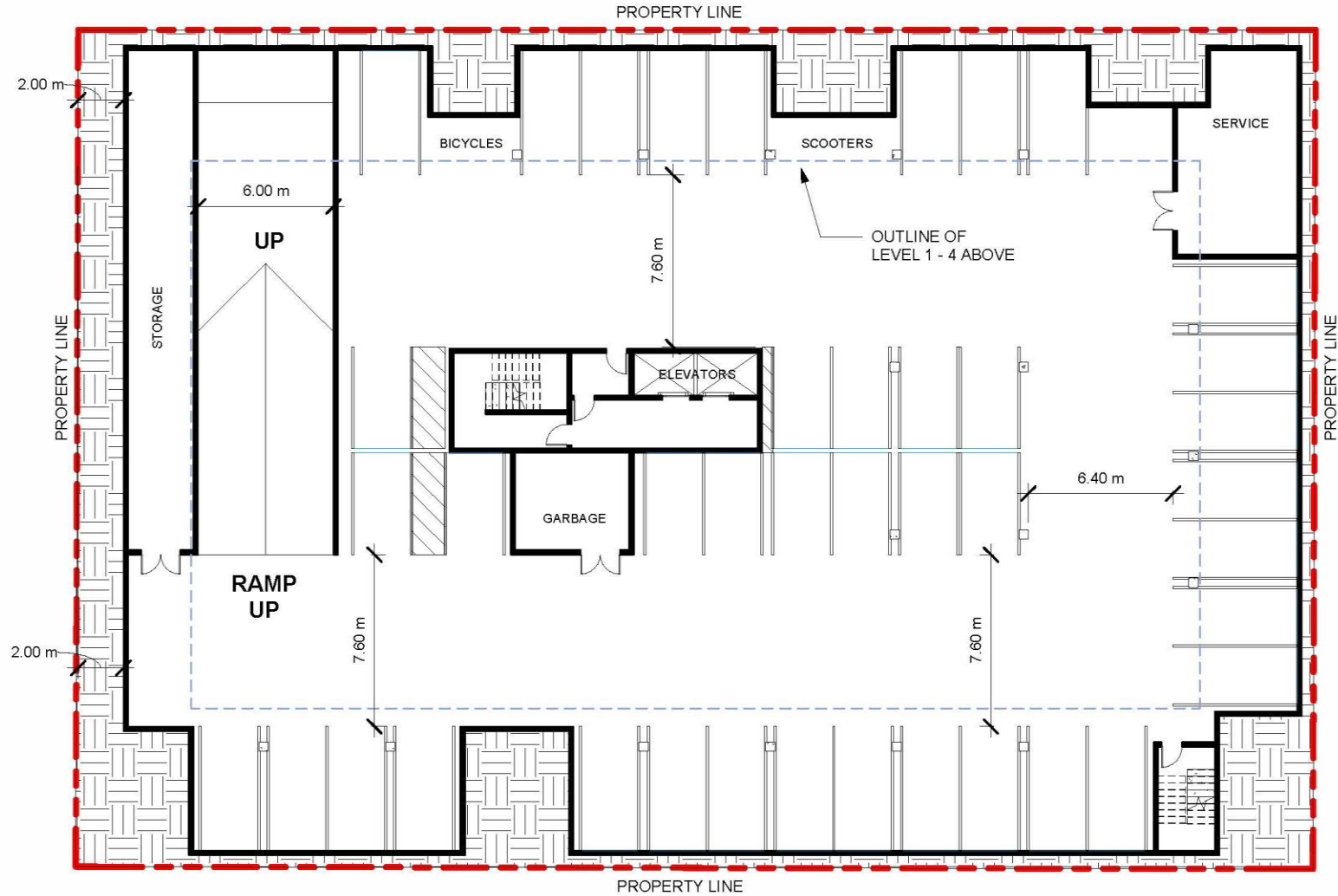
affordable senior apartments
by Avenir Senior Living





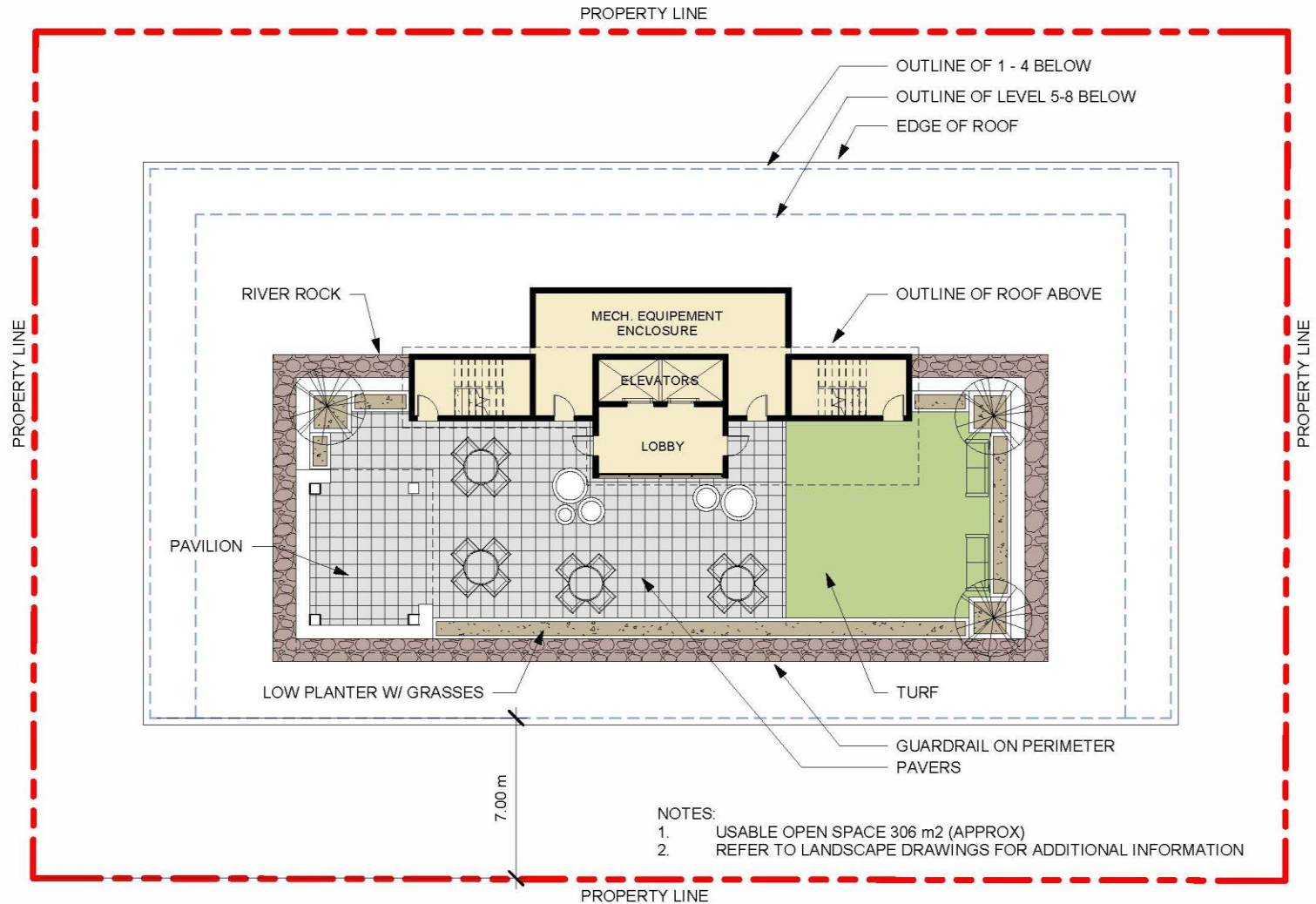
② Level 1
1 : 200

ESQUIMALT ROAD

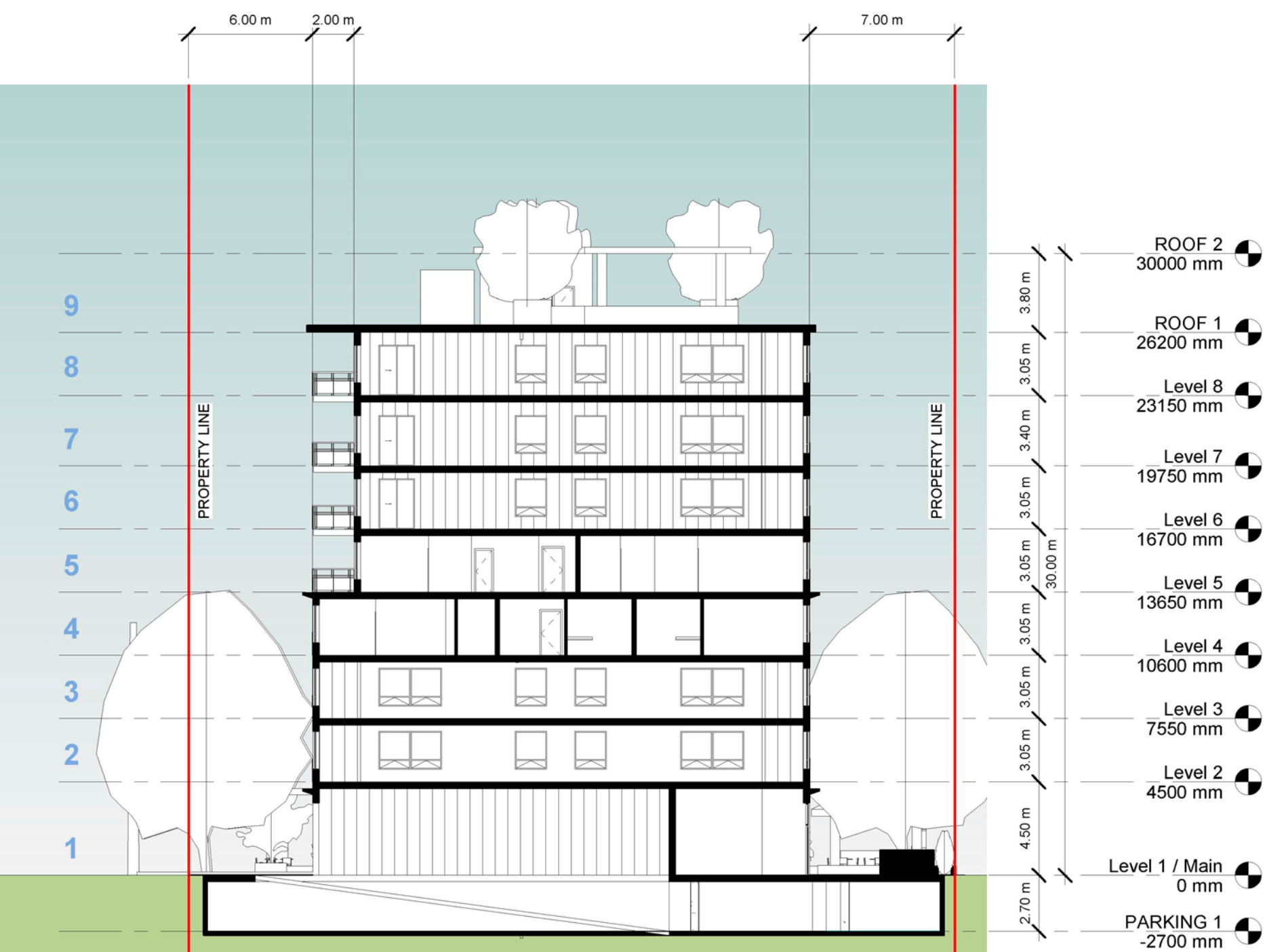


① PARKING 1
1 : 200

ESQUIMALT ROAD



② Level 9 (ROOF)
1 : 200



8 storey building

1 level of underground parking

Hithe - means a landing place or small port

- Highlights:
- Views of the olympic mountains
- Close to the sea
- Proximity to Gorge Vale Golf Club and N Trail
- Water and mountain Views
- Situated 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)





LIVING AT 401 ENDORHALT ROAD

means a landing place or small port

epic mountains
the 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

Material: Silky Flow

PANEL COLORS CORNERS SPF

Courtesy JBG and EYA



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

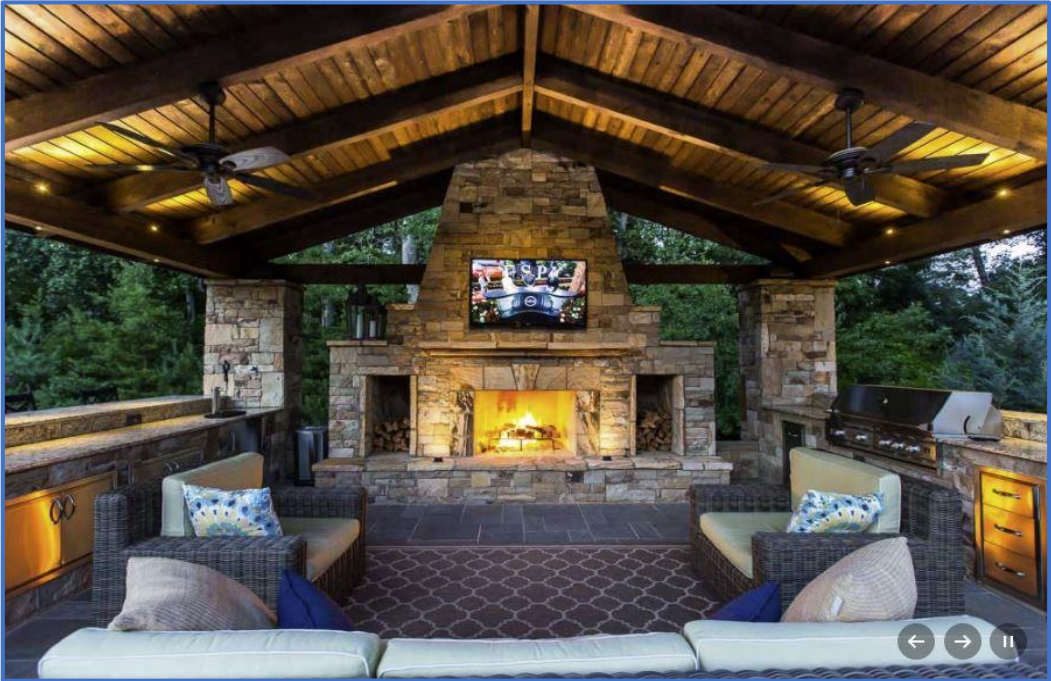
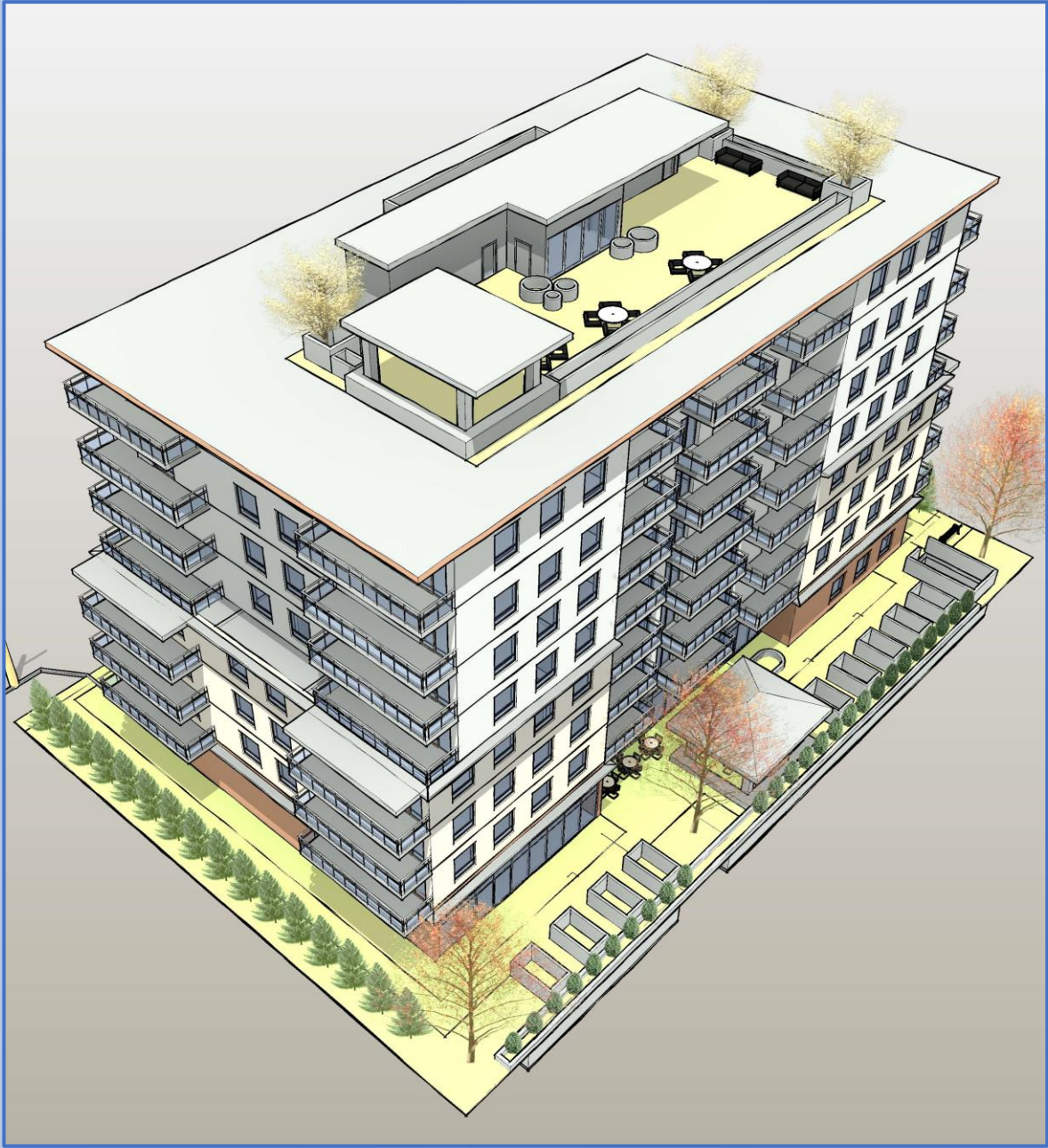


2 North
BALCONIES ARE TO BE RESOLVED - SHOWN TO ILLUSTRATE PROPOSED SETBACKS ONLY



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





courtesy www.gardeners.com and www.artisticlandscapes.com



Thank you