



# CORPORATION OF THE TOWNSHIP OF ESQUIMALT

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

## Staff Report

---

File #:20-330

---

### REQUEST FOR DECISION

**DATE:** June 29, 2020

Report No. DEV-20-036

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

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

**SUBJECT:**

Rezoning Application - 876 Dunsmuir Road

**RECOMMENDATION:**

1. That Council resolves that Bylaw No. 3000, attached as Appendix A to Staff Report No. DEV-20-036, which would amend Zoning Bylaw, 1992, No. 2050, by changing the zoning designation of 876 Dunsmuir Road [PID 001-586-971, Lot 77, Section 11, Esquimalt District, Plan 265], shown cross-hatched on Schedule "A" of Bylaw No. 3000, from Two Family Residential [RD-1] to Comprehensive Development District No. 142 [CD. No. 142], be given first and second reading; and,
2. That, as the applicant wishes to assure Council that uses and development will be restricted and amenities provided as identified in Staff Report DEV-20-036, the applicant has voluntarily agreed to register a Section 219 Covenant on the title of 876 Dunsmuir Road [PID 001-586-971, Lot 77, 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:
  - The number of dwelling units in the new development will remain at no more than four [4] units, as stated in Bylaw No. 3000,
  - One (1) visitor parking space will be provided and remain as illustrated in the Site Plan, attached in Appendix D of Staff Report DEV-20-036,
  - Provision of a BC Transit pass to a designated resident of each of the four townhomes for a period not less than one year,
  - Installation of a Level 2 electric vehicle charging station in each of the four [4] and at the one [1] visitor parking space,
  - One bicycle locker will be provided for each unit and will include a minimum of one electrical outlet, and
  - A constraint on the future strata corporation that the rental of the units will not be restricted.

To this end, 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. 3000 to Council for consideration of adoption].

3. That Council waive the Public Hearing pursuant to Local Government Act, Section 464(2) for Zoning Bylaw, 1992, No. 2050, Amendment Bylaw No. 3000, attached as Appendix A to Staff Report No. DEV-20-036 and direct staff to proceed with appropriate public notification and return the bylaw to Council for consideration of third reading.

**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

**STRATEGIC RELEVANCE:**

This Request for Decision supports the following specific strategic objective:

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

**BACKGROUND:**

**Purpose of the Application**

The applicant is requesting a change in zoning from the current zone of Two Family Residential [RD-1], to create a new Comprehensive Development District [CD-142] to accommodate four new strata townhouse residences to be constructed in one building on the subject property. The existing house has been demolished and a new building containing the four stacked townhomes, two units on the upper floors and two units comprising the first storey and basement, is proposed to replace it. Should the rezoning be approved, the form and character of the buildings and landscaping would be controlled by a development permit that would be considered by Council at a future date.

Evaluation of this application should focus on issues relevant to zoning such as the appropriateness of the proposed uses, height, density, massing, proposed unit sizes, siting, setbacks, lot coverage, useable open space, parking, how the building relates to surrounding sites, and consistency with the overall direction contained within the OCP.

**Appendices**

Appendix A: Bylaw No. 3000 - Amendment to Zoning Bylaw 1992, No. 2050, CD-142

Appendix B: Site Plan, Air Photo, OCP Maps, Zoning Map, and CD-93 zone

Appendix C: Applicant's Narrative and Green Building Checklist

Appendix D: Architectural Plans, BCLS Site Plan and Landscape Plan



---

**File #:20-330**

---

Appendix E: Watt Consulting Group - Parking Study  
Appendix F: Public Open House Materials  
Appendix G: Council Presentation - Staff  
Appendix H: Council Presentation - Penner/Peereboom

### **Timeline**

Design Review Committee (as a Sixplex) - February 12, 2020  
Advisory Planning Commission (as a Sixplex) - February 18, 2020  
Esquimalt Council (as a Fourplex)- Consideration of first and second reading, July 6, 2020

### **Context**

Applicant/Owner: Jim Penner [0795531 B.C. Ltd., Inc. No. BC0795531]  
Property Size: Metric: 668 m<sup>2</sup> Imperial: 7190 ft<sup>2</sup>

Existing Land Use: Vacant Land

Surrounding Land Uses:

North: Two Family Residential [RD-1]  
South: Multiple Family Residential [Fourplexes] [RM-4]  
West: Single Family Residential with Suite [RD-1]  
East: Single Family Residential [RD-3]

Existing Zoning: Two Family Residential [RD-1]  
Proposed Zoning: Comprehensive Development District [CD No. 142]  
Present OCP Designation: Low Density Residential [no change required]  
Proposed OCP Designation: Townhouse Residential [no change required]

### **Zoning**

In keeping with other townhouse projects, the proposed Comprehensive Development District zone would contain the following uses: Townhouse Residential and Home Occupation.

Density, Unit Size, Parcel Size, Height, Lot Coverage, Siting and Parking: The following chart compares the zoning regulations of this proposal with the requirements of the CD-93 [521 Foster Street] Zone, accommodating a four unit townhouse development:

	<b>CD-93 521 Foster Street (4 Townhouse Units)</b>	<b>Proposed CD-142 Zone 876 Dunsmuir Road (4 Townhouse Units)</b>
<b>Floor Area Ratio</b>	0.66	0.67
<b>Minimum Unit Size</b>	130 m <sup>2</sup>	110 m <sup>2</sup>
<b>Minimum Parcel Size</b>	860 m <sup>2</sup>	665 m <sup>2</sup>
<b>Building Height</b>	9.0 m	9.0 m
<b>Lot Coverage</b>	30%	40%
<b>Setbacks</b>		
• <b>Front</b>	5.5 m	6.0 m [4.8 m to raised planter]
• <b>Rear</b>	7.5 m	9.2 m
• <b>Side [Eastern]</b>	6.9 m	2.4 m [1.8 m to pillar]
• <b>Side [Western]</b>	4.5 m	3.6 m [3.0 m to pillar]
<b>Off Street Parking</b>	1.5/Unit - 6 spaces [2 Visitor]	1.25/ Unit - 5 spaces [1 Visitor]

The F.A.R. of the proposal at 0.67 is consistent with the 0.66 F.A.R. permitted in the comparable CD-93 [521 Foster Street] zone. The OCP allows for consideration of up to 0.70 F.A.R. for Townhouse Residential. This lot is located in an area designated in the OCP to accommodate townhouses.

The proposed Lot Coverage at 40% is notably higher than the maximum 30% permitted in the CD-93 [521 Foster Street] zone.

This proposal exceeds the CD-93 zone Front Setback by 0.5 metres. Staff note that the proposed 6.0 metre Front Setback would position the building in a manner only modestly inconsistent with other buildings on this section of Dunsmuir Road where many adjacent buildings are setback 7.5 metres or more from the Dunsmuir Road Front Lot Line. Proposed side setbacks are notably reduced from the CD-93 zone standard in this proposal, in part due to the absence of the wide maneuvering aisle required to access parking under the building at 521 Foster Street. Rear setback for the proposed building exceeds the comparable CD-93 zone primarily to accommodate all the required parking for the building but also offering a landscape buffer on the north edge of the parcel.

The ‘Useable Open Space’, as defined in the Zoning Bylaw, excludes areas used for front yards and parking, and areas with any dimension less than 6.0 metres. This proposal’s provision of front yard and roof top patios does not meet the 7.0% Useable Open Space requirement contained in the CD-93 zone however these spaces are available to individual units as desirable outdoor areas.

### **Parking and Maneuvering**

The proposal provides for five parking spaces for four dwelling units located at the rear of the lot. Four spaces would be assigned to individual units while the remaining full size parking space would be assigned and identified as a visitor parking space. The applicant has committed to installing Level 2 electric vehicle charging stations at every parking space. The visitor space, located at the end of the access driveway, may also be used to temporarily accommodate small moving or delivery vans serving the four units. The applicant has provided a parking assessment completed by Watt

Consulting Group [Appendix E].

There is regular bus service in the vicinity with BC Transit route #15 on Esquimalt Road, and with route #25 passing on Dunsmuir Road. Car share vehicles are in the vicinity of the site should residents chose to secure memberships and the applicant has committed to provide transit passes, through the BC Transit EcoPass Program, for one year for each of the four units for use by designated residents.

This location is close to the Esquimalt Road which has bike lanes marked on the roadway. Individual secure bicycle lockers for residents are proposed to be located abutting the parking area at the rear of the building, which will offer easy access and security for bicycles. The applicant has committed to ensure that sufficient electrical outlets are installed in the bike room to allow for electric charging of bicycles if needed.

### **Official Community Plan**

This proposal complies with the 'Townhouse Residential' "Proposed Land Use Designation" (OCP Schedule B) [see Appendix B].

The OCP supports the expansion of housing types in residential areas. The immediate neighbourhood contains a mix of single family, two-family, townhouse and multi-family housing types.

Section 5 - Housing & Residential Land Use contains policies that are intended to ensure that concerns such as tree protection, parking, traffic, noise, effects on neighbouring properties, and neighbourhood character are addressed.

- Policy - Consider new townhouse residential proposals with a Floor Area Ratio of up to 0.70, and up to three storeys in height, in areas designated 'Townhouse Residential' on the "Proposed Land Use Designation Map", provided the design responds effectively to both its site and surrounding land uses.
- 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.

### 5.2 Low Density Residential Redevelopment

**OBJECTIVE:** Strive for redevelopment and infill development that improves and enhances the appearance and livability of neighbourhoods and the community as a whole.

- Policy - Proposed redevelopment or infill within present low density residential land use designated areas should be built to high quality design and landscaping standards and respond sensitively to existing neighbourhood amenities.

### 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 provision of missing middle housing types such as two-unit dwellings

(duplexes), townhouses and small lot infill as one avenue to address housing affordability.

#### 11.4 Public Transit

**OBJECTIVE:** To encourage transit oriented development that takes advantage of the transit system and increases the use of the transit system.

- Policy - Support densification along frequent and regional transit routes. It should be noted the subject property is located on a local transit route but is in close proximity to frequent and regional routes.

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

#### Development Permit Guidelines

Should this application for rezoning be approved by Council approval of a Development Permit (DP) will be required prior to a building permit being issued. Accordingly, applicants are urged to consider the DP guidelines early in the process. Many DPA guidelines require that the zoning issues (useable open space, lot coverage, height, density, massing, siting, setbacks, parking, how the building relates to adjacent homes) and natural area / tree protection be considered in order to be able to fulfill the guidelines for a development site.

*OCP Section 23, DPA No.6: Multi-Family Residential Development Permit Area* establishes objectives for the form and character of multi-family residential development. As the Development Permit is not being considered at this time, it would be inappropriate to address many of the guidelines, with the following exceptions that are relevant to the discussion of zoning and parking issues:

#### 23.5 Guidelines

1. The size and siting of buildings that abut existing single- and two-unit and townhouse dwellings should reflect the size and scale of adjacent development and complement the surrounding uses. To achieve this, height and setback restrictions may be imposed as a condition of the development permit.
2. New buildings should be designed and sited to minimize visual intrusion on to the privacy of surrounding homes and minimize the casting of shadows on to the private outdoor space of adjacent residential units.
5. Surface parking areas in developments less than five storeys in height, will be situated away from the street and screened by berms, landscaping or solid fencing or a combination of these three.
9. Retention and protection of trees and the natural habitat is encouraged wherever possible.

10. Townhouses will be designed such that the habitable space of one dwelling unit abuts the habitable space of another unit and the common wall overlap between adjoining dwellings shall be at least 50 percent.
14. Provide for building occupants to overlook public streets, parks, walkways and spaces, considering security and privacy of residents.

This parcel is also located within OCP Section 28, DPA No.11: West Bay Development Permit Area and is therefore subject to the design guidelines contained therein.

### 28.5 Guidelines - Residential Buildings

1. Site and orient multi-plex, townhouse and apartment buildings to overlook public streets, parks, walkways and communal spaces, while ensuring the security and privacy of residents.
2. Incorporate individual entrances to ground floor units in residential buildings that are accessible from the fronting street. This provides easy pedestrian connections to buildings, encourages street activity and walking, and enhances safety.
3. Residential entries should be clearly visible and identifiable from the fronting public street to make the project more approachable and create a sense of association amongst neighbours.
4. Emphasize front doors by incorporating a front patio or stoop and orienting front entryways prominently towards public streets and open spaces.
5. Incorporation of a semi-elevated front entry way (1 m - 1.5 m) is encouraged to create a semi-private entry or transition zone to individual ground floor units. For these units, ensure an alternate access point that is accessible by wheelchair.
6. Locate off-street surface parking behind or underneath buildings. Off-street surface parking located between the front of the building and the public sidewalk or adjacent to other public open spaces is strongly discouraged and should be avoided. When parking is accessed from the fronting public street, recess parking garages and entrances from the front face of buildings.
7. A landscaped transition zone in between the entryway and public sidewalk should be considered on streets with high traffic volumes.

The property is 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, and Development Permit Area No. 8 - Water Conservation. Many of the DP area guidelines would be addressed at the Development Permit stage but the following are relevant to the discussion of zoning and parking areas, including in particular, the siting of proposed building.

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:

4. Narrower manoeuvring aisles, fewer and smaller parking spaces can be considered where natural areas are being conserved.

18.5.3 Biodiversity - Landscaping features that will protect, restore and enhance biodiversity. Where feasible:

2. In residential locations plan for 'nature out front'; for new landscaping in front and exterior side yards use a variety of site-appropriate, native species; thereby contributing positively to pedestrian friendly urban streets, future greenways and habitat enhanced corridors.
10. Design retaining wall spacing and landscape planting areas of sufficient width and depth to support plantings (eg. provide larger spaces for trees).

18.5.5 Drainage and Erosion - Measures to control drainage and shoreline erosion. Where it is reasonable:

1. Preserve, restore and enhance treed areas. Trees are the most effective form of absorbent landscaping due to their extensive root zones and their ability to both absorb water from the soil and intercept precipitation on leaves, needles and branches. Consider that native conifers are well adapted to local wet winters.
2. Reduce the impact of surges in stormwater on shorelines by designing on-site stormwater retention systems to contain the first 3 centimetres [1.25 inches] of precipitation on site, per precipitation event; and incorporating rainwater collection systems into roof design and landscaping.
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.
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.

24.5.3 Landscaping - Where it is feasible:

2. Choose open space and landscaping over dedicating space to the parking and maneuvering of private motor vehicles.
3. Conserve native trees, shrubs and soils, thereby saving the cost of importing materials and preserving already sequestered carbon dioxide.

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:

4. Incorporate rain gardens into landscaping and direct rainwater toward vegetated areas.

25.5.3 Landscaping - Retaining Stormwater on Site (absorbent landscaping)

Where it is feasible:

1. Preserve and restore treed areas. Trees are the most effective form of absorbent landscaping due to their extensive root zones and their ability to both absorb water from the soil and intercept precipitation on leaves, needles and branches. Consider that native conifers are well adapted to local wet winters.
3. Avoid disturbing, compacting and removing areas of natural soil, as these are naturally absorbent areas.

**Comments from Other Departments**

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

Building Inspection: No concerns. Construct to current BC Building Code and Municipal Building Regulation Bylaw, 2017, No. 2899. Subject to code and bylaw review at time of building permit application.

Engineering Services: Engineering has completed a preliminary review of the proposed development at 876 Dunsmuir Road. The developer should be aware that they may be required to provide Works and Services up to the road centre line. At a minimum new curb, gutter and along the frontage of the proposed development maybe required. The development is to have sewer, drain, catch basin and water service connections, as well as underground hydro, telephone, and cable. Additional review and comments will be provided upon receipt of detailed engineering drawings. All proposed Works and Services shall be as per Bylaw, 1997, No. 2175. The applicant is responsible for retaining the

---

**File #:20-330**

---

services of qualified professional for the design and construction supervision of all Works and Services, including construction costs, engineering fees, administrative fees and as indicated in Bylaw No. 2175.

Fire Services: Sprinklers will be required for this building as per Building Regulation Bylaw 2017, No. 2899.

Parks Services: Tree protection must be erected as needed in an effort to protect the trees located on the neighbouring properties.

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

This application was considered at the regular meeting of the DRC held on February 12, 2020. The DRC made the following motion:

*“The DRC recommends to Council that Design Review Committee recommends that Council deny the application on the basis that it exceeds the RM-3 zoning based on the large amount of lot coverage, setbacks, and parking.”*

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

This application was considered at the regular meeting of the APC held on February 18, 2020. The APC made the following motion:

*“That the application for a rezoning, authorizing six (6) townhouse dwelling units as sited on the survey plan prepared by J.E. Anderson and Associates, stamped “Received December 9, 2019” and incorporating the height and massing consistent with the architectural plans provided by Victoria Design Group, stamped “Received December 9, 2019”, detailing the development proposed to be located at 876 Dunsmuir Road [PID 001-586-971, Lot 77, Section 11, Esquimalt District, Plan 265], be forwarded to Council with a recommendation by the Esquimalt Advisory Planning Commission of denial as the proposal is over development of a small lot.”*

In response to the feedback from both the DRC and APC the applicant substantially revised the proposal by reducing the number of units to four through interior stair connection of the basement and main floor units while maintaining the two upper floor units. Additional changes included revision of the parking area design to 5 spaces, increase of the front setback creating an amenity area for each of the larger lower units and an overall increase to the amount of permeable surfaces across the site to not less than 25% of the parcel.

### **ISSUES:**

#### **1. Rationale for Selected Option**

This proposal complies with the ‘Townhouse Residential’ ‘Proposed Land Use Designation’ (OCP Schedule B) and is consistent with the policy direction contained within the OCP for townhouse development.

Notwithstanding the DRC and the APC both withheld support for the original development approach, it is the opinion of staff that the applicant has adequately addressed the concerns



identified by committee and commission members regarding a lack of permeability, perception of overbuilding the site and a poor fit with the setbacks prevalent on the street.

The proposed development would add 'missing middle' family oriented housing to Esquimalt, close to transit services and parks and would improve housing choice in the area, while encouraging owners and residents to choose alternative, lower carbon transportation solutions.

**2. Organizational Implications**

This Request for Decision has no organizational implications.

**3. Financial Implications**

This Request for Decision has no financial implications.

**4. Sustainability & Environmental Implications**

Increasing residential density in existing neighbourhoods is believed to make a community more sustainable. The applicant has proposed providing BC Transit passes for each unit, installing electric vehicle charging stations at all five parking spaces and providing private and secure lockups for bicycles, all of which serves to encourage alternative transportation. The applicant has completed the Green Building Checklist [Appendix C].

**5. Communication & Engagement**

Public Notification

As this is a rezoning application, regardless of whether the Public Hearing is waived or Council forwards the bylaw to a Public Hearing, a notice would be mailed to tenants and owners of properties within 100m (328 ft) of the subject property. A sign indicating that the property is under consideration for a change in zoning has been placed on the Dunsmuir Road frontage of the property and would be updated to reflect the date, time and location of the Public Hearing or when Council will consider the bylaw for third reading. Additionally, regardless of whether the Public Hearing is waived or Council forwards the bylaw to a Public Hearing, notice would be placed in two editions of the Victoria News.

Applicant neighbourhood meeting submission

The applicant held a neighbourhood meeting (open house) and met with neighbours on February 13, 2020 in order to comply with the public consultation procedures of Development Application Procedures and Fees Bylaw, 2012, No. 2791 [Appendix F]. It should be noted that the proposal at the time of the neighbourhood meeting was for a six unit stacked townhouse proposal that has subsequently been reduced to four units with notable increases to permeable surfaces and green space, an increased front setback and a reduction of parking spaces.

**ALTERNATIVES:**

1. That Council give Bylaw No. 3000 first and second readings, directs staff and legal counsel to coordinate with the property owner to register a S.219 covenant prior to returning Bylaw No. 3000 for consideration of adoption and that Council waive the Public Hearing and direct staff to proceed with appropriate public notification prior to returning Bylaw No. 3000 to Council for consideration of third reading.
2. That Council give Bylaw No. 3000 first and second readings, directs staff and legal counsel to

---

**File #:20-330**

---

coordinate with the property owner to register a S.219 covenant prior to returning Bylaw No. 3000 for consideration of adoption and authorize the Corporate Officer to schedule a Public Hearing.

3. Council postpone consideration of Bylaw No. 3000 pending receipt of additional information.

**CORPORATION OF THE TOWNSHIP OF ESQUIMALT**

**BYLAW NO. 3000**

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. 3000*".
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 in Part 5 - Section 31. Zone Designations, in the appropriate alpha-numeric sequence:  
  
*"Comprehensive Development No. 142 (876 Dunsmuir Road) CD No. 142"*
  - (2) by adding the following text as Section 67.129 (or as other appropriately numbered subsection within Section 67):

**67.129 COMPREHENSIVE DEVELOPMENT DISTRICT NO. 142 [CD NO. 142]**

In that Zone designated as CD No. 142 [Comprehensive Development District No. 142] 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**

The following Uses and no others shall be permitted:

- (a) Townhouse Residential
- (b) Home Occupation

(2) **Number of Buildings and Dwelling Units**

Maximum One (1) Building containing not more than four (4) Townhouse Dwellings in total. No Accessory Buildings or Structures permitted.

(3) **Floor Area Ratio**

The Floor Area Ratio shall not exceed 0.67

(4) **Unit Size**

The minimum Floor Area for each Dwelling Unit shall not be less than 110 square metres.

(5) **Parcel Size**

The minimum Parcel Size of fee simple Parcels created by subdivision shall be 665 square metres.

(6) **Building Height**

No Building shall exceed a Height of 9.0 metres.

(7) **Lot Coverage**

All Buildings and Structures combined shall not cover more than 40% of the Area of a Parcel.

(8) **Siting Requirements**

(a) **Principal Building**

- (i) Front Setback: No Principal Building shall be located within 6.0 metres of the Front Lot Line.
- (ii) Side Setback: No Principal Building shall be located within 2.4 metres of the eastern Interior Side Lot Line or within 3.6 metres of the western Interior Side Lot Line. The total Setbacks of all side yards shall not be less than 6.0 metres.
- (iii) Rear Setback: No Principal Building shall be located within 9.2 metres of the Rear Lot Line.

(9) **Siting Exceptions**

- (a) The minimum distance to the Front Lot Line may be reduced by not more than 1.2 metres to accommodate a raised planter attached to and forming part of a Principal Building
- (b) The minimum distance to a Side Lot Line may be reduced by not more than 0.6 metres to accommodate structural pillars forming part of a Principal Building.

(10) **Landscaping**

- (a) Landscaping shall be provided in an amount of not less than 50% of the area of the Rear Yard of the Parcel.
- (b) Landscaping shall be provided in an amount of not less than 25% of the total area of the Parcel

(11) **Fencing**

Subject to Section 22, no fence shall exceed a Height of 1.2 metres in front of the front face of the Building and 2 metres behind the front face of the Building.

(12) **Off-Street Parking**

- (a) Notwithstanding Section 13 of Parking Bylaw, 1992, No. 2011 (as amended), off-street parking shall be provided in the ratio of 1.25 spaces per dwelling unit.
- (b) Notwithstanding Section 11(1) of Parking Bylaw, 1992, No. 2011 (as amended), a minimum of one of the required parking spaces shall be marked "Visitor".
- (3) by changing the zoning designation of PID 001-586-971 Lot 77, Section 11 Esquimalt District, Plan 265 [876 Dunsmuir Road] shown cross-hatched on Schedule "A" attached hereto, from RD-1 [Two Family Residential] to CD No. 142 [Comprehensive Development District No. 142].
- (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 \_\_\_\_, 2020.

READ a second time by the Municipal Council on the \_\_\_\_ day of \_\_\_\_, 2020.

A Public Hearing was held pursuant to Sections 464, 465, 466 and 468 of the *Local Government Act* on the \_\_\_\_ day of \_\_\_\_, 2020.

READ a third time by the Municipal Council on the \_\_\_\_ day of \_\_\_\_, 2020.

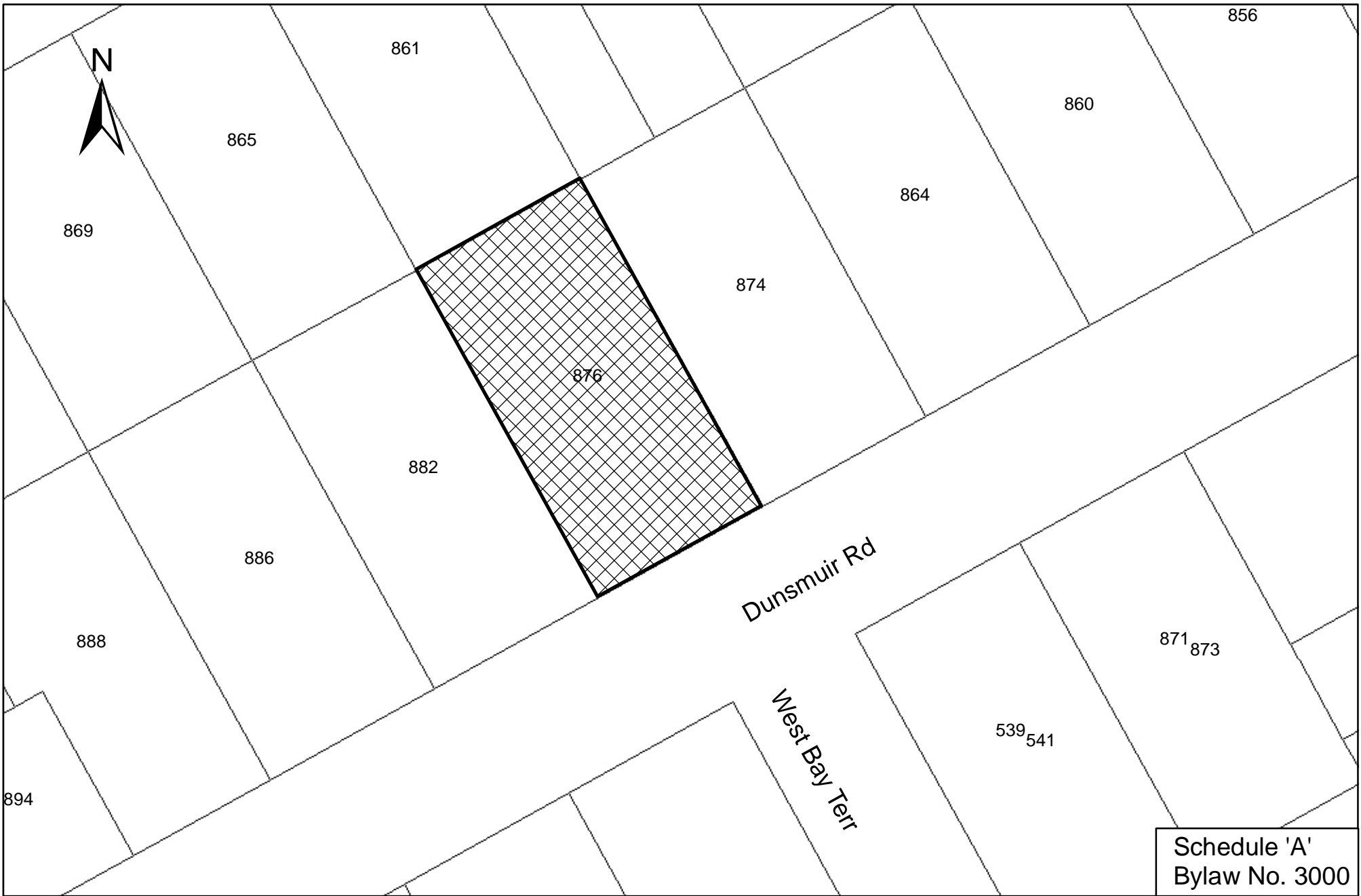
**ADOPTED** by the Municipal Council on the \_\_\_\_ day of \_\_\_\_, 2020.

---

BARBARA DESJARDINS  
MAYOR

---

RACHEL DUMAS  
CORPORATE OFFICER



N

861

856

860

865

864

869

874

876

882

886

888

Dunsmuir Rd

871 873

539 541

West Bay Terr

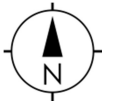
894

Schedule 'A'  
Bylaw No. 3000

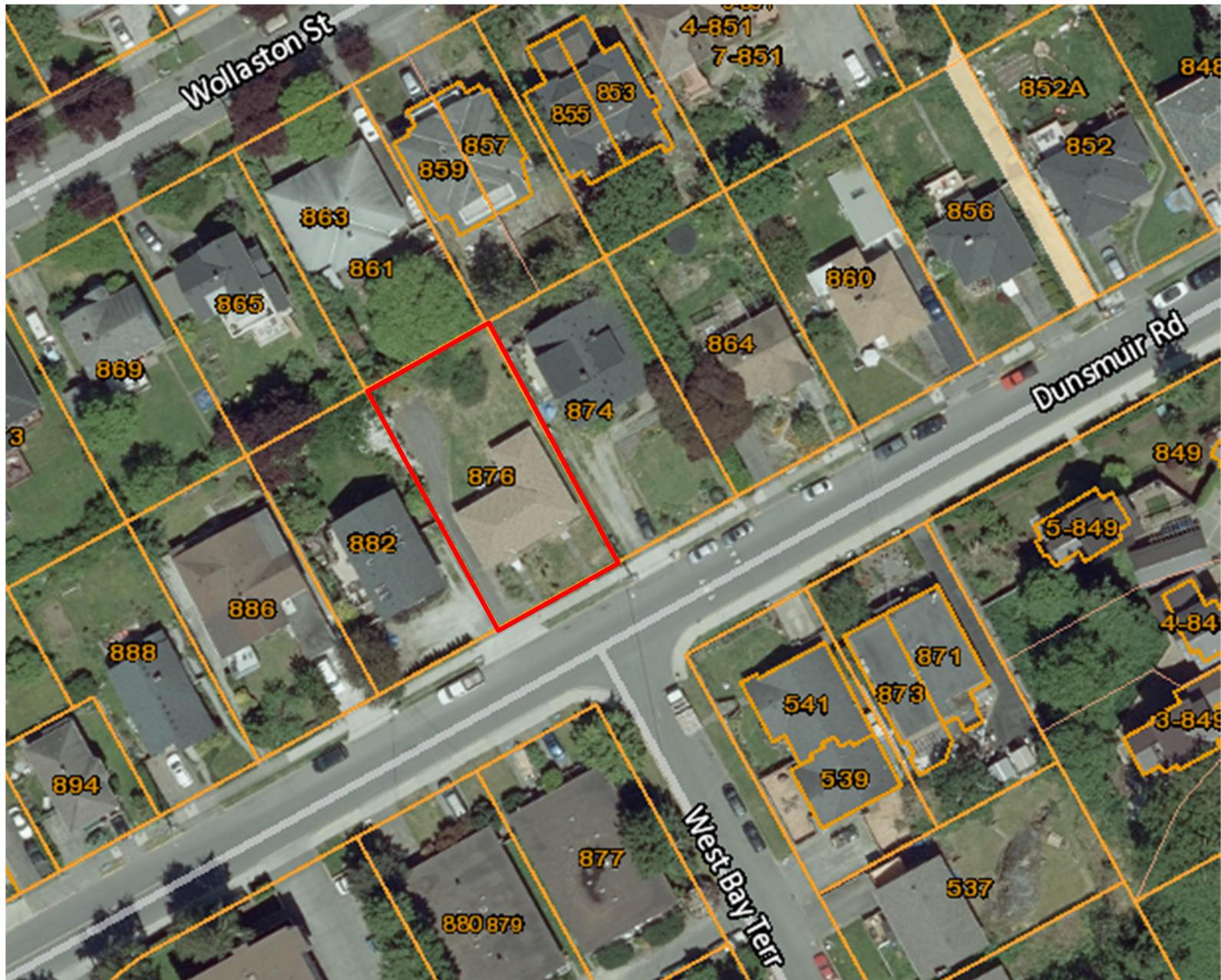


Subject Property Map:  
876 Dunsmuir Road

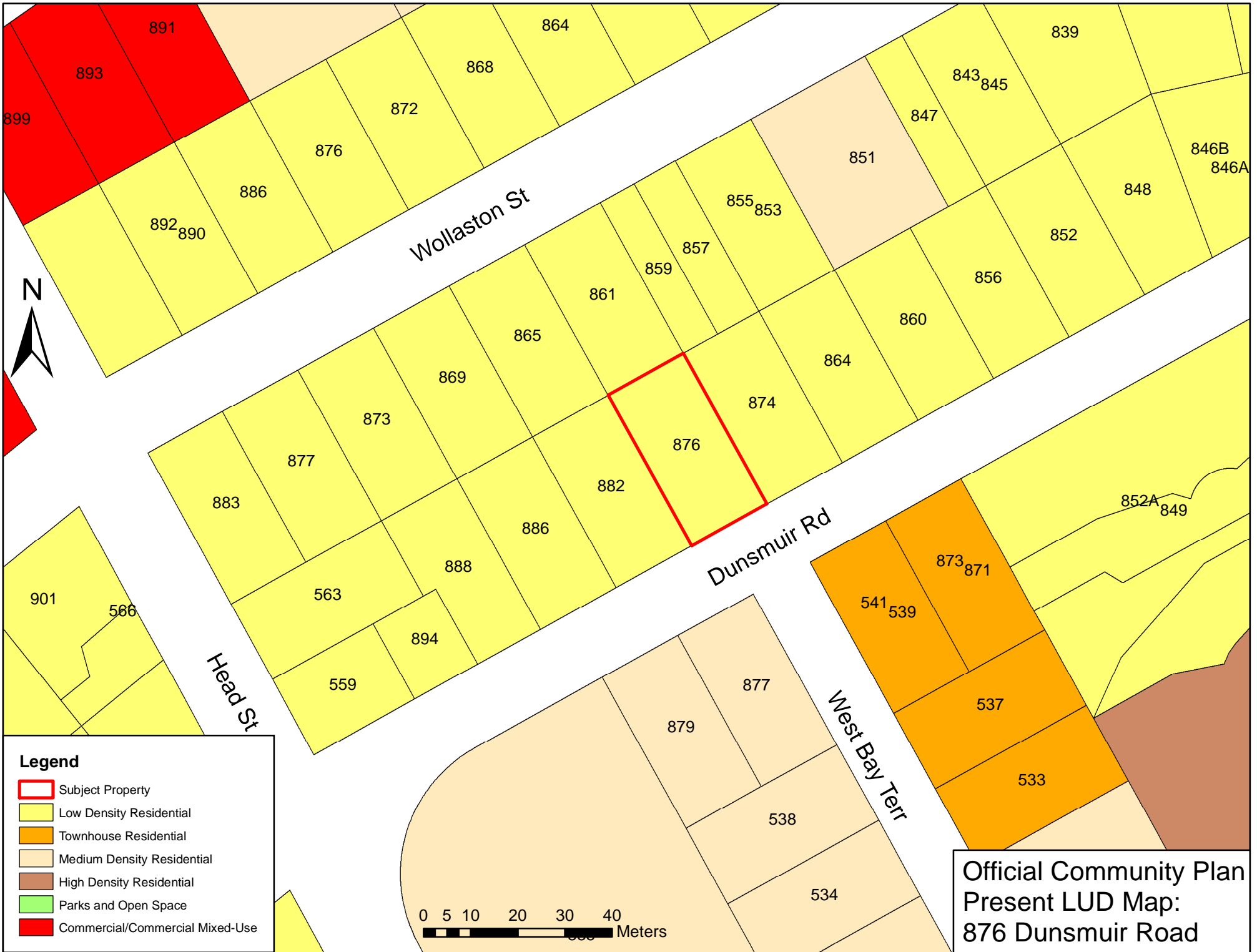




876 Dunsmuir Road - 2017 Air Photo

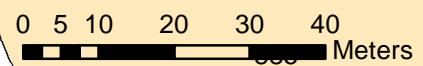




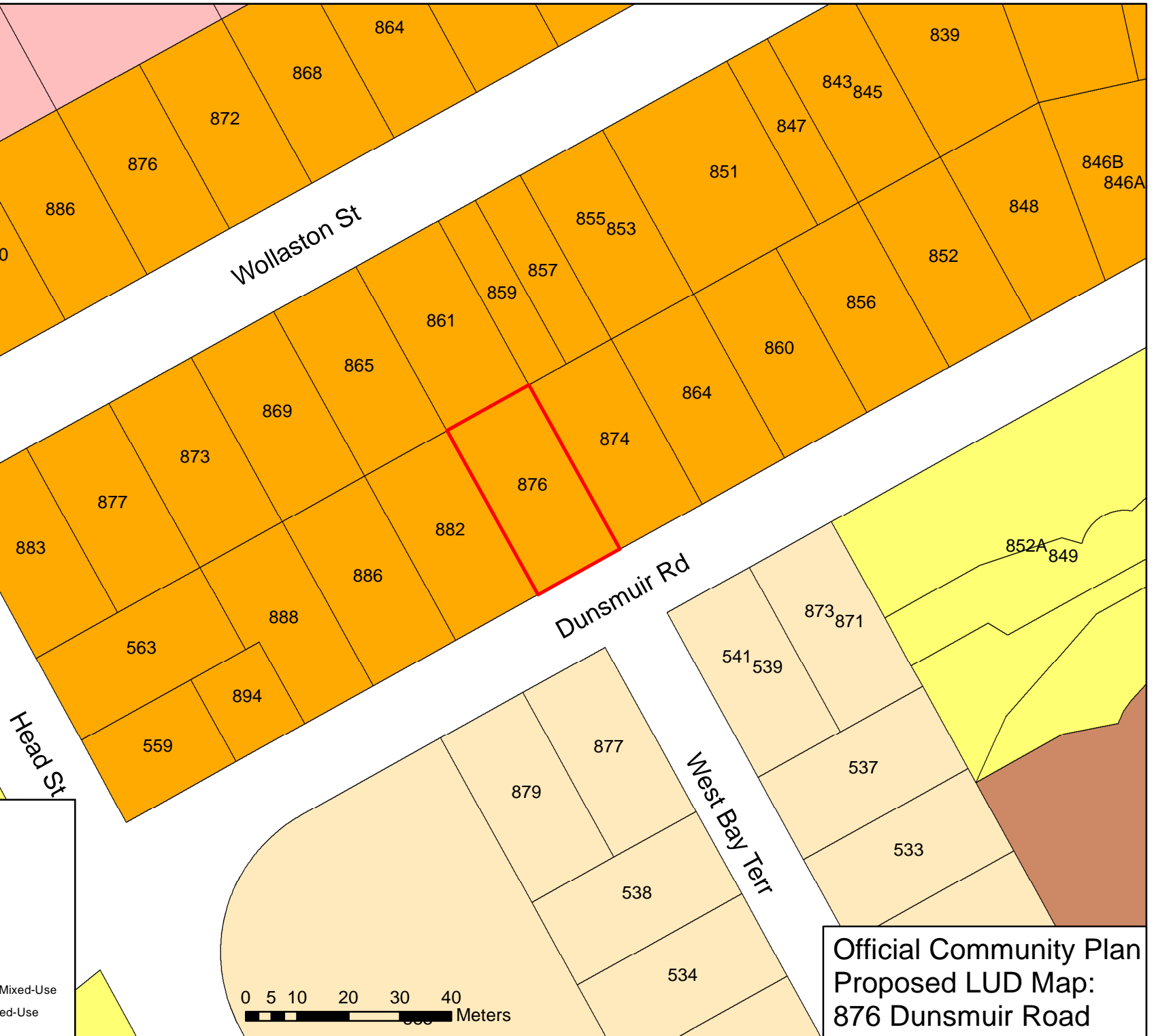
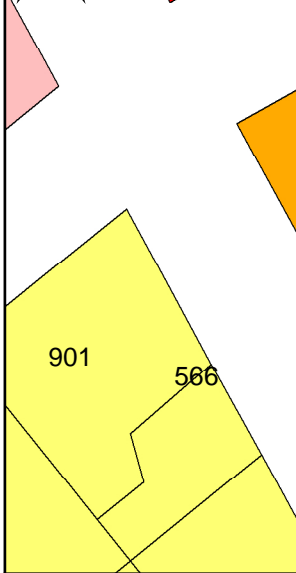
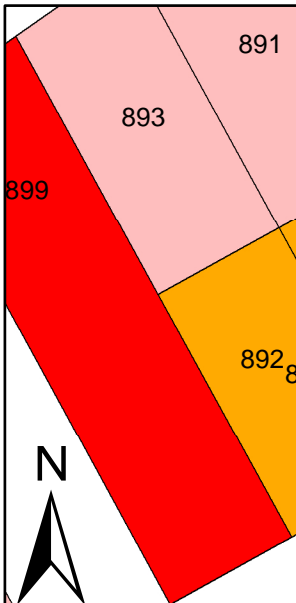
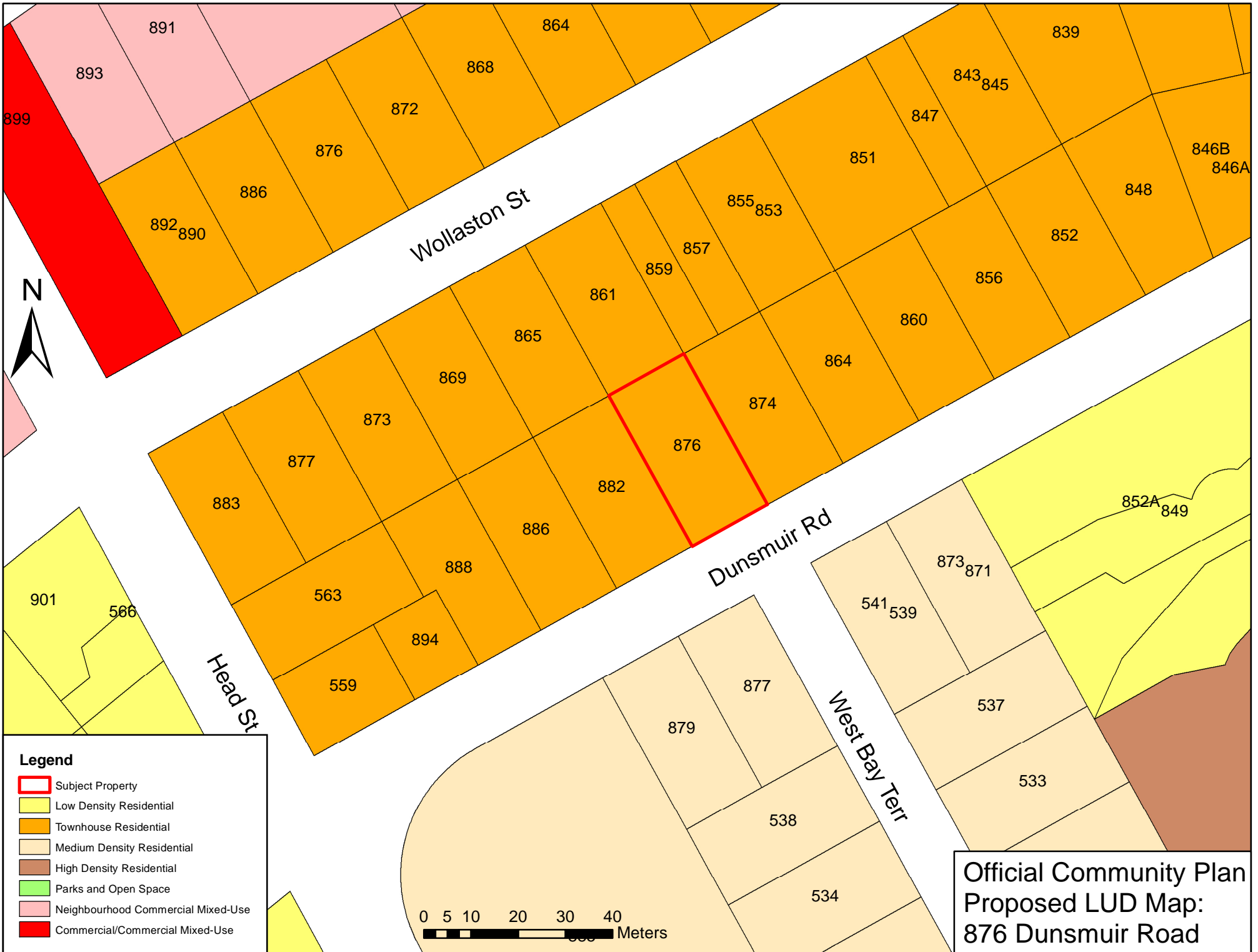


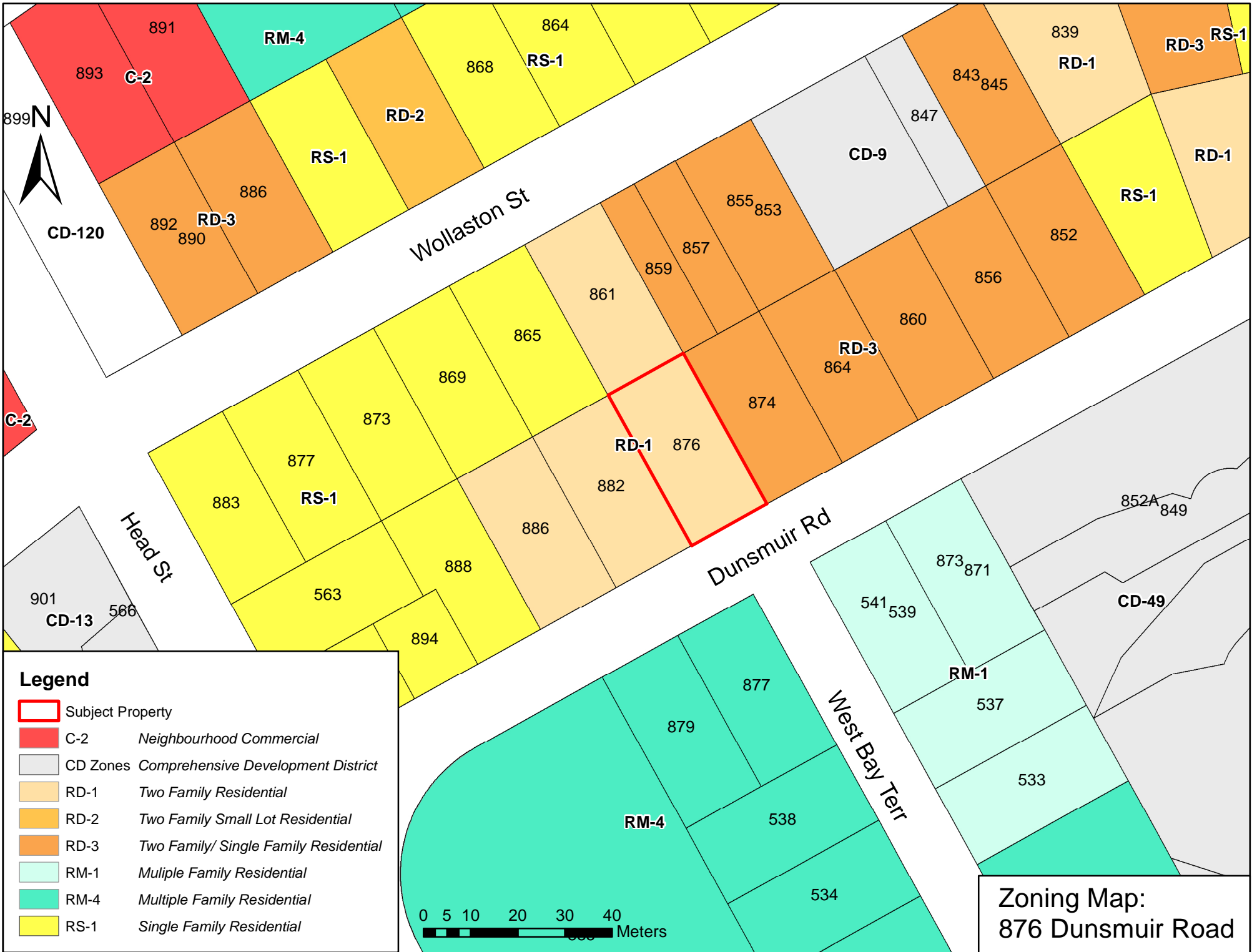
**Legend**

- Subject Property
- Low Density Residential
- Townhouse Residential
- Medium Density Residential
- High Density Residential
- Parks and Open Space
- Commercial/Commercial Mixed-Use



**Official Community Plan  
Present LUD Map:  
876 Dunsmuir Road**





## **67.80 COMPREHENSIVE DEVELOPMENT DISTRICT No. 93 [CD No. 93]**

In that Zone designated as CD No. 93 [Comprehensive Development District No. 93] 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 Part.

### (1) **Permitted Uses**

The following Uses and no others shall be permitted:

- (a) Townhouse Residential
- (b) Home Occupation

### (2) **Number of Buildings and Dwelling Units**

Maximum One (1) Building containing not more than four (4) Townhouse Dwellings in total. No Accessory Buildings or Structures permitted.

### (3) **Floor Area Ratio**

The Floor Area Ratio shall not exceed 0.66

### (4) **Unit Size**

The minimum Floor Area for each Dwelling Unit shall not be less than 130 square metres.

### (5) **Parcel Size**

The minimum Parcel Size of fee simple Parcels created by subdivision shall be 860 square metres.

### (6) **Building Height**

No Building shall exceed a Height of 9.0 metres.

### (7) **Lot Coverage**

All Buildings and Structures combined shall not cover more than 30% of the Area of a Parcel.

### (8) **Siting Requirements**

#### (a) **Building**

- (i) Front Setback: No Building shall be located within 5.5 metres of the Front Lot Line.
- (ii) Side Setback: No Building shall be located within 6.9 metres of the northern Interior Side Lot Line or within 4.5 metres of the southern Interior Side Lot Line. The total Setbacks of all side yards shall not be less than 11.4 metres.

- (iii) Rear Setback: No Building shall be located within 7.5 metres of a Rear Lot Line.

(9) **Usable Open Space**

Usable Open Space shall be provided in an amount of not less than 7% of the Area of the Parcel.

(10) **Fencing**

Subject to Section 22, no fence shall exceed a Height of 1.2 metres in front of the front face of the Building and 2 metres behind the front face of the Building.

(11) **Off-Street Parking**

- (a) Notwithstanding Section 13 of Parking Bylaw, 1992, No. 2011, off- street parking shall be provided in the ratio of 1.5 spaces per dwelling unit.
- (b) A minimum of 2 of the parking spaces required above (11)(a) shall be marked "Visitor".

April 7, 2020

Dear Mayor and Council,

**Updated Project summary: 876/880 Dunsmuir**

Together with the assistance of the Victoria Design Group I am submitting this re-zoning proposal for 876/880 Dunsmuir. The project is 4 unit townhome strata: 2 units, 1,683 square feet with 3 bedrooms, 3 bathrooms and 2 units, 1,240 square feet with 2 bedrooms, 2 bathrooms. Each unit has one parking spot with an EV level 2 charger, as well as a 108 square foot, bike/storage room with charger outlets. The 2 bedroom upper units will also feature spectacular views from the rooftop patios.

The vehicle driveway is separated from bike and foot access on opposite sides of the building. Unit access is from stairs at the front. The units feature entry and great room exposure to the south. Parking is at the back of the lot, placing a priority of people ahead of their cars.

The contemporary energy efficient design is replacing an older multi-renovated duplex that did not compliment the lot or the neighborhood. The 3 bedrooms units will be consistent with family appeal of the neighborhood while the upper 2 bedrooms units are more likely to appeal to individuals or couples

**Input and Consultations**

The input and update process started over a year ago. Meetings have taken place with Esquimalt staff and the West Bay Residents Association. I have presented to the Architectural and Planning Advisory Committees. The Fire Department confirmed no re-routing of hydro lines would be required. An open house was held on February 13 to receive more feedback from neighbors and resident's groups, I have since visited and consulted with most of the adjacent neighbors.

Significant changes have been made from the input. The first concept was a 6 unit stacked townhouse, located much closer the front of the lot. The neighbors were and are generally very supportive. The substance of the concerns that were made by the committees, i) too close to the front of the lot, inconsistent with adjacent houses ii) overbuilt, too many units and iii) overbuilt, insufficient green space.

I listened to the feedback and the current application has addressed each of these issues. The smaller lower units in the original proposal have been transformed to a family/media room and a 3<sup>rd</sup> bedroom/bath of the larger units (resulting in 4 units rather than 6). This will also add to the family appeal. By reducing the square footage on the lower level and re-configuring the design, the entire building has now been moved back so the front aligns with the adjacent houses. Moving the building back provided space for the lawn/hedge at the front, large enough for a child's play area. The greenspace at the back is shown with picnic tables. The planting areas at the rear and sides have been increased to allow pyramid cedars, which will provide visual, sound and light barriers to adjacent homes. The total green space is twice what was presented in the drawings reviewed by the committees.





## Energy and Environment

Electrical Provisions – EV ready stations, Level 2 (“J plug”), will be provided at all five parking spaces, with the 4 strata owned spots metered to the respective units. As well, the bike rooms will have capacity to charge at least 8 bicycles.

Landscaping and Drainage - One older, ailing tree was removed from the property. The development will include a substantial lawn at the front and rear of the property. The front lawn will include an engineered solution to accept roof water before overflow to the street. Three Dogwood trees will highlight the front and a Maple will anchor the rear. Permeable pavers are used to absorb much of the run off. The slopes have been engineered to feed run off to the gardens/shrubs without mechanical lifting of water being required.

Energy consumption – an energy consultant has been engaged that will work with the builder to achieve a 10% savings over basic energuide benchmarks. This will be achieved by upgrading windows, using small heat pumps with HRV’s, additional attic insulation and substantial overhangs on south facing windows.

## Parking

There are four car spaces, one for each unit, plus a visitor stall. There are 8 bike parking spots inside four secured rooms, with chargers.

Each unit will be supplied with a one year BC Transit Eco-pass program to encourage the use of public transportation. The front door is a 5 minute walk from a Route 15 stop and an 8 minute walk from the nearest route 24 stop.

Watt Consulting has conducting a parking transportation study (updated to reflect the changed configuration to 4 units), that confirms the adequacy of the parking for the project and supports the ratio of 5 parking spots with 4 strata units.

I am looking forward to advancing this project, I hope you are too.

Respectfully submitted,

Jim Penner  
109-11 Cooperage Place  
Victoria, BC, R3L 0E4  
[jpenner@crdproperties.ca](mailto:jpenner@crdproperties.ca)





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 0795531 B.C. Ltd. (Jim Penner)

Site Address 876/880 Dansmuir Road.



1.0 Certification		Please check
1.1	Step Code (Please indicate level) <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5	
1.2	EnerGuide rating	Appendix
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.	



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.	Appendix
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%.	Appendix
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.	No
6.2	There will be no net loss of trees.	Yes
6.3	Trees will be planted in soil volumes calculated to support the full grown size of the tree.	Yes
6.4	At least 25% of replacement trees are large canopy trees.	No
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.	N/A
7.0 Biodiversity		
7.1	New landscaping is predominantly native plant and tree species.	Yes
7.2	Invasive species will be removed from landscaped areas.	Yes
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).	Yes
8.0 Energy Conservation		
8.1	The building is pre-plumbed for solar hot water.	Required
8.2	Install a greywater heat recovery unit.	Yes
8.3	Passive cooling is supported through flow-through ventilation design, low E windows, solar shades, shade trees etc.	Yes
8.4	Passive heating is supported via building orientation, window design and thermal mass.	Yes
8.5	The building will have necessary structural support and conduit for Solar PV.	Yes
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.	Yes



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.	Yes
9.3	Charging infrastructure for E-bikes will be provided.	Yes
9.4	EV charging conduit supplied to 100% of residential parking units.	Yes
9.5	30% of residential parking spaces include an electrical outlet or EV charging equipment.	Yes
9.6	Adequate space in the electrical system to provide EV charging for 100% of parking stalls.	Yes
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).

## **Township of Esquimalt Green Building Checklist Appendix**

**0795531 BC Ltd (Jim Penner)  
876/880 Dunsmuir Road**

I have commenced working with an experienced professional energy advisor, Brooke Gallupe. He has a history and references in Victoria, which support his credentials. Once a builder is selected, Brooke will be engaged again to confirm target achievability, objectives, standards, methods, and materials.

### **1.0 Certification**

1.2 Energuide rating - Goal is -10% of standard, achieved by window upgrades, small heat pumps with HRV's, additional attic insulation, overhangs on south facing windows

### **4.0 Stormwater Absorption and Treatment**

4.1 Gardens and medium shrubs are planned on both sides of the building that will absorb rain water  
4.4 Permeable pavers will be installed in the driveway and parking areas

### **5.0 Water Conservation**

Dual flush toilets, volume limiting shower heads

### **6.0 Trees/Landscaping**

6.2 One large tree to be removed from back, replaced by a medium tree in the front  
6.3 Yes, BCNLA standards

### **7.0 Biodiversity**

7.1 Yes, 50% native

### **8.0 Energy conservation – energy advisor to be engaged**

8.2 Yes, heat exchanger coils in tub/shower drains  
8.3 Yes, front tree will provide shades to large window/doors of lower unit, front balconies overhang lower units to provide shade to South facing window/patio doors. Upgraded windows.  
8.4 Concrete steps and lower patio will retain heat  
8.5 Yes, structural support and conduit roughed in  
8.7 Individual heat pumps and HRV's provide heat control and circulation in each unit. Electric heat (in bathrooms) is supplementary only.

### **9.0 Transportation**

9.2 Bike locker room  
9.3 Bike locker room with electrical outlets  
9.4, 9.5, 9.6 Electrical panel capacity and conduit roughed in to both parking areas, capacity for all

### **10.0 Materials/Waste**

10.1 Trusses, ?, ?

10.2 Flooring, ?, ?

10.3 ??

10.4 ??

10.6 No, existing building includes hazardous materials (asbestos)

10.7 ??

10.9 emphasis on local materials, no mahogany or other threatened trees

10.10, 10.11 in suites and collection point

10.12 facility provided, collection by strata

10.13



# YOU'RE INVITED

TO A NEIGHBOURHOOD CONSULTATION MEETING  
REGARDING A PROPOSED 6 UNIT STACKED  
TOWNHOUSE DEVELOPMENT AT:

**876 + 880 DUNSMUIR ROAD**

**WHEN:** FEBRUARY 13, 2020  
4:45- 6:45 pm

**WHERE:** ATRIUM ROOM  
ESQUIMALT RECREATION CENTER  
527 FRASER STREET

**WHY:** WE WOULD LIKE TO INTRODUCE YOU TO THE  
PROJECT, AND GIVE YOU THE OPPORTUNITY TO  
PROVIDE US WITH YOUR THOUGHTS.  
**REFRESHMENTS WILL BE SERVED!**

**CONTACT:** JIM PENNER  
jpenner@cpasonriver.com  
204-793-8999



Jack P James  
3465 Fulton Road  
Victoria, BC V9C 3N2  
P. 250-216-6400

vd | victoria  
9 | design group

#103 - 891 ATTREE AVENUE  
VICTORIA, B.C.  
V9B 0A6  
P. 250.382.7374  
F. 250.382.7364

Jim Penner

0795531 BC Ltd.

876/880 Dunsmuir

Neighbourhood consultation meeting – February 13, 2020

Atrium Room – Esquimalt Recreation Centre

Name Gregg McElroy

Address 904 Carlton Terrace

Email \_

Comments:

A very well thought out  
development

We like the idea of high  
density with lower elevation

Jim Penner

0795531 BC Ltd.

876/880 Dunsmuir

Neighbourhood consultation meeting – February 13, 2020

Atrium Room – Esquimalt Recreation Centre

Name Colin Machock

Address 865 Wollaston St.

Email workpointarts@islandnet.com

**Comments:**

Building looks more like an apartment than a residence, kind of boxy.

Although the overall interior design layout is good, and I am happy the height restrictions were followed. I say go ahead with this.

The developer is thoughtful and cordial.

*JP*

Jim Penner

0795531 BC Ltd.

876/880 Dunsmuir

Neighbourhood consultation meeting – February 13, 2020

Atrium Room – Esquimalt Recreation Centre

Name Eric Pittman

Address 882 Dunsmuir Rd

Email Eric@orcarecue.com

Comments:

Building will have minimum impact on us. We have no problems with this development as long as it does not negatively impact our neighbours.

This looks like it will fit well in the neighbourhood & increase property values.



Jim Penner

0795531 BC Ltd.

876/880 Dunsmuir

Neighbourhood consultation meeting – February 13, 2020

Atrium Room – Esquimalt Recreation Centre

Name Jeremy Hendriks

Address 539 West Bay Terrace.  
Victoria. BC V9A5R2

Email           

Comments:

Big improvement to the  
community. Glad the parking  
is utilized. smartly. ☺

Jim Penner

0795531 BC Ltd.

876/880 Dunsmuir

Neighbourhood consultation meeting - February 13, 2020

Atrium Room - Esquimalt Recreation Centre

Name Marra Hendrix

Address #539 West. Bay Terrace

Email \_

v

Comments:

Looking forward to this new development,  
great design and use, more people make this a  
vibrant neighbourhood!

Jim Penner

0795531 BC Ltd.

876/880 Dunsmuir

Neighbourhood consultation meeting – February 13, 2020

Atrium Room – Esquimalt Recreation Centre

Name Erin Glazier

Address 836 Dunsmuir Rd.

Email erin.glazier@colliers.com

**Comments:**

I am in full support of this project granted I live just a few doors down. This plan is within the OCP guidelines and I don't see any negative impact in regards to the set backs on Dunsmuir Rd. If you approved Harbour landing which is directly across the street from my house this project should be given the same support. It brings much needed infill housing to the area and only improves the street scape.



Jim Penner

0795531 BC Ltd.

876/880 Dunsmuir

Neighbourhood consultation meeting – February 13, 2020

Atrium Room – Esquimalt Recreation Centre

Name Joy CASSIDY

Address 860 DUNSMUIR Rd

Email —

Comments: *Totally impressed  
with this development.  
Hope Council will approve.*

*J Cassidy*

**Jim Penner**

**0795531 BC Ltd.**

**876/880 Dunsmuir**

**Neighbourhood consultation meeting – February 13, 2020**

**Atrium Room – Esquimalt Recreation Centre**

**Name** Amy Higginbotham

**Address** 903 Dunsmuir Rd

**Email**

**Comments:**

I generally support this proposal.

Jim Penner

0795531 BC Ltd.

876/880 Dunsmuir

Neighbourhood consultation meeting – February 13, 2020

Atrium Room – Esquimalt Recreation Centre

Name Ann White

Address 911 Dunsmuir Rd

Email \_

Comments:

I'm glad not to see the cars.  
(in the back)  
JP

Jim Penner

0795531 BC Ltd.

876/880 Dunsmuir

Neighbourhood consultation meeting – February 13, 2020

Atrium Room – Esquimalt Recreation Centre

Name BRENDA FRANKIE

Address 894 DUNSMUIR

Email \_\_\_\_\_

Comments:

Just concerned about parking.

LOOKS FINE! *BJ*

Jim Penner

0795531 BC Ltd.

876/880 Dunsmuir

Neighbourhood consultation meeting – February 13, 2020

Atrium Room – Esquimalt Recreation Centre

Name Charles LAVOIE

Address <sup>559</sup> Paradise Street

Email \_\_\_\_\_

Comments:

Question : is there  
enough parking?  
There is no parking  
in the neighborhood.



Jim Penner

0795531 BC Ltd.

876/880 Dunsmuir

Neighbourhood consultation meeting – February 13, 2020

Atrium Room – Esquimalt Recreation Centre

Name

MARIE HUNNINGER

Address

882 Dunsmuir Rd.

Email \_

Comments:

It looks good, except the colour of the handi plank.  
Otherwise, looks great!

Jim Penner

0795531 BC Ltd.

876/880 Dunsmuir

Neighbourhood consultation meeting – February 13, 2020

Atrium Room – Esquimalt Recreation Centre

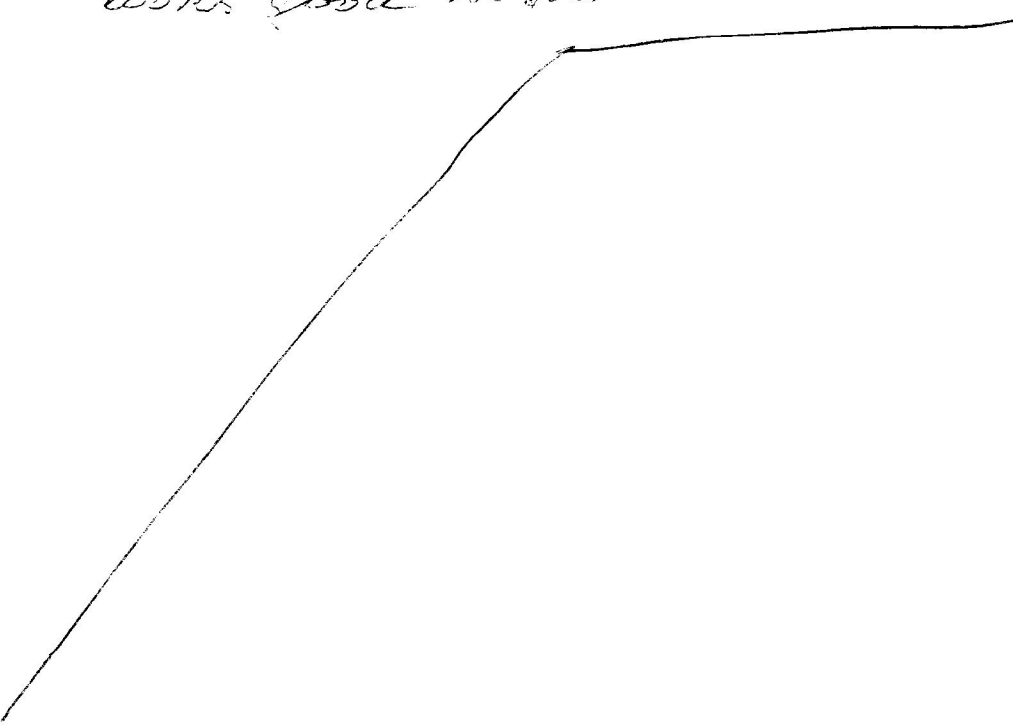
Name EMILY LABONTE

Address 873 Dunsmuir P

Email \_\_\_\_\_

Comments:

*looks good so far*



Jim Penner

0795531 BC Ltd.

876/880 Dunsmuir

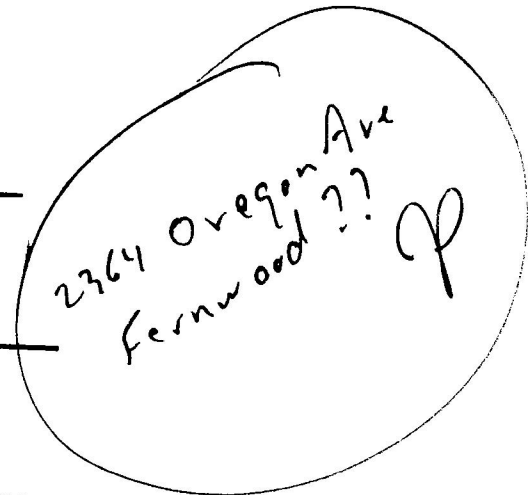
Neighbourhood consultation meeting – February 13, 2020

Atrium Room – Esquimalt Recreation Centre

Name Scott Rankin

Address \_\_\_\_\_

Email \_\_\_\_\_



**Comments:**

- Lack of street parking poses major issues
- Encroachment on neighbouring properties, lack of privacy is concerning
- Rear parking lot compromises quiet for neighbours
- Does not fit with overall feel of street

Jim Penner

0795531 BC Ltd.

876/880 Dunsmuir

Neighbourhood consultation meeting – February 13, 2020

Atrium Room – Esquimalt Recreation Centre

Name Nathalie Ghoo3

Address 860 Wollaston St.



Email .

Comments:

Looks very nice. Just hope it doesn't  
block air view ☺

Jim Penner

0795531 BC Ltd.

876/880 Dunsmuir

Neighbourhood consultation meeting – February 13, 2020

Atrium Room – Esquimalt Recreation Centre

Name Chad Jones  
Marten White

Address 305-873 Esquimalt

Email \_\_\_\_\_

Comments:

Very nice - good for the  
neighborhood.

Jim Penner

0795531 BC Ltd.

876/880 Dunsmuir

Neighbourhood consultation meeting – February 13, 2020

Atrium Room – Esquimalt Recreation Centre

Name JANE ADOIE

Address 873 ESQUIMALT

Email           

Comments: Thank you for the meet + greet.

Looks like a property suitable to our neighbourhood. The suites range from 700-1200 sqft which allows for various demographics. Good.

The variances that allow more building coverage of the lot is what I wish to promote as a first line of defense against high rises of glass + steel.



**VIA EMAIL**

DATE: February 17, 2020

TO: Mayor & Council, Township of Esquimalt

CC: Trevor Parkes, Senior Planner Development Services

FROM: Robert C. Meehan

RE: Rezoning Application – 876 Dunsmuir Road

As a tax-paying resident of 847 Dunsmuir Road, I strongly recommend that Council deny the current application for rezoning 876 Dunsmuir Road.

My reasons are threefold:

1. As set forth in the Development Services Dept's Staff Report dated February 6<sup>th</sup>, the application fails to comply with practically all of the zoning requirements for *townhouse residential* pertaining to setbacks, lot coverage and floor area ratio, off-street parking, usable open space, etc.
2. A failure to comply with both the letter and the spirit of the community plan guidelines for *townhouse residential*.
3. A failure by the developer to properly disclose to the community attending the February 13 "Neighborhood Consultation" the scale and impact on the neighborhood of the proposed development. I attended the consultation and found to my dismay that there was no rendering of the building, much less a model, that would enable neighbors to evaluate what was being proposed. Instead there were just a handful of 2 dimensional architectural drawings requiring almost professional knowledge to properly interpret and calibrate the full scale and impact of the proposed building on the site and adjoining properties.

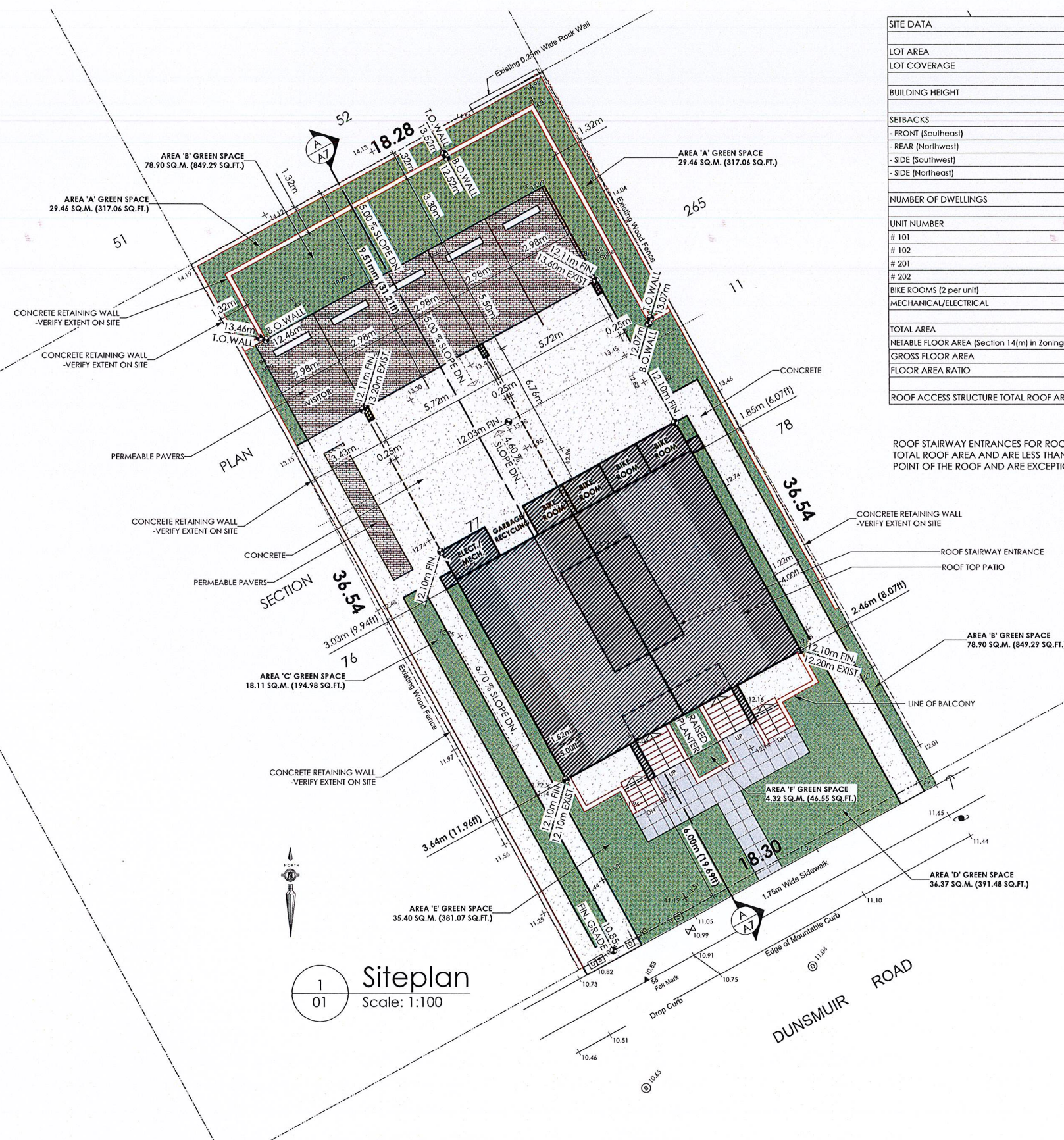
As a resident of Esquimalt since 2015, I have observed with admiration how the township is developing and how vibrant the community seems to be. Let's not allow that progress to be tarnished by accepting this transparently greedy and irresponsible application.





SITE DATA	PROPOSED
LOT AREA	668.4 sq.m.
LOT COVERAGE	38.32 %
BUILDING HEIGHT	8.82 m
SETBACKS	
- FRONT (Southeast)	6.00 m
- REAR (Northwest)	9.51 m
- SIDE (Southwest)	3.64 m
- SIDE (Northeast)	2.46 m
NUMBER OF DWELLINGS	4
UNIT NUMBER	
# 101	156.38 sq.m.
# 102	156.38 sq.m.
# 201	115.17 sq.m.
# 202	115.17 sq.m.
BIKE ROOMS (2 per unit)	10.06 sq.m.
MECHANICAL/ELECTRICAL	2.62 sq.m.
TOTAL AREA	555.78 sq.m.
NETABLE FLOOR AREA (Section 14(m) in Zoning Bylaw)	107.44 sq.m.
GROSS FLOOR AREA	448.34 sq.m.
FLOOR AREA RATIO	0.67 :1.00
ROOF ACCESS STRUCTURE TOTAL ROOF AREA	6.76 %

ROOF STAIRWAY ENTRANCES FOR ROOF TOP PATIOS ARE 6.48% OF THE TOTAL ROOF AREA AND ARE LESS THAN 4.0m ABOVE THE HIGHEST POINT OF THE ROOF AND ARE EXCEPTIONS FOR HEIGHT CALCULATIONS.



1 Siteplan  
01 Scale: 1:100

**AVERAGE GRADE CALCULATIONS:**

EXISTING AVERAGE GRADE:  
12.10+12.20+13.60+13.20=51.10/4=12.78m

FINISHED AVERAGE GRADE:  
12.10+12.10+12.11+12.11=48.42/4=12.11m

TOP OF ROOF =21.60m

**CURRENT GREEN SPACE CALCULATION:**

AREA A: 29.46 SQ.M. (317.06 SQ.FT.)  
AREA B: 78.90 SQ.M. (849.29 SQ.FT.)  
AREA C: 18.11 SQ.M. (194.98 SQ.FT.)  
AREA D: 36.37 SQ.M. (391.48 SQ.FT.)  
AREA E: 35.40 SQ.M. (381.07 SQ.FT.)  
AREA F: 4.32 SQ.M. (46.55 SQ.FT.)  
TOTAL: 202.56 SQ.M. (2180.43 SQ.FT.)  
=30.31% OF THE LOT AREA

PREVIOUS GREEN SPACE ALLOCATED:  
NOV. 22 2019: 105.33 SQ.M. (1133.73 SQ.FT.)  
=15.76% OF THE LOT AREA

**Date**

March 31, 2020

**Project Address**

876 Dunsmuir Road  
Esquimalt, B.C.

**Prepared for**

Jim Penner

**Project #**

8081

**Scale**

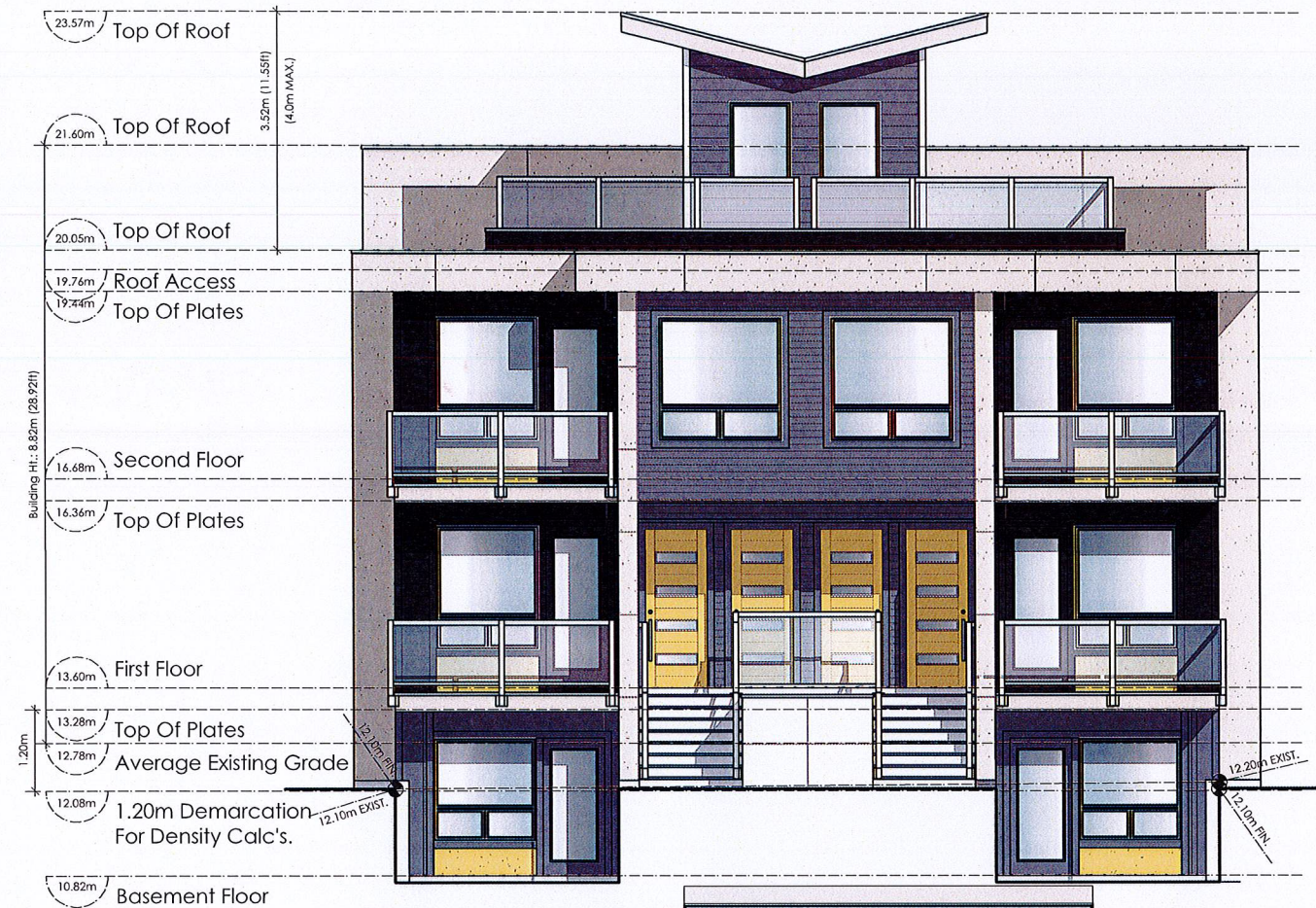
1/4" = 1'-0"

**Drawn By**

JTE

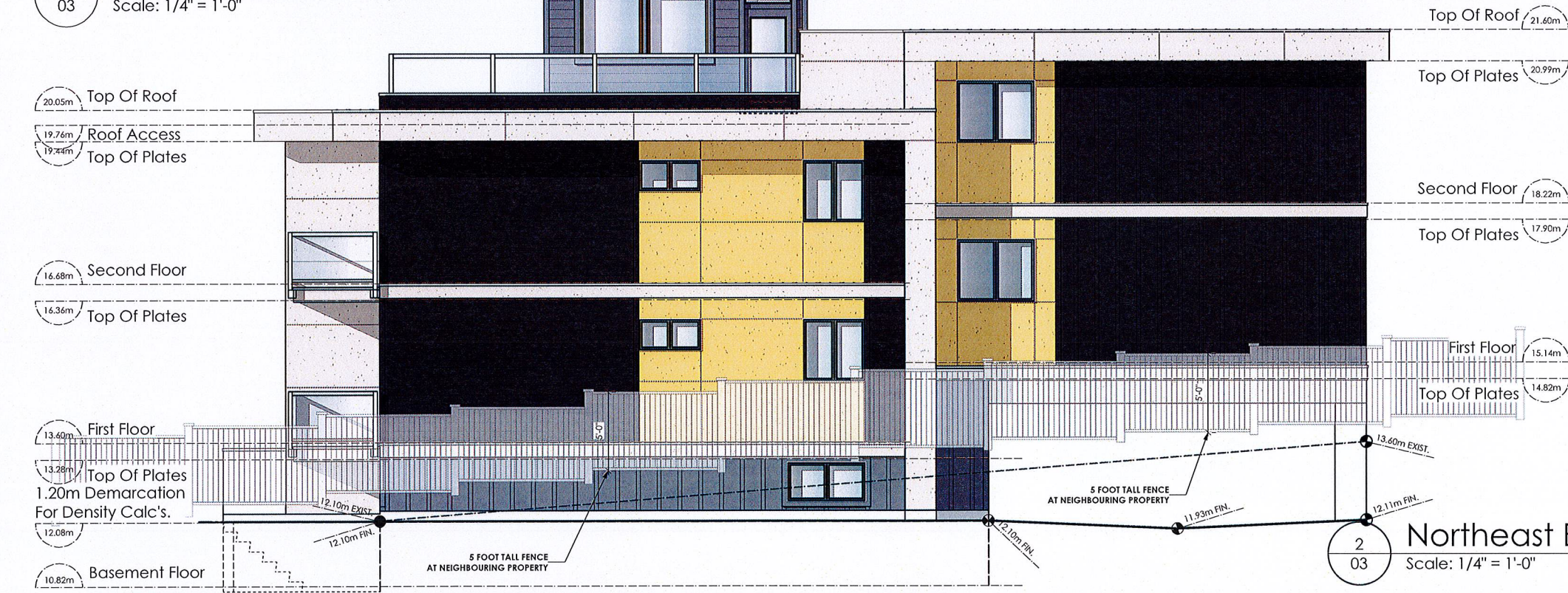
# Rezoning Presentation





FINISHES & COLORS	
	GUARD RAILS & ALUMINUM SOFFITS; GENTEK WHITE or SIMILAR
	CONC. PANEL SIDING; DOVE WHITE OC-17 or SIMILAR
	FASCIA TRIM; DOVE WHITE OC-17 or SIMILAR
	CONC. PANEL SIDING; SUNDANCE 2022-50 or SIMILAR
	ENTRY DOOR; SUNDANCE 2022-50 or SIMILAR
	CONC. PANEL SIDING; SWEATSHIRT GRAY 2126-40 or SIMILAR
	CONC. FIBRE LAP SIDING; SWEATSHIRT GRAY 2126-40 or SIMILAR
	HORIZONTAL WOOD SIDING; SWEATSHIRT GRAY 2126-40 or SIMILAR
	BOARD & BATTEN SIDING; SWEATSHIRT GRAY 2126-40 or SIMILAR
	CONC. PANEL SIDING; RACCOON FUR 2126-20 or SIMILAR
	CONC. FIBRE LAP SIDING; RACCOON FUR 2126-20 or SIMILAR
	BOARD & BATTEN SIDING; RACCOON FUR 2126-20 or SIMILAR
	WINDOWS; BLACK

1 Southeast Elevation  
03 Scale: 1/4" = 1'-0"



2 Northeast Elevation  
03 Scale: 1/4" = 1'-0"

**Date**  
March 31, 2020

**Project Address**  
876 Dunsmuir Road  
Esquimalt, B.C.

**Prepared for**  
Jim Penner

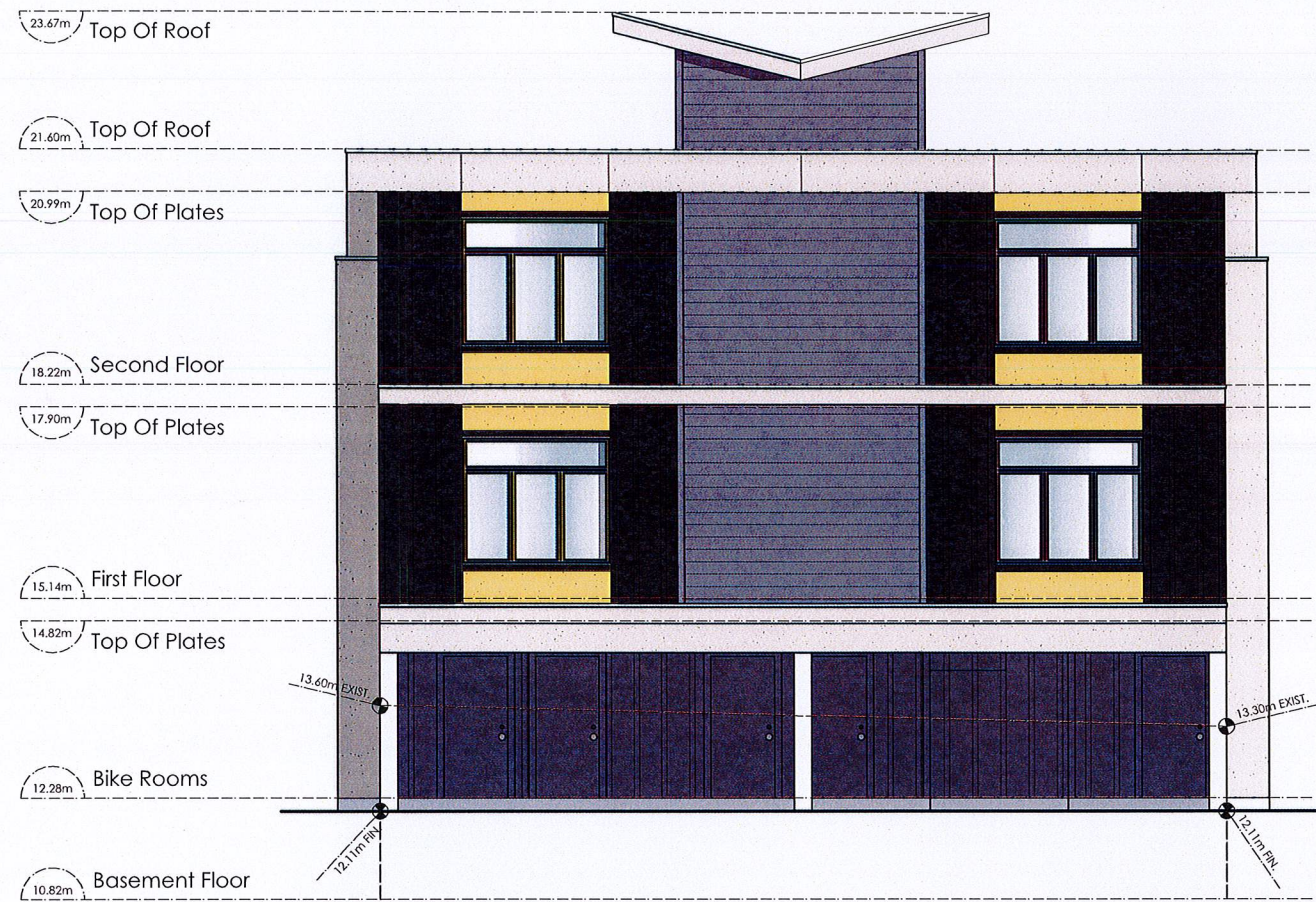
**Project #**  
8081

**Scale**  
1/4" = 1'-0"

**Drawn By**  
JTE

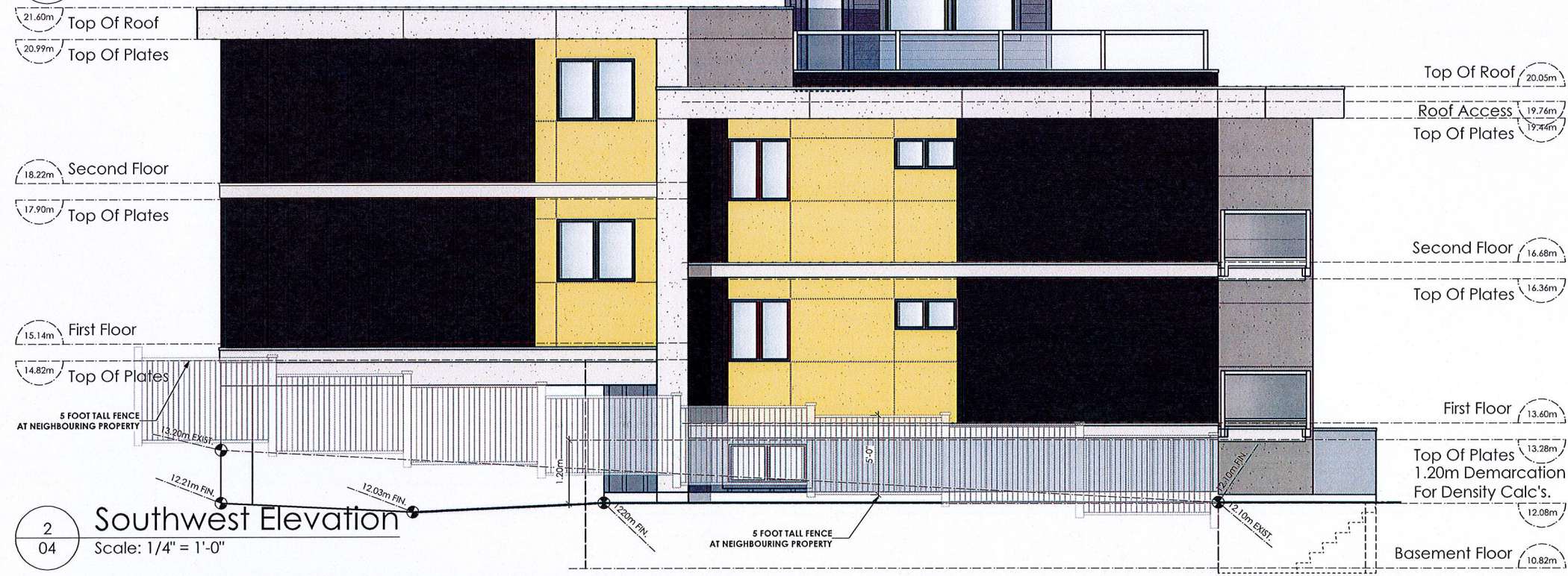
# Rezoning Presentation





FINISHES & COLORS	
[Color swatch]	GUARD RAILS & ALUMINUM SOFFITS: GENTEK WHITE or SIMILAR
[Color swatch]	CONC. PANEL SIDING: DOVE WHITE OC-17 or SIMILAR
[Color swatch]	FASCIA TRIM: DOVE WHITE OC-17 or SIMILAR
[Color swatch]	CONC. PANEL SIDING: SUNDANCE 2022-50 or SIMILAR
[Color swatch]	ENTRY DOOR: SUNDANCE 2022-50 or SIMILAR
[Color swatch]	CONC. PANEL SIDING: SWEATSHIRT GRAY 2126-40 or SIMILAR
[Color swatch]	CONC. FIBRE LAP SIDING: SWEATSHIRT GRAY 2126-40 or SIMILAR
[Color swatch]	HORIZONTAL WOOD SIDING: SWEATSHIRT GRAY 2126-40 or SIMILAR
[Color swatch]	BOARD & BATTEN SIDING: SWEATSHIRT GRAY 2126-40 or SIMILAR
[Color swatch]	CONC. PANEL SIDING: RACCOON FUR 2126-20 or SIMILAR
[Color swatch]	CONC. FIBRE LAP SIDING: RACCOON FUR 2126-20 or SIMILAR
[Color swatch]	BOARD & BATTEN SIDING: RACCOON FUR 2126-20 or SIMILAR
[Color swatch]	WINDOWS: BLACK

1 Northwest Elevation  
04 Scale: 1/4" = 1'-0"



2 Southwest Elevation  
04 Scale: 1/4" = 1'-0"

# Rezoning Presentation

**Date**  
March 31, 2020

**Project Address**  
876 Dunsmuir Road  
Esquimalt, B.C.

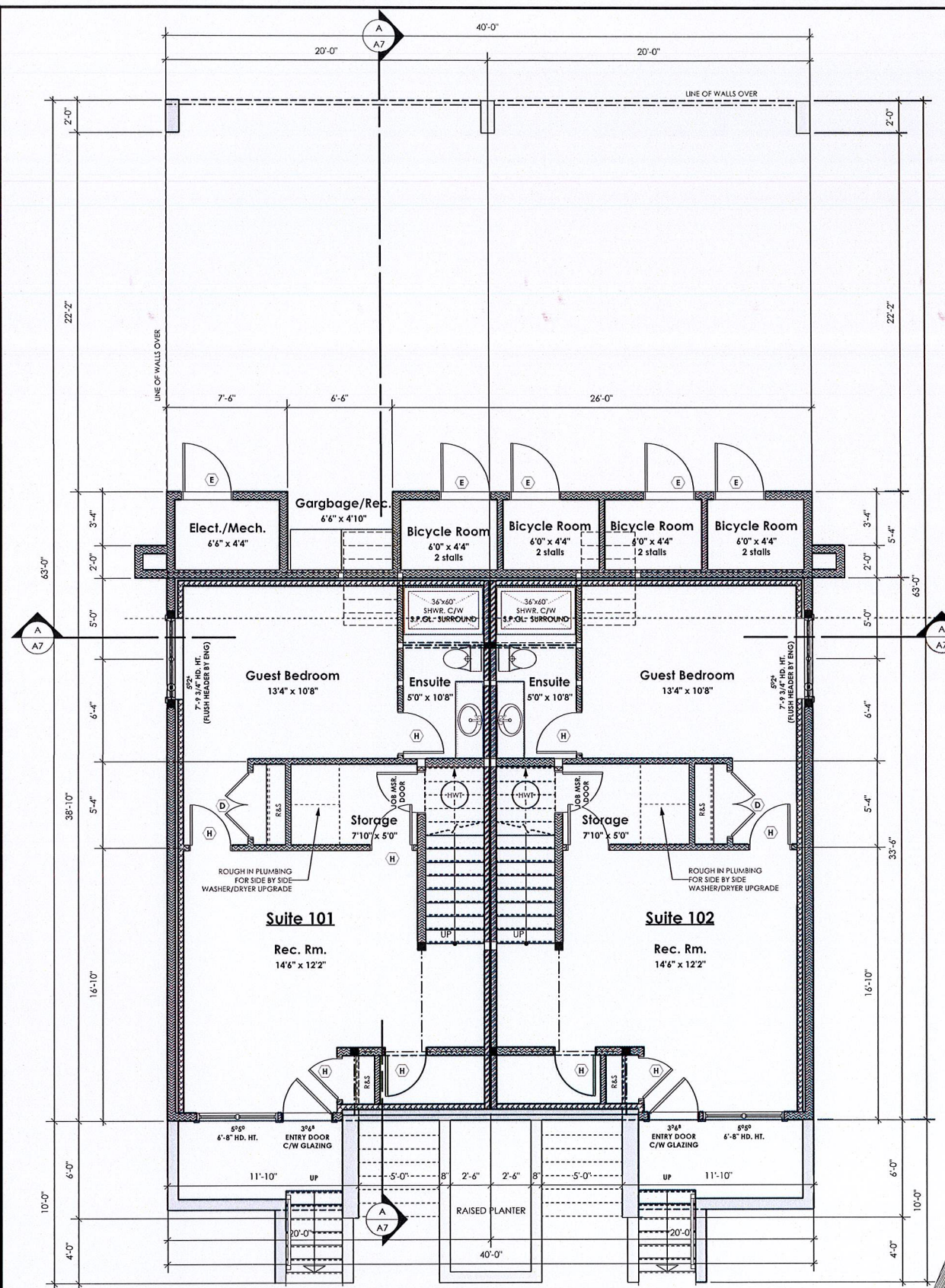
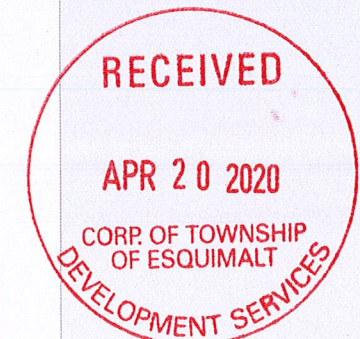
**Prepared for**  
Jim Penner

**Project #**  
8081

**Scale**  
1/4" = 1'-0"

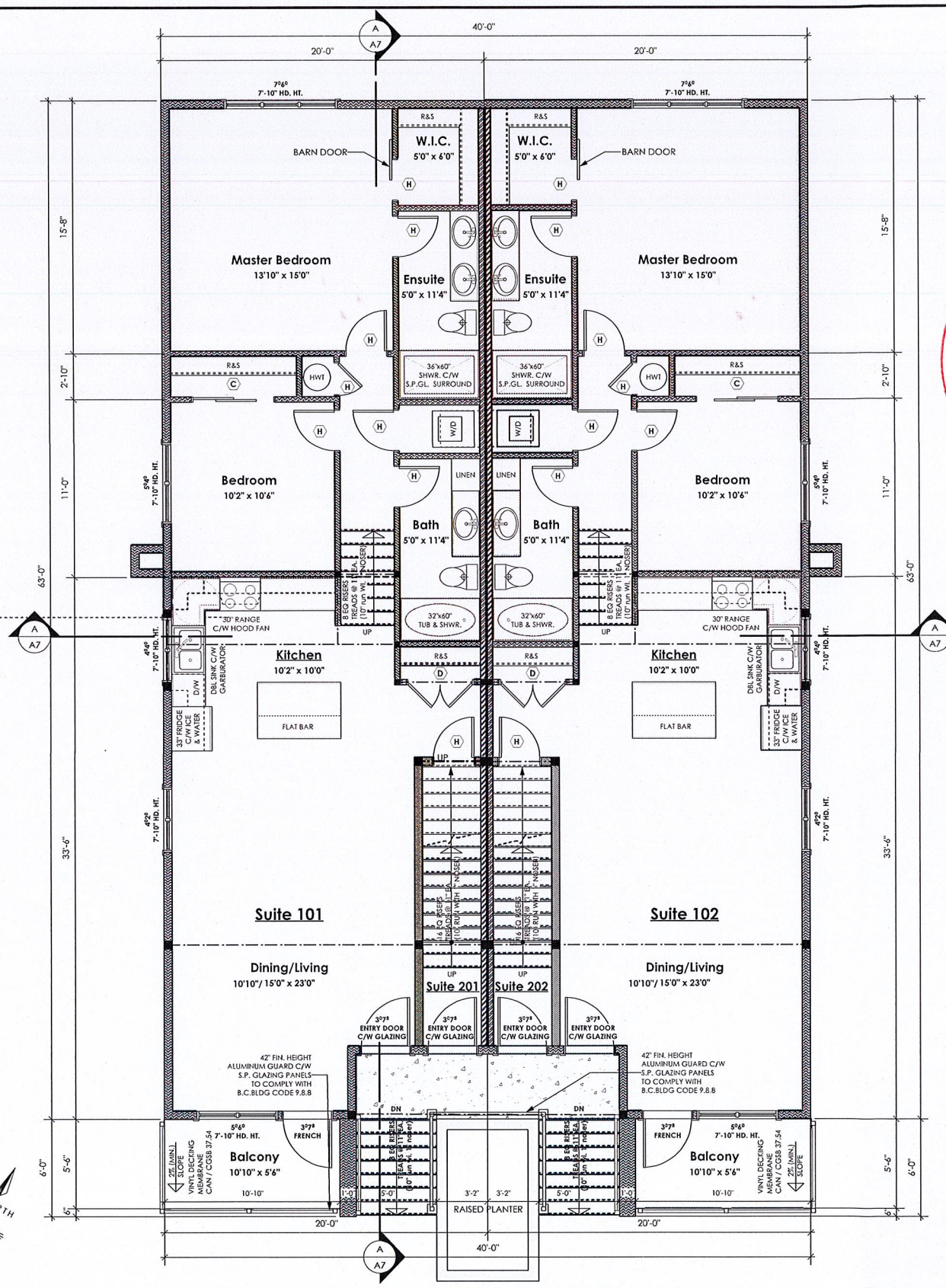
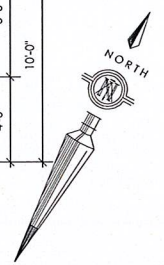
**Drawn By**  
JTE





1  
05 **Basement Floor**  
Scale: 1/4" = 1'-0"

Suite 101: 578.23 sq.ft. (53.72 sq.m.)  
Suite 102: 578.23 sq.ft. (53.72 sq.m.)  
Total: 1156.46 sq.ft. (107.44 sq.m.)  
Bicycle Rooms: 108.33 sq.ft. (10.06 sq.m.)  
Elect./Mech. Rm.: 28.17 sq.ft. (2.62 sq.m.)



2  
05 **First Floor Plan**  
Scale: 1/4" = 1'-0"

Suite 101: 1105.00 sq.ft. (102.66 sq.m.)  
Suite 201: 24.02 sq.ft. (2.23 sq.m.)  
Suite 102: 1105.00 sq.ft. (102.66 sq.m.)  
Suite 202: 24.02 sq.ft. (2.23 sq.m.)  
Total: 2258.04 sq.ft. (209.78 sq.m.)

Date  
March 31, 2020

Project Address  
876 Dunsmuir Road  
Esquimalt, B.C.

Prepared for  
Jim Penner

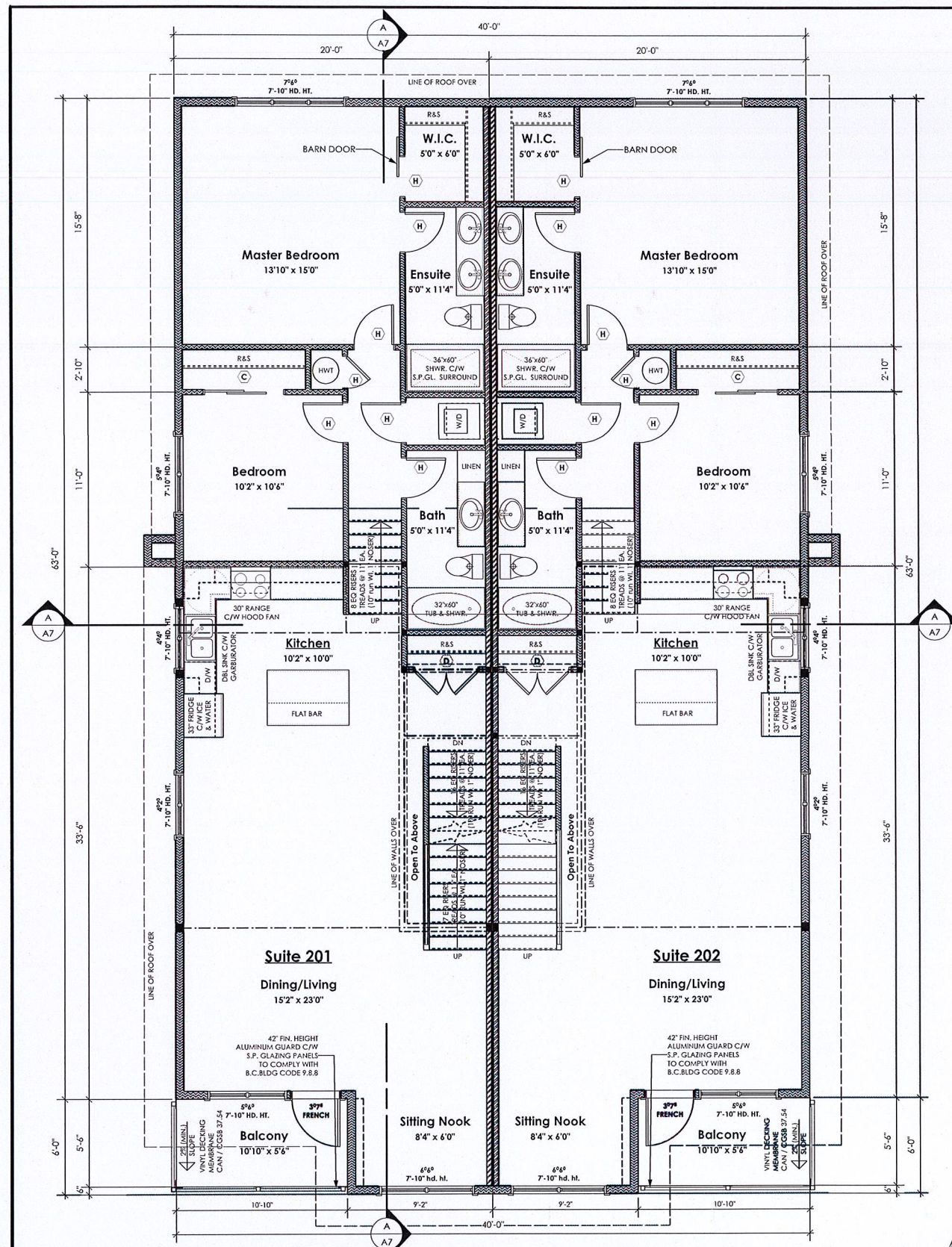
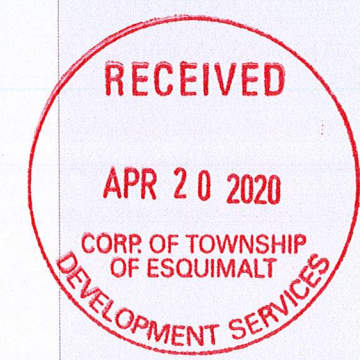
Project #  
8081

Scale  
1/4" = 1'-0"

Drawn By  
JTE

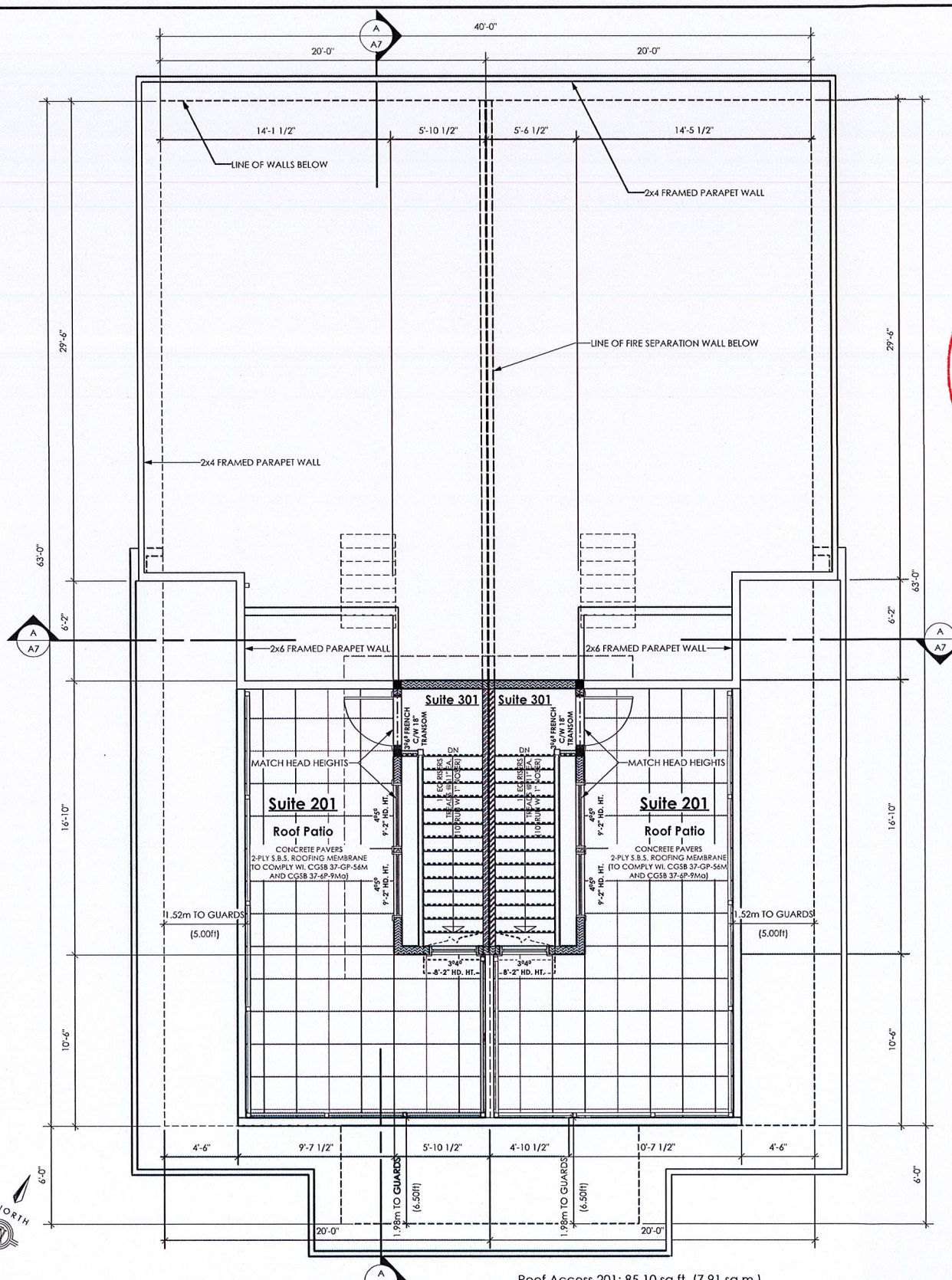
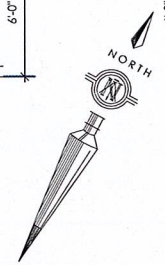
# Rezoning Presentation





1  
06 **Second Floor Plan**  
Scale: 1/4" = 1'-0"

Suite 201: 1215.69 sq.ft. (112.94 sq.m.)  
Suite 202: 1215.69 sq.ft. (112.94 sq.m.)  
Total: 2431.38 sq.ft. (225.88 sq.m.)



2  
06 **Roof Top Patio**  
Scale: 1/4" = 1'-0"

Roof Access 201: 85.10 sq.ft. (7.91 sq.m.)  
Roof Access 202: 85.10 sq.ft. (7.91 sq.m.)  
Total: 170.20 sq.ft. (15.82 sq.m.)  
\*Roof stairway entrances occupy 6.48% of the total roof area  
Roof Top Patio 201: 296.54 sq.ft. (27.55 sq.m.)  
Roof Top Patio 202: 296.54 sq.ft. (27.55 sq.m.)  
Total: 593.08 sq.ft. (55.10 sq.m.)

Date  
March 31, 2020

Project Address  
876 Dunsmuir Road  
Esquimalt, B.C.

Prepared for  
Jim Penner

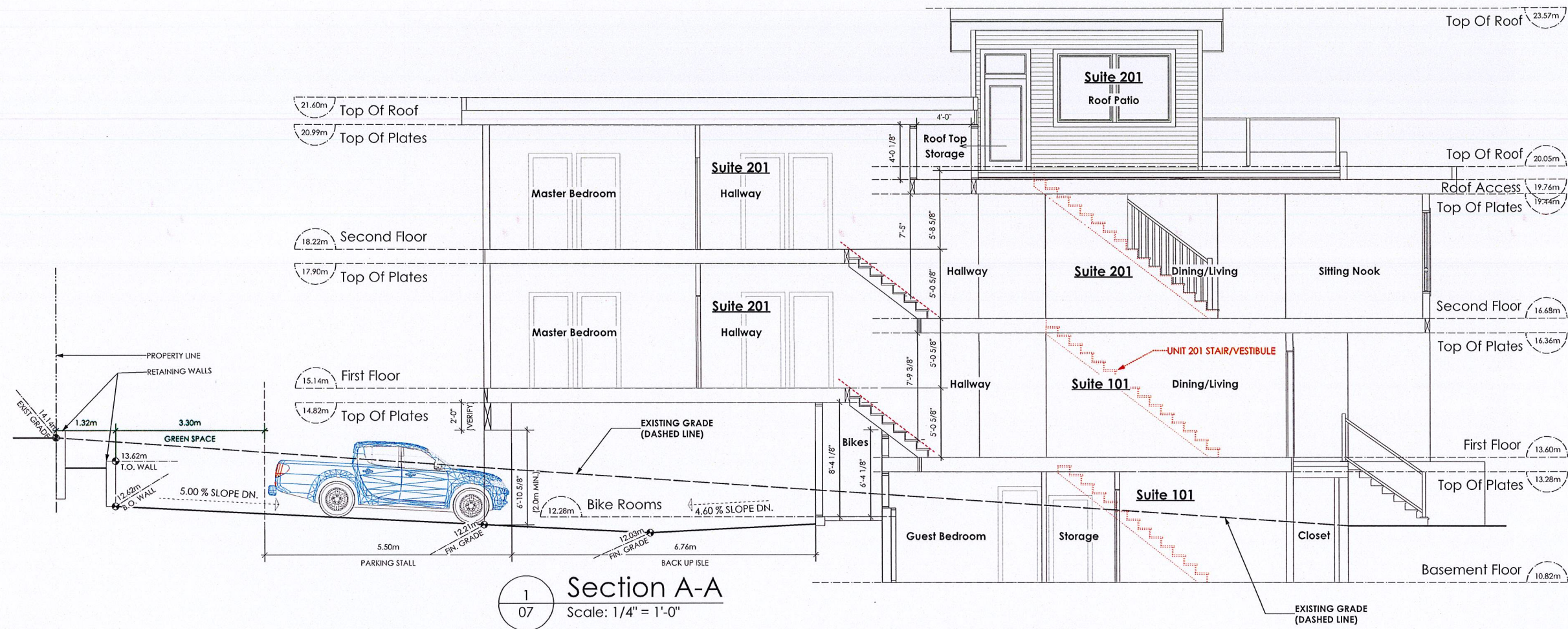
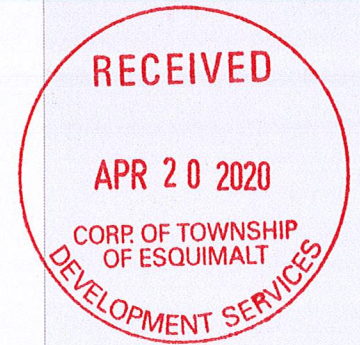
Project #  
8081

Scale  
1/4" = 1'-0"

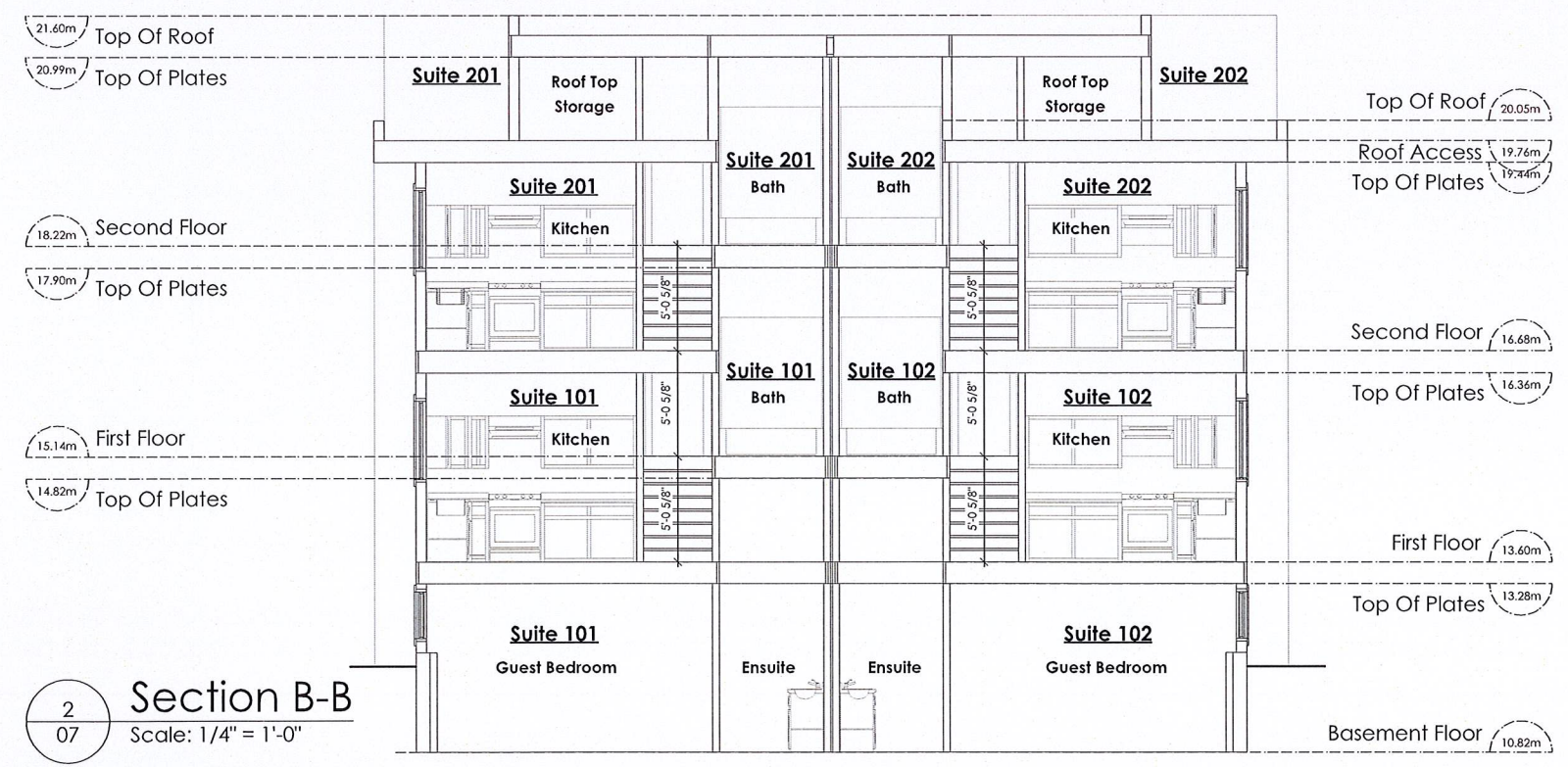
Drawn By  
JTE

# Rezoning Presentation





1  
07 Section A-A  
Scale: 1/4" = 1'-0"



2  
07 Section B-B  
Scale: 1/4" = 1'-0"

**Date**  
March 31, 2020

**Project Address**  
876 Dunsmuir Road  
Esquimalt, B.C.

**Prepared for**  
Jim Penner

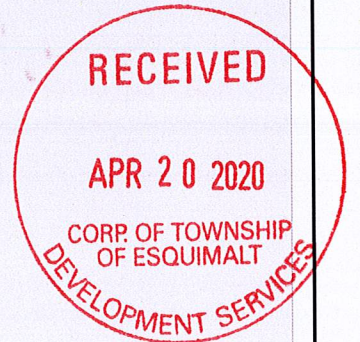
**Project #**  
8081

**Scale**  
1/4" = 1'-0"

**Drawn By**  
JTE

# Rezoning Presentation





1 Streetscape  
08 Scale: 1/8" = 1'-0"

**Date**

March 31, 2020

**Project Address**

876 Dunsmuir Road  
Esquimalt, B.C.

**Prepared for**

Jim Penner

**Project #**

8081

**Scale**

1/4" = 1'-0"

**Drawn By**

JTE

# Rezoning Presentation

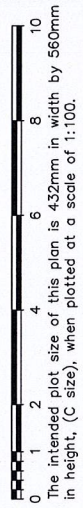


This sketch does not constitute a redefinition of the legal boundaries hereon described and is not to be used in any matter which would assume same.

© Copyright 2020 J.E. Anderson & Associates. All rights reserved. No person may copy, reproduce, transmit or alter this document in whole or in part without the consent of J.E. Anderson & Associates.

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: Title No. CA5930624 (P.I.D. 001-586-971)



**SITING PLAN  
of EXISTING and  
PROPOSED BUILDINGS**

Client: **JIM PENNER**

Legat: Lot 77, Section 11,  
Esquimalt District,  
Plan 265

ADDRESS : 876 & 880 Dunsmuir Road

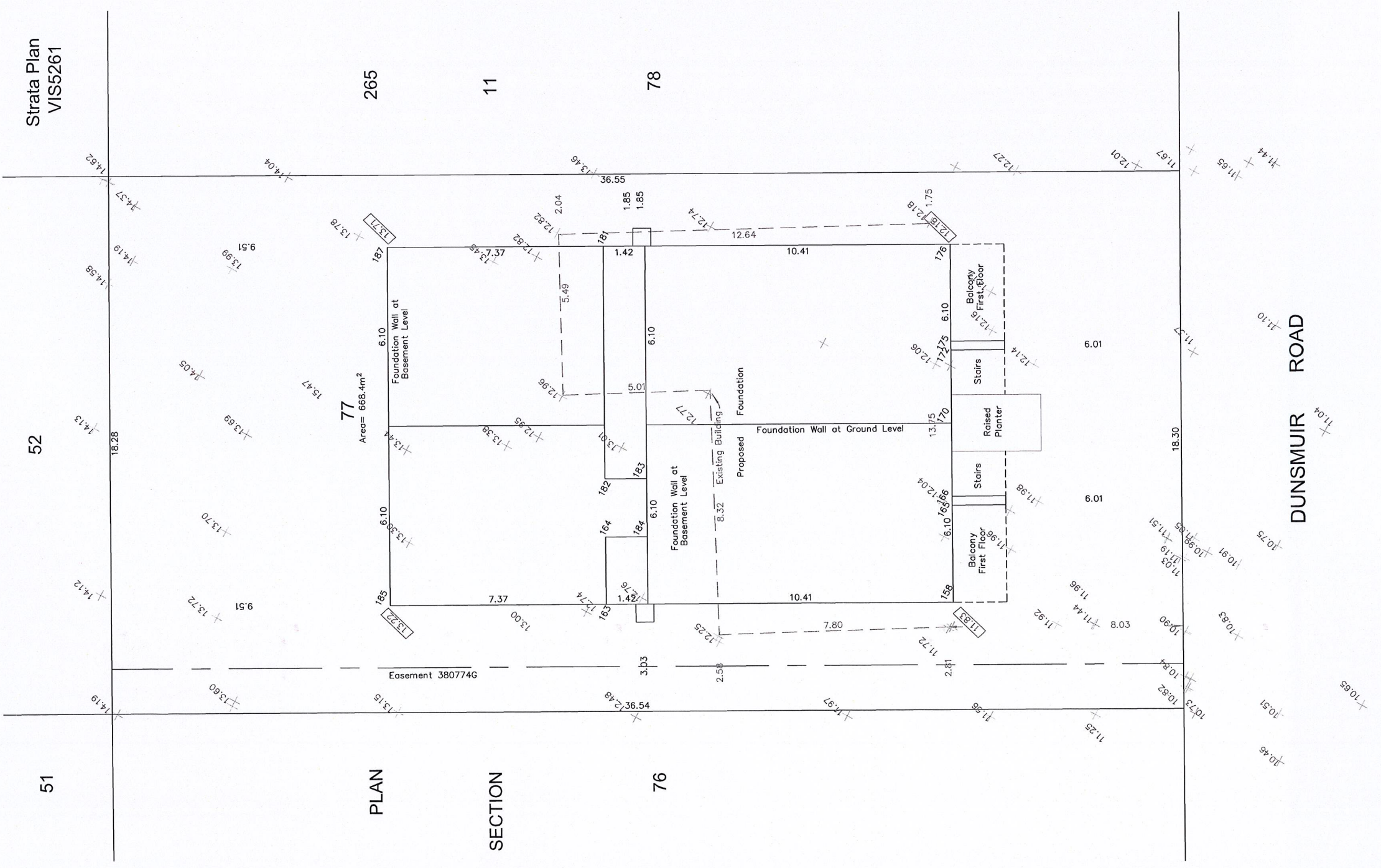
PROJECT SURVEYOR : PJW

DRAWN BY : PJW DATE : Sept 3/19.

OUR FILE : 30673 REV : Apr 20/20.

**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-FRANKVILLE-CAMPBELL RIVER



**LEGEND**

Distances and elevations are in metres

Elevations are geodetic based on control monument 84H0178

Elevations are at grade unless noted otherwise

--- Denotes Typical Spot Elevation



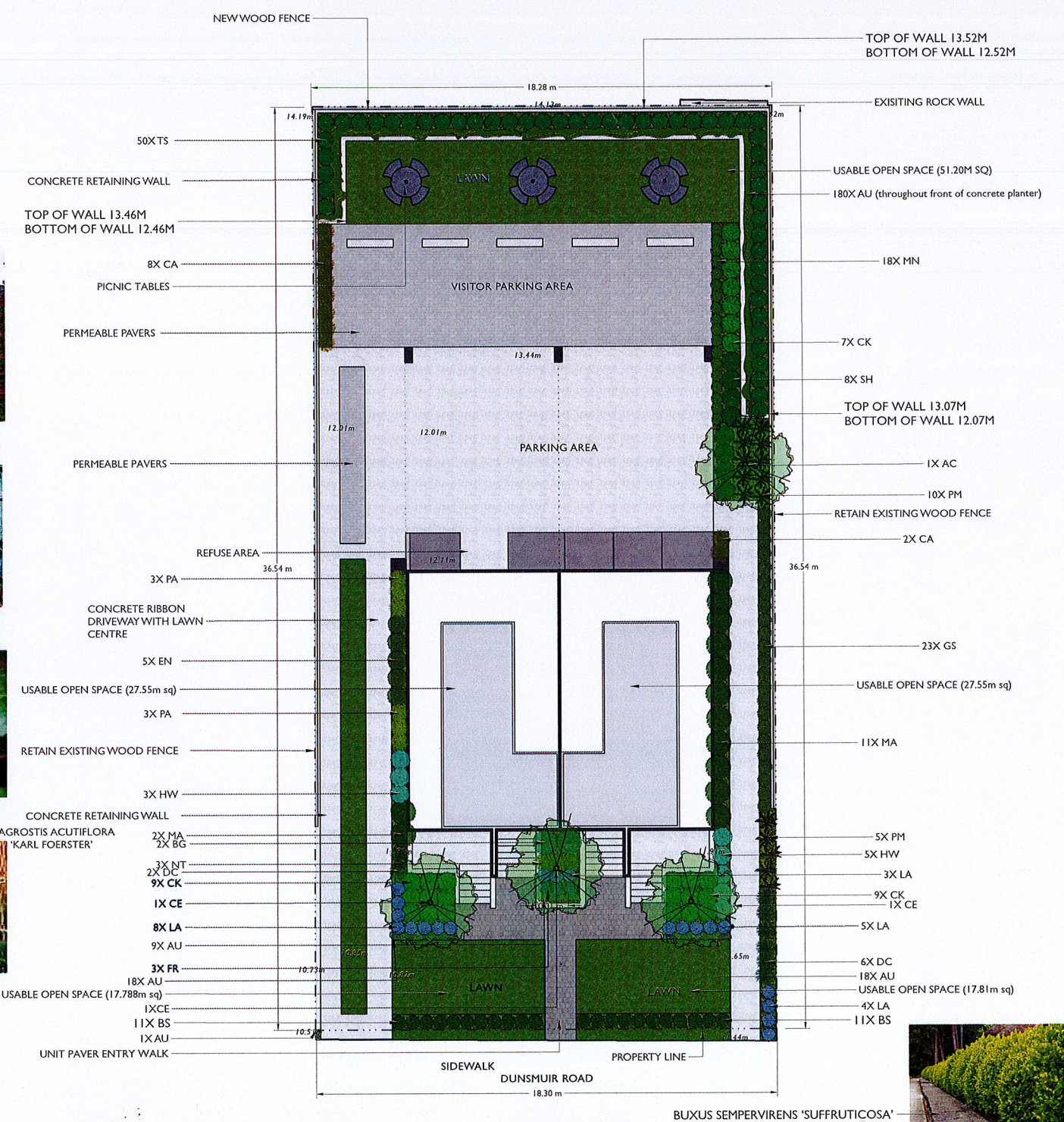
Peter Wittstock  
QRVALE

PCA, CA=Peter Wittstock  
QRVALE, BC Land Surveyor,  
ID=Verify ID at  
www.juricent.com/LKUP.cfm?  
id=QRVALE

Certified correct this 20th day of April, 2020.  
Peter J. Wittstock, BCLS 917



LANDSCAPE PLAN



PLANTING SCHEDULE

ABB.	QTY.	SIZE	BOTANICAL NAME	COMMON NAME
<b>TREES</b>				
AC	1	B&B 2cm cal.	ACER CIRCINATUM	VINE MAPLE
CE	3	B&B 2cm cal.	CORNUS 'EDDIE'S WHITE WONDER'	EDDIE'S WHITE WONDER DOGWOOD
<b>SHRUBS</b>				
BG	2	#5	BRACHYLOTTIS GREYI	DAISY BUSH
BS	22	#2	BUXUS SEMPERVIRENS 'SUFFRUTICOSA'	DWARF BOXWOOD
CK	25	#3	CORNUS SERICEA 'KELSEYI'	KELSEYI DOGWOOD
EN	5	#3	ESCALLONIA 'NEWPORT DWARF'	NEWPORT DWARF ESCALLONIA
HW	8	#2	HEBE 'WESTERN HILLS'	WESTERN HILLS HEBE
LA	20	#1	LAVANDULA ANGUSTIFOLIA 'HIDCOTE'	HIDCOTE LAVENDER
MA	13	#5	MAHONIA AQUIFOLIUM	OREGON GRAPE
SH	8	#3	SARCOCOCCA HOOKERIANA HUMILIS	DWARF SWEETBOX
TS	50	5'	THUJA OCCIDENTALIS 'SMARAGD'	PYRAMID CEDAR
<b>PERENNIALS, FERNS AND GRASSES</b>				
CA	10	#1	CALAMAGROSTIS X A. 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS
DC	8	#1	DESCHAMPSIA CAESPITOSA	TUFTED HAIR GRASS
FR	3	#1	FESTUCA ROMERI	ROMERS FESCUE
PA	6	#1	PENNISETUM ALOPECUROIDES 'HAMELN'	HAMELN FOUNTAIN GRASS
PM	15	#1	POLYSTICHUM MUNITUM	SWORD FERN
NT	3	#1	NASSELLA TENUISSIMA	MEXICAN FEATHER GRASS
<b>GROUNDCOVERS AND BULBS</b>				
AU	226	4"	ARCTOSTAPHYLOS UVA-URSI	KINKIKINCK
GS	23	#1	GAULTHERIA SHALLON	SALAL
MN	18	#1	MAHONIA NERVOSA	CREeping MAHONIA

LANDSCAPE INSTALLATION PRELIMINARY BUDGET

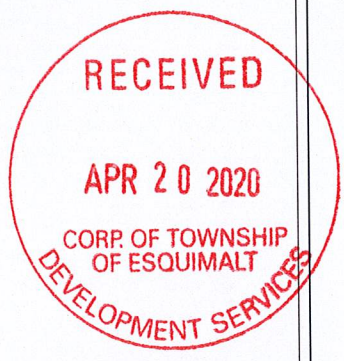
SOFTSCAPE: \$19,012		
TURF:	\$1.50/sq' x 1208sq'	\$1812
SOIL @ 12" DEPTH:	\$40/yd x 80yds	\$3200
MULCH @ 3" DEPTH:	\$55/yd x 12yds	\$660
SLINGER DELIVERY:	\$120/hr x 2hrs	\$240
IRRIGATION:	\$600/zone x 4 zones	\$2400
LABOUR:	\$45/hr x 120hrs	\$5400
PLANTINGS:	assorted costs	\$5300
HARDSCAPE: \$5,658.40		
CONCRETE PATHWAY:	\$11/sq' x 274.5sq'	\$3018.40
FENCING:	\$44/lineal' x 60'	\$2640
(back fence)		

LOT AREA: 668.4sqm  
 USABLE OPEN SPACE: AUG 26, 2019: 82.63sq m (12.36% of lot)  
 USABLE OPEN SPACE: MAR 31, 2020: 141.92sq m (21.23% of lot)

CONSTRUCTION NOTES

-CONTRACTOR TO CHECK ALL DIMENSIONS AND ASPECTS OF THIS DRAWING AND MAKE WORK AGREE PRIOR TO CONSTRUCTION  
 -ANY CHANGES OR DEVIATIONS ARE THE RESPONSIBILITY OF THE OWNER  
 -ALL WORK TO COMPLY WITH MUNICIPAL BYLAWS  
 -DO NOT SCALE PLAN

**PLANTING & IRRIGATION NOTES**  
 New plantings are shown on Greenspace Designs Planning Plan dated March 30, 2020.  
 Any plant substitutions shall be made in consultation with the landscape designer.  
 The Landscape and Irrigation Contractor shall determine the location of all underground services prior to the commencement of landscape work, and shall be responsible for the repair of all damage caused by landscape work to the Owner's satisfaction.  
 All topsoil and plants shall conform to BCNTA / BCCLA specifications.  
 Topsoil depths shall be as follows:  
 trees 2m x 2m x 2m soil per tree  
 shrubs 600 mm depth  
 ground covers 150 mm depth  
 Grass seed shall be Premier Pacific Seeds Ltd All-Purpose Sun & Shade mix, sown @ 10 lb/1000 sq ft.  
 All grass areas established between October 15 and April 15 shall be sod. Sod shall be Anderson Sod Farm Easy Lawn 2000 or equivalent.  
 All planted beds shall be covered with a 100 mm layer of composted leaf mulch.  
 All trees shall be secured with two 75 mm diameter x 1.8 m long round poles set 1 m into ground.  
 Plants determined to be dead or dying at the end of one year from the date of installation shall be replaced by the Contractor at the Contractor's expense.  
 All planting beds shall be irrigated with an automatic underground system.  
 All irrigation materials and installation methods shall conform to IABC standards.  
 Irrigation within municipal rights of way shall conform to the Township of Esquimalt requirements.  
 Backflow preventer requirements for irrigation lines shall conform to Township of Esquimalt requirements.  
 The Irrigation Contractor shall test the irrigation system and ensure that it is fully operational prior to acceptance by the owner.  
 The Irrigation Contractor shall supply all manuals and instruct the owner on irrigation system operation.



GREENSPACE DESIGNS sustainable landscape design

**PROJECT TITLE :**  
 PROPOSED LANDSCAPE PLAN for  
 JIM PENNER  
 876 DUNSMUIR ROAD, ESQUIMALT, BC

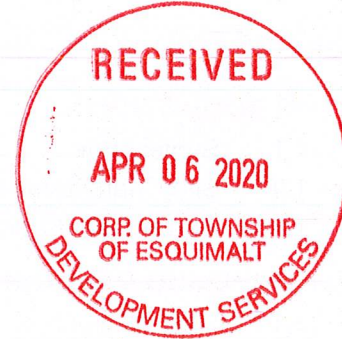
**PAGE TITLE :**  
 LANDSCAPE PLAN, PAGE ONE OF ONE

**DATE :**  
 MARCH 19, 2019  
 REVISED AUG 26, 2019  
 REVISED APRIL 2, 2020

**SCALE :**  
 1:100







## 876 DUNSMUIR ROAD

### Parking Study

A handwritten signature in black ink, appearing to read "Matthew Lilly".

Author: Matthew Lilly

A handwritten signature in black ink, appearing to read "Tim Shah".

Reviewer: Tim Shah, RPP, MCIP

Prepared for: Jim Penner (0795531 BC Ltd)

Our File: 2773.B01

Date: April 3, 2020

#501-740 Hillside Avenue  
Victoria, BC V8T 1Z4

T 250.388.9877

F 250.388.9879

[wattconsultinggroup.com](http://wattconsultinggroup.com)

# CONTENTS

<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.1	Subject Site.....	1
1.2	Site Characteristics & Policy Considerations.....	2
1.3	Current Land Use.....	5
<b>2.0</b>	<b>PROPOSED DEVELOPMENT .....</b>	<b>5</b>
2.1	Land Use .....	5
2.2	Parking Supply.....	5
2.2.1	Vehicle Parking .....	5
2.2.2	Bicycle Parking.....	5
<b>3.0</b>	<b>PARKING REQUIREMENT .....</b>	<b>5</b>
<b>4.0</b>	<b>EXPECTED PARKING DEMAND .....</b>	<b>5</b>
4.1	Resident Parking Demand .....	6
4.1.1	Adjustment Factors .....	8
4.2	Visitor Parking.....	9
4.3	Summary of Expected Parking Demand .....	10
<b>5.0</b>	<b>ON-STREET PARKING .....</b>	<b>10</b>
<b>6.0</b>	<b>TRANSPORTATION DEMAND MANAGEMENT .....</b>	<b>10</b>
6.1	Subsidized Transit Passes.....	11
<b>7.0</b>	<b>CONCLUSIONS.....</b>	<b>11</b>
7.1	Recommendation.....	11



## 1.0 INTRODUCTION

Watt Consulting Group was retained by Jim Penner (0795531 BC Ltd) to conduct a parking study for the proposed townhouse development at 876 Dunsmuir Road in the Township of Esquimalt. The purpose of this study is to assess the adequacy of the proposed parking supply by considering parking demand at representative sites.

### 1.1 SUBJECT SITE

The proposed redevelopment is located at 876 Dunsmuir Road in the Township of Esquimalt and is currently zoned as RD-1, Two Family Residential (see **Figure 1**).

**FIGURE 1. STUDY SITE**





## 1.2 SITE CHARACTERISTICS & POLICY CONSIDERATIONS

The following provides information on the services and transportation options in close proximity to the site (see **Figure 2**).



### COMMUNITY POLICIES

The Esquimalt Official Community Plan (OCP) contains a series of policies that provide direction on future planning and land use management within the Township.<sup>1</sup> Per Schedule B of the OCP (Proposed Land Use Designations), the subject site is designated as 'Townhouse Residential'.

Section 5.1 of the OCP states that the Township will "Consider new townhouse residential proposals with a Floor Area Ratio of up to 0.70, and up to three storeys in height, in areas designated Townhouse Residential on the Proposed Land Use Designation Map." Additionally, Section 5.4 of the OCP contains a policy that directs the Township to "Encourage the provision of middle housing types such as two-unit dwellings (duplexes), Townhouses and small lot infill as one avenue to address housing affordability."

Section 11 of the OCP (Transportation) and Section 13.3 (Reduction of Greenhouse Gas Emissions) contain a series of policies focused on promoting multi-modal and low-carbon transportation. The most relevant policies for the subject site are as follows:

- Support densification along frequent and regional transit routes.
- Consider prioritizing transit along frequent and regional transit corridors.
- Where feasible, improve the continuity of the bike network by linking existing and future bikeways and trails.
- Pursue the installation of electric vehicle charging capacity in new developments during the rezoning process.



### SERVICES

The site is located less than 300m from the intersection of Esquimalt and Head Street where several retail stores including a Shoppers Drug Mart, a liquor store, and several small scale restaurants are located. Additionally, the development is within 1.5 kilometres of Esquimalt Village and 3 kilometres of downtown Victoria, allowing access to a number of services that residents may require.

<sup>1</sup> Township of Esquimalt (2018). Corporation of the Township of Esquimalt Official Community Plan. Available online at: [https://www.esquimalt.ca/sites/default/files/docs/business-development/OCP/Esquimalt\\_OCP\\_2020-01-09.pdf](https://www.esquimalt.ca/sites/default/files/docs/business-development/OCP/Esquimalt_OCP_2020-01-09.pdf)





## TRANSIT

The nearest bus stop to the development is under 100m (2-minute walk) away servicing Route 25 | Maplewood / Admirals Walk. This local route has service every 20 to 120 minutes, and travels between Admirals Walk Shopping Centre and Saanich Centre Via Downtown Victoria. Within 350m Northwest of the site on Esquimalt Road is an eastbound and westbound bus stop for the Route 15 | Esquimalt/UVic, servicing CFB Esquimalt to Downtown Victoria and up to the University of Victoria (UVic). This route is classified as a regional route and has a service frequency of 15 to 60 minutes.

BC Transit's Transit Future Plan identifies Esquimalt Road as a "Frequent Transit Corridor" with the goal of providing frequent service (15 minutes or better between 7am and 10pm, 7 days/week).<sup>2</sup> The improved transit travel times are achieved by having fewer stops, transit priority measures, and enhanced bus stop infrastructure. The subject site will benefit from frequent, reliable, and convenient transit service.

In addition to the above, the Township's OCP contains policy direction to enhance transit specifically along Esquimalt Road. Under Section 11.4 of the OCP, the following policies are identified:

- Consider the designation of Esquimalt Road as a future rapid bus route.
- Consider including transit priority measures including transit signal priority and queue jump lanes along Esquimalt Road as a way to ensure the transition from frequent transit to rapid transit can occur and transit is prioritized through the corridor.



## WALKING

The trailhead for the Songhees/West Bay Walkway is within 200m of the site, providing excellent access to a 3 kilometre pedestrian trail terminating at the Johnson Street Bridge in Downtown Victoria. Additionally, Esquimalt Road provides a safe pedestrian environment with sidewalks on both sides and crosswalks at major intersections and mid-block locations. The walk score of the subject site is 59 allowing some errands to be accomplished on foot.



## CYCLING

There are bike lanes present along Esquimalt Road providing a direct connection to downtown and the Galloping Goose Regional Trail. There is also access to the Esquimalt and Nanaimo [E&N] Rail Trail within 1 kilometre of the site providing direct multi-use trail access to View Royal and the West Shore Communities.

<sup>2</sup> BC Transit. (2011). Transit Future Plan Victoria Region | May 2011. Available online at: <https://www.bctransit.com/documents/1507213421016>

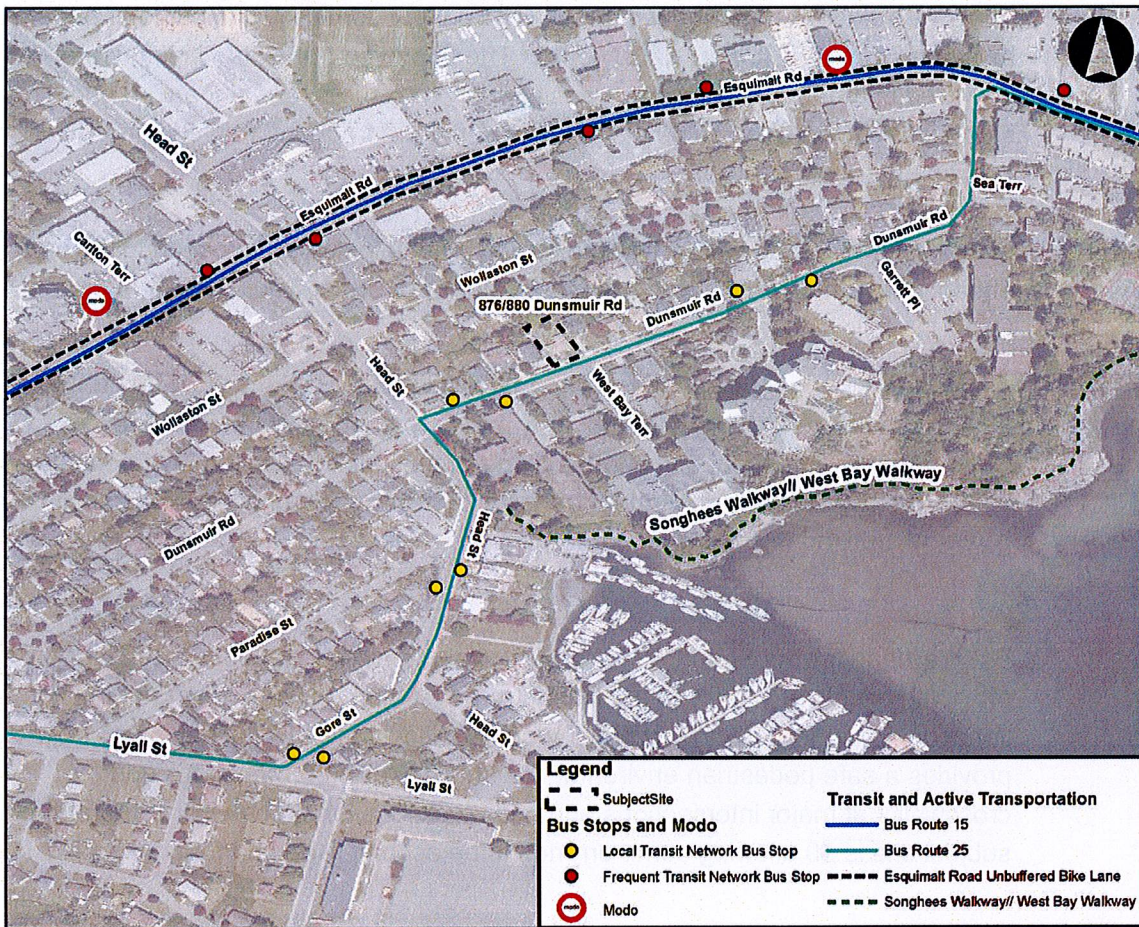




### CARSHARING

Carsharing programs are an effective way for people to save on the cost of owning a vehicle while having access to a convenient means of transportation. The Modo Car Cooperative (Modo) is a popular carsharing service in Greater Victoria. In 2015, there were 23 cars and 800 members; as of June 2019, there were 82 Modo vehicles and 2,849 members across the Greater Victoria region, suggesting that Modo is growing in popularity. There are two Modo vehicles within 500m or a 10-minute walk of the subject site location, one at 826 Esquimalt Road and the other at Esquimalt Road and Carlton Terrace.

**FIGURE 2. TRANSPORTATION OPTIONS IN PROXIMITY TO SITE**





### 1.3 CURRENT LAND USE

The development site is currently zoned as RD-1: Two Family Residential and has one single-family dwelling.

## 2.0 PROPOSED DEVELOPMENT

### 2.1 LAND USE

According to Schedule B (Proposed Land Use Designations) in the Township's Official Community Plan, the subject site is to be designated as "Townhouse Residential".<sup>3</sup> The proposed development is a 2.5 storey townhouse building with four units (2 two-bedrooms and 2 three-bedrooms). The units range in size from 115m<sup>2</sup>-156m<sup>2</sup> (1,237 sq.ft-1,679 sq.ft.).

### 2.2 PARKING SUPPLY

#### 2.2.1 VEHICLE PARKING

The proposed resident parking supply is five spaces, which is one space per unit including one visitor parking space. The four resident parking spaces will each have access to a Level 2 (240V) electric vehicle charging station.

#### 2.2.2 BICYCLE PARKING

The proposed bicycle parking includes 4 bike rooms, or one bike room per unit. Each bike room will contain two long term bicycle spaces. This results in 8 long-term bike parking spaces for the development. Each parking space will have access to an 110V wall outlet, which is intended to facilitate charging opportunities for electric bike owners.

### 3.0 PARKING REQUIREMENT

The Township of Esquimalt Parking Bylaw No. 2011<sup>4</sup> identifies that RM-2 (Townhouses) zoned lots must supply a minimum of 2.0 parking spaces per dwelling unit. Applied to the subject site, this results in a requirement of 8 off street parking spaces. Additionally, the Bylaw also requires that for every four spaces, one be reserved for visitors.

### 4.0 EXPECTED PARKING DEMAND

Expected parking demand for the site is estimated in the following sections to determine if the proposed supply will adequately accommodate demand. Expected parking demand is based on [a] observations of other townhouse sites in Esquimalt, Saanich, and Victoria and [b] research from past parking studies.

<sup>3</sup> Township of Esquimalt (2018). Corporation of the Township of Esquimalt Official Community Plan. Available online at: [https://www.esquimalt.ca/sites/default/files/docs/business-development/OCP/Esquimalt\\_OCP\\_2020-01-09.pdf](https://www.esquimalt.ca/sites/default/files/docs/business-development/OCP/Esquimalt_OCP_2020-01-09.pdf)

<sup>4</sup> Township of Esquimalt (1992). Corporation of the Township of Esquimalt Parking Bylaw, 1992, NO.2011. Available online at: [https://www.esquimalt.ca/sites/default/files/docs/municipal-hall/bylaws/Bylaw\\_2011\\_-\\_Parking\\_Bylaw\\_Consolidated\\_2019\\_April\\_23\\_rd.pdf](https://www.esquimalt.ca/sites/default/files/docs/municipal-hall/bylaws/Bylaw_2011_-_Parking_Bylaw_Consolidated_2019_April_23_rd.pdf)



#### 4.1 RESIDENT PARKING DEMAND

Observations were conducted at 12 townhouse sites in the Township of Esquimalt, City of Victoria, and District of Saanich, representing a total of 113 units. A breakdown of each site and how it corresponds to the site location can be found in **Table 1**. Townhouse sites were selected based on four criteria, in the following priority order:

1. Proximity to Frequent Transit Network (FTN). The BC Transit Future Plan has designated Esquimalt Road as a FTN Corridor. This means that the area will receive reliable and frequent service (15 minutes or better between the hours of 7:00am and 10:00pm) seven days a week.<sup>5</sup> Representative sites needed to be in proximity to the frequent transit network and were selected if they were either [a] on the FTN, [b] within 400m of the FTN or [c] within 800m of the FTN.
2. Countable Parking Spaces. The sites needed to have parking spaces that were visible and therefore countable. Many townhouse sites within the region have enclosed garages or gated underground parking, making counting difficult.
3. Walk Score. This is a tool that ranks the walkability of a location according to seven factors: Dining & Drinking, Groceries, Shopping, Errands, Parks, Schools, and Culture & Entertainment. It can be used to determine if a trip will require the use of a vehicle. While a number of the representative sites have higher walk score than the subject site, their transit service is comparable, which is a more important predictor of parking demand.
4. Floor Area. The representative sites needed to have units with comparable floor area in the range of about 100m<sup>2</sup> (1,076 sq.ft.) to 150 m<sup>2</sup> (1,614 sq.ft.) with some exceptions. Most of the representative sites largely contain three-bedroom units, with some sites having a mix of two and three-bedroom units.

Observations of parking utilization were conducted at representative sites during the peak period for residential land uses (typically weekday evenings). Observations were conducted during the following periods:

- Tuesday, December 17, 2019, from 9:00pm to 11:00pm
- Wednesday, December 18, 2019, from 9:00pm to 11:00pm

The peak observation for each site over the two observation periods was selected to calculate the parking demand (see **Table 2**). Parking demand ranged from 0.80 vehicles per unit to 1.43 vehicles per unit with an average parking demand of 1.10 vehicles per unit (1.09, rounded).

<sup>5</sup> BC Transit. (2011). Transit Future Plan Victoria Region | May 2011. Available online at: <https://www.bctransit.com/documents/1507213421016>



**TABLE 1. SUMMARY OF REPRESENTATIVE SITES**

Site	Units	Approx. Unit Size (Square Feet)	Walk Score	Proximity to FTN
1550 North Dairy Rd	11	1,300	51	<400m
2633 Shelbourne St	8	1,300-1,400	79	ON FTN
1827 Fairfield Rd	4	1,400-1,700	52	ON FTN
290 Superior St	7	1,000-1,200	87	<800m
229 Ontario St	13	1,200-1,300	82	<800m
245 Ontario St	9	1,000	82	<800m
242 Ontario St	9	1,100-1,300	82	<800m
730 Sea Terrace	5	1,400-1,500	72	<400m
771 Central Spur Rd	7	1,600-1,900	73	<400m
773 Central Spur Rd	5	1,000-1,200	73	<400m
775 Central Spur Rd	7	1,100	73	<400m
785 Central Spur Rd	28	1,100	73	<400m



**TABLE 2. OBSERVATIONS OF REPRESENTATIVE SITES**

Site	Units	Observed Vehicles	Parking Demand (vehicles / unit)
1550 North Dairy Rd	11	15	1.36
2633 Shelbourne Street	8	8	1.00
1827 Fairfield Road	4	4	1.00
290 Superior Street	7	7	1.00
229 Ontario Street	13	13	1.00
245 Ontario Street	9	9	1.00
242 Ontario Street	9	10	1.11
730 Sea Terrace	5	4	0.80
771 Central Spur Rd	7	10	1.43
773 Central Spur Rd	5	6	1.20
775 Central Spur Rd	7	8	1.14
785 Central Spur Rd	28	28	1.00
		<b>Average</b>	<b>1.10</b>

#### 4.1.1 ADJUSTMENT FACTORS

Observations are a useful method of assessing parking demand rates; however, there are limitations to this method. One of these limitations is that a resident(s) may not be present at the time of observation. This could be due to an evening/night shift at work, having a late night out and returning very late or the next morning, being out of town for business or holiday, or several other factors. As such, it can be expected that their vehicle would not be present at the time of observation.

To mitigate this factor, observations were conducted as late as possible and a 10% adjustment factor was applied to the data. This is in accordance with findings from a study commissioned by Metro Vancouver that recommended an adjustment factor of 10% when parking observations are conducted between 9:00pm and 10:30pm.<sup>6</sup>

**Table 3** shows the difference between the observed parking demand and the adjusted parking demand rate, reflecting the 10% increase for “missed vehicles”. The average observed demand rate increased from 1.10 to 1.20 vehicles per unit. This results in 5 resident parking spaces (4.8, rounded).

<sup>6</sup> Metro Vancouver. (2012). The Metro Vancouver Apartment Parking Study, Technical Report. Available online at: [http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Apartment\\_Parking\\_Study\\_TechnicalReport.pdf](http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Apartment_Parking_Study_TechnicalReport.pdf)



**TABLE 3. ADJUSTED PARKING DEMAND AT REPRESENTATIVE SITES**

Site	Units	Parking Demand Rate (vehicles / unit)	Adjusted Parking Demand Rate (vehicles / unit)
1550 North Dairy Rd	11	1.36	1.50
2633 Shelbourne Street	8	1.00	1.10
1827 Fairfield Road	4	1.00	1.10
290 Superior Street	7	1.00	1.10
229 Ontario Street	13	1.00	1.10
245 Ontario Street	9	1.00	1.10
242 Ontario Street	9	1.11	1.22
730 Sea Terrace	5	0.80	0.88
771 Central Spur Rd	7	1.43	1.57
773 Central Spur Rd	5	1.20	1.32
775 Central Spur Rd	7	1.14	1.26
785 Central Spur Rd	28	1.00	1.10
	<b>Average</b>	<b>1.10</b>	<b>1.20</b>

## 4.2 VISITOR PARKING

Observations of visitor parking were conducted at each of the representative sites and the average rate was 0.07 vehicles per unit. A study by Metro Vancouver concluded that visitor parking typically has a demand of less than 0.1 vehicles per unit.<sup>7</sup> Findings from similar studies conducted by WATT in the City of Langford and the City of Victoria support these findings, and suggest that visitor parking is not strongly linked to location. A recently completed development near to this location, 826 Esquimalt Road, is a 30 unit condo building where the developer provided three visitor parking spaces, a rate of 0.1 spaces per unit.<sup>8</sup>

Based on the available research and observational data, a rate of 0.1 is recommended. With four units and applying a visitor demand rate of 0.1, the recommended visitor parking is 1 space (0.4, rounded). The applicant meets this requirement.

<sup>7</sup> Metro Vancouver. (2012). The Metro Vancouver Apartment Parking Study, Technical Report. Available online at: [http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Apartment\\_Parking\\_Study\\_TechnicalReport.pdf](http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Apartment_Parking_Study_TechnicalReport.pdf)

<sup>8</sup> More information about the 826 Esquimalt Road Parking Study is available online at: <https://esquimalt.ca.legistar.com/LegislationDetail.aspx?ID=3663&GUID=B883D3FE-6D24-4C02-9550-0339E2D847A4>



### **4.3 SUMMARY OF EXPECTED PARKING DEMAND**

Results from the observations of representative sites – using appropriate adjustment factors – indicate that resident parking demand will be approximately 1.20 spaces per unit (5 spaces, rounded). Residential visitor parking demand is expected to be no more than 0.1 spaces per unit (1 vehicle). Therefore, a total of 6 parking spaces are expected for the subject site, which is greater than the proposed parking supply by one space.

### **5.0 ON-STREET PARKING**

On-street parking conditions were observed to determine parking availability around the subject site. Observations were completed on Dunsmuir Road, West Bay Terrace, Garret Place, and Head Street. Counts were conducted on the following dates:

- Wednesday, December 18, 2019 between 10:00pm and 10:30pm and
- Wednesday January 22, 2020 between 8:00pm and 8:30pm.

These two count times were intended to capture the on-street conditions when local residents would have the highest likelihood of being home and/or when visitors might be visiting the neighbourhood.

Peak utilization was observed on Wednesday January 22, 2020 with 36 parked vehicles observed out of 45 total spaces, an occupancy rate of 80%. This indicates that a large number of residents and/or visitors in the area are utilizing the available unrestricted on-street parking. A total of 9 spaces were unoccupied, which means that some parking is available during the peak time when residents are expected to be home and/or when visitors may be in the neighbourhood.

### **6.0 TRANSPORTATION DEMAND MANAGEMENT**

Transportation demand management (TDM) refers to policies, programs and services that influence whether, why, when, where and how people travel.<sup>9</sup> TDM initiatives typically aim to reduce SOV trips, parking demand, and encourage alternative travel options such as walking, cycling, public transit, and shared rides.

The Township of Esquimalt supports the development of TDM strategies as outlined in section 3.8 of the OCP.<sup>10</sup> The goal of these policies is to promote alternatives to SOV usage and reduce carbon emissions as well as increasing the density along transit corridors.

<sup>9</sup> Definition based on Transport Canada, TDM for Canadian Communities, March 2011

<sup>10</sup> Township of Esquimalt. (2018). Official Community Plan, Section 3: Regional Context Statement. Available online at: <https://www.esquimalt.ca/business-development/official-community-plan>



## 6.1 SUBSIDIZED TRANSIT PASSES

As discussed in Section 1.2, the site has good access to transit and as the Transit Future Plan and OCP policies are implemented, transit service is anticipated to improve, which will make transit more appealing to future residents.

BC Transit currently offers the EcoPASS Program for New Developments, which is a program that provides Capital Regional District developers with a potential transit-oriented solution for parking variance requests. Under the EcoPASS Program, the occupants of a new residential, commercial or mixed-use development receive annual bus passes for a pre-determined number of years that are valid for use throughout the Victoria Regional Transit System. Each annual pass has a cost to the developer of \$1,000. The size and value of the TDM program is established by the municipal government, with a minimum required program value of \$5,000.

The applicant has confirmed that they are committing to this program and will provide each unit with an EcoPASS for one year. The provision of transit passes is anticipated to lower parking demand and a 10% reduction in resident parking demand would be supported. This would effectively reduce resident parking demand from 5 spaces to 4 spaces.

## 7.0 CONCLUSIONS

The proposed development at 876 Dunsmuir Road is four townhouse units comprising 2 two-bedroom and 2 three-bedroom units. The applicant is proposing four residential parking spaces and one visitor space (5 total). The Township of Esquimalt's Zoning Bylaw parking requirement for this type of development requires a rate of 2.0 spaces per unit (8 spaces).

The expected peak demand for the site is 5 resident spaces and 1 visitor space and therefore one greater than the proposed supply. However, if the applicant commits to the EcoPASS program, then the resident demand would be reduced by one space from 5 to 4 spaces. This would meet the proposed supply of 4 resident spaces and 1 visitor space.

### 7.1 RECOMMENDATION

Based on the results of this study, the provision to provide 5 spaces (4 resident and one visitor) is supported if the applicant commits to implementing the EcoPASS program for residents.