



## CORPORATION OF THE TOWNSHIP OF ESQUIMALT

### DESIGN REVIEW COMMITTEE AGENDA

WEDNESDAY, MARCH 14, 2018

3:00 P.M.

### ESQUIMALT COUNCIL CHAMBERS

<b>MEMBERS:</b>	Roger Wheelock Chair	Wendy Kay
	Ally Dewji	Graeme Verhulst
	Bev Windjack	Jill Singleton
	Robert Schindelka	Cst. Rae Robirtis
<b>STAFF:</b>	Bill Brown, Director of Development Services	
	Pearl Barnard, Recording Secretary	
<b>COUNCIL LIAISONS:</b>	Councillor Beth Burton-Krahn	
	Councillor Tim Morrison	

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- I. CALL TO ORDER
- II. LATE ITEMS
- III. ADOPTION OF AGENDA
- IV. ADOPTION OF MINUTES – February 14, 2018
- V. STAFF REPORT

#### REZONING APPLICATION

638 Constance Avenue

[PID 000-546-437 Lot B (DD 237133I), of Lots 79 and 89, Suburban Lot 44, Esquimalt District, Plan 2854]

640 Constance Avenue

[PID 000-380-911 Amended Lot 88 (DD 208442I), of Suburban Lot 44, Esquimalt District, Plan 2854]

and 637 Nelson Street

[PID 006-386-466 Lot D (DD367731-I), Suburban Lot 44, Esquimalt District, Plan 2854]

#### PURPOSE OF APPLICATION:

The applicant is requesting a change in Zoning from the current RM-1 [Multiple Family Residential] to a Comprehensive Development District zone [CD]. This change is required to accommodate the proposed 6 storey, 77 unit, multiple family residential building including a 61 space parking garage.

This site is located within Development Permit Area No. 1 – Multi-Unit Residential. Should the rezoning application be approved, the applicant would need to obtain a Development Permit respecting the character of the development, including landscaping, and the siting, form, exterior design and finish of the proposed 6 storey, 77 unit, multiple family residential building, which would be considered by both the Design Review Committee and Council in the future.

**Evaluation of this application should focus on the proposed siting, height, mass, density, lot coverage, usable open space, parking, fit with the neighbourhood, and consistency with the overall direction contained within the Official Community Plan.**

**RECOMMENDATION:**

The Esquimalt Design Review Committee recommends that the application for Rezoning, authorizing a 20.5 metre [6 storeys], 77 unit, multiple family residential building sited in accordance with the BCLS Site Plan provided by J.E. Anderson and Associates Surveyors-Engineers, stamped “Received January 18, 2018”, and incorporating height and massing consistent with the architectural plans provided by Praxis Architects Inc., stamped “Received January 16, 2018”, detailing the development proposed to be located at 638 Constance Avenue [PID 000-546-437 Lot B (DD 237133I), of Lots 79 and 89, Suburban Lot 44, Esquimalt District, Plan 2854], 640 Constance Avenue [PID 000-380-911 Amended Lot 88 (DD 208442I), of Suburban Lot 44, Esquimalt District, Plan 2854], and 637 Nelson Street [PID 006-386-466 Lot D (DD367731-I), Suburban Lot 44, Esquimalt District, Plan 2854] be forwarded to Council with a recommendation **to either approve, approve with conditions, or deny the application including reasons for the chosen recommendation.**

**VI. NEXT REGULAR MEETING**

April 11, 2018

**VII. ADJOURNMENT**



## CORPORATION OF THE TOWNSHIP OF ESQUIMALT

### ADVISORY DESIGN REVIEW COMMITTEE MINUTES OF FEBRUARY 14, 2018 ESQUIMALT COUNCIL CHAMBERS

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<b>PRESENT:</b>	Roger Wheelock, Chair Graeme Verhulst Bev Windjack Cst. Rae Robirtis	Ally Dewji Jill Singleton Robert Schindelka
<b>ABSENT:</b>	Wendy Kay	
<b>STAFF:</b>	Bill Brown, Director of Development Services, Staff Liaison Alex Tang, Planner Pearl Barnard, Recording Secretary	
<b>COUNCIL LIAISONS:</b>	Councillor Beth Burton-Krahn	

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#### I. CALL TO ORDER

The Chair called the meeting to order at 3:01 p.m.

#### II. ELECTION OF CHAIR

Nominations were called for and Ally Dewji nominated Roger Wheelock. Roger Wheelock was elected by acclamation as Chair for the year 2018.

#### III. ELECTION OF VICE CHAIR

Nominations were called for and Roger Wheelock nominated Ally Dewji. Ally Dewji was elected by acclamation as Vice Chair for the year 2018.

#### IV. LATE ITEMS

There were no late items.

#### V. APPROVAL OF AGENDA

Moved by Graeme Verhulst and seconded by Robert Schindelka: That the agenda be approved as circulated. **Carried Unanimously.**

#### VI. ADOPTION OF MINUTES – December 13, 2017

Moved by Ally Dewji, seconded by Bev Windjack: That the minutes of December 13, 2017 be adopted as circulated. **Carried Unanimously.**

#### VII. STAFF REPORTS

##### 1) OFFICIAL COMMUNITY PLAN AMENDMENT and REZONING APPLICATION 833 Dunsmuir Road and 835 Dunsmuir Road

Staff outlined that the applicant is requesting a change in Official Community Plan Land Use Designation from the current designation of “Multi-Unit, Low-Rise Residential” to “Multi-Unit, High-Rise Residential” and a change in zoning from the current mix of RD-3 [Two Family/Single Family Residential] zone and RM-4 [Multiple Family Residential] to a Comprehensive Development District zone [CD], to accommodate the proposed 5 storey, 34 unit, multiple family residential building.

Heather Spinney, Praxis Architects Inc., Jordan Mann, Owner and Jim Partlow, Lombard North Group Inc. were in attendance. Heather Spinney gave a PowerPoint presentation detailing the site plan and an overview of the building design, elevations and materials for the project. Ms. Spinney outlined that the proposal is for a 34 unit market residential building with a mix of one and two bedroom units, and that there will be 35 parking spaces and 6 bike racks for the project. Jim Partlow gave an overview of the landscape features.

**Committee comments included (*response in italics*):**

- proposed development was appropriate for the site
- massing of the upper floor is appropriate
- Community Consultation held for the project? *Ms. Spinney advised that they had held a meeting in early December, with some concerns expressed about street parking.*
- usefulness of the amenity open space was questioned
- street parking is lost when layby space along Garrett Place is not being used
- colour selection is aesthetically appealing
- Future implications if the OCP amendment is approved to allow High-Rise Residential? *Staff advised that height in the OCP are guidelines and not regulations, and that an OCP amendment might not be required.*
- Why is vehicle access off Dunsmuir Road and not Garrett Road? *Ms. Spinney advised that having access off Garrett Road would have been undesirable due to elevation.*

**RECOMMENDATION:**

Moved by Graeme Verhulst seconded by Jill Singleton: That the Esquimalt Design Review Committee recommends that the application for Official Community Plan Amendment and Rezoning, authorizing a 18 metre [5 storeys], 34 unit, multiple family residential building sited in accordance with the BCLS Site Plan provided by J.E. Anderson and Associates Surveyors-Engineers, stamped "Received January 18, 2018", and incorporating height and massing consistent with the architectural plans provided by Praxis Architects Inc., stamped "Received February 7, 2018", detailing the development proposed to be located at 833 Dunsmuir Road and 835 Dunsmuir Road **be forwarded to Council with a recommendation for approval as the proposed development is appropriate for the site. Carried Unanimously.**

**2) OFFICIAL COMMUNITY PLAN AMENDMENT and REZONING APPLICATION  
838 Admirals Road and 842 Admirals Road**

Staff outlined that the applicant is requesting a change in Official Community Plan Land Use Designation from the current designation of "Townhouse Residential" to "Multi-Unit, Low-Rise Residential" and a change in zoning from the current mix of CD-75 [Comprehensive Development District] zone and RD-3 [Two Family/Single Family Residential] to a Comprehensive Development District zone [CD], to accommodate the proposed 4 storey, 30 unit, multiple family residential building.

Heather Spinney, Praxis Architects Inc. gave a PowerPoint presentation detailing the site plan and an overview of the building design, elevations and materials for the project. Ms. Spinney outlined that the proposal is for a 30 unit residential rental building with a mix of 1bedroom, 1 bedroom + den and 2 bedroom units. On site parking will include 28 parking spaces and 34 spots for bike parking. The existing oak tree will be removed and improvements will be done to the streetscape. Jim Partlow, Lombard North Group Inc. gave an overview of the landscape features.

**Committee comments included (*response in italics*):**

- Why are the balconies so small they might not be useful? *Ms. Spinney advised that it was a conscious decision to keep them to a minimum so that they would not be used as storage.*
- Common space on the parking level might not get used since it is a busy intersection. *Ms. Spinney advised that there would be a landscape buffer that will help make sure it feels more enclosed than exposed.*
- pronounced corner design feature appreciated as it is on a main intersection
- proposed building is appropriate for the location, articulation of the massing is appropriate; it is not a box and has some articulation around it
- Concerns with the exposed parking wall being a place for graffiti in the future. *Ms. Spinney advised that some fairly tall shrubs will be planted so it won't be an exposed wall. Member then commented that it would be great to see something more than just blank concrete.*
- Consider moving entrance off Naden Street instead of Colville Road since that would be where people are being dropped off. *Ms. Spinney responded that from a circulation point of view, it would be very difficult for the entry to be on Naden Street.*
- Concern re removal of Garry Oak tree
- Star magnolias and dogwood are in the back and not as exposed, review landscape plan to add some brightness and cheerfulness
- Bike storage is quite far from the front door, consider relocating to make it convenient for the residents.

**RECOMMENDATION:**

Moved by Robert Schindelka seconded by Bev Windjack: That the Esquimalt Design Review Committee recommends that the application for Official Community Plan Amendment and Rezoning, authorizing a 15.4 metre [4 storeys], 30 unit, multiple family residential building sited in accordance with the BCLS Site Plan provided by J.E. Anderson and Associates Surveyors-Engineers, stamped "Received January 18, 2018", and incorporating height and massing consistent with the architectural plans provided by Praxis Architects Inc., stamped "Received February 8, 2018", detailing the development proposed to be located at 838 Admirals Road and 842 Admirals Road **be forwarded to Council with a recommendation for approval as the proposed development conforms to the requirements and is compatible with the neighbourhood. Carried Unanimously.**

Bev Windjack declared a conflict of interest in the next two items since her firm is involved in the project.

**3) DEVELOPMENT PERMIT APPLICATION**

**"REVIEW OF DESIGN REVISIONS FOR THE CORE AREA WASTEWATER TREATMENT PLANT AT MCLOUGHLIN POINT"**

**337 Victoria View Road**

Staff outlined that the purpose of this application is to review the proposed amendments to DP000077 to ensure that the proposed changes will enhance the existing approved development.

In attendance for this portion of the meeting were:

Harbour Resource Partnership - Jim Mann, Peter Gawlick, Jeremy Klarenbach

Capital Regional District Project Board - Don Fairbairn, Elizabeth Scott, Jacqueline Weston, Derek Steinke, Ken Madill

Jim Mann gave a PowerPoint presentation and outlined the proposed changes to the design of the Wastewater Treatment Plant, including:

- Dissolved Air Flootation (DAF) unit removed
- green roof expanded
- landscaped area under the extended green roof converted to bicycle parking
- second floor of Operations and Maintenance building raised to accommodate more clearance in the drive aisle
- translucent panels on the upper east elevation removed and translucent panels added to the odour control room
- cladding on top stairwell at tertiary treatment plant revised to a dark metal cladding

**Committee comments included (*response in italics*):**

- Will the piping be more visible with the removal of the DAF and whether the piping would be stainless or painted? *Proponents advised that the piping will be more visible and that all the processing piping above grade will be stainless steel.*
- changes are in line with the original design and intent
- Will the tsunami walls facing south have a coating implemented on the concrete to prevent graffiti? *Mr. Mann advised that there would be anti-graffiti coating on all the vertical surfaces.*
- removal of the DAF structure has improved the design
- there should be a public walkway along the waterfront

**RECOMMENDATION:**

Moved by Jill Singleton seconded by Robert Schindelka: That the Esquimalt Design Review Committee recommends that the application to amend Development Permit DP000077 for the Core Area Waste Water Treatment Plant be **forwarded to Council with a recommendation for approval as the proposed changes are refinements to the existing concept and are consistent with the aims of the project and the setting. Carried.**

**4) DEVELOPMENT PERMIT APPLICATION  
“PROPOSED MACAULAY POINT PUMP STATION”  
330 View Point Road**

Staff outlined that the application is for a sewage pump station at Macaulay Point and that the proposed pump station would replace the facility that is currently on the site.

Derek Steinke, Kenaidan Contracting Ltd. Stephane Laroye, Architect and Bev Windjack, LADR Landscape Architects were in attendance. Derek Steinke gave a PowerPoint presentation detailing the site plan and an overview of the building design, massing, elevations and materials for the project, green roof planting and screening from the public pathway with plantings. The green roof will drain to a rain garden before draining into the stormwater management system. Bev Windjack gave an overview of the landscape features and storm water management plan.

**Committee comments included (*response in italics*):**

- nice combination of formal architecture and organic landscape
- plantings add colour and vibrancy to the project and also respect the natural environment
- the building was being incorporated into the lesser utilized part of the pathway, to add an amenity for the Community in this location

- Vehicle parking screening? *Ms. Windjack advised the area would be screened with high vegetation; trees and higher shrubs would be planted to screen the vehicles as well as the pump station.*
- the project embraces almost every aspect of green design
- Is there anything of archaeological significance present on the site? *Ms. Windjack advised that they are not aware of any.*

Ally Dewji left the meeting at 4:45 pm.

**RECOMMENDATION:**

Moved by Robert Schindelka seconded by Jill Singleton: That the Esquimalt Design Review Committee recommends that the application for a development permit for the Macaulay Point Pump Station **be forwarded to Council with a recommendation for approval as the proposed site design is a fine example that will hopefully set a precedent for future projects. Carried Unanimously.**

**VIII. NEXT REGULAR MEETING**

Wednesday, March 14, 2018

**IX. ADJOURNMENT**

The meeting adjourned at 4:55 p.m.

CERTIFIED CORRECT

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CHAIR, DESIGN REVIEW COMMITTEE  
THIS 14<sup>th</sup> DAY OF MARCH, 2018

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ANJA NURVO,  
CORPORATE OFFICER



# CORPORATION OF THE TOWNSHIP OF ESQUIMALT

Municipal Hall, 1229 Esquimalt Road, Esquimalt, B.C. V9A 3P1  
Telephone (250) 414-7100 Fax (250) 414-7111

DRC Meeting: March 14, 2018

## STAFF REPORT

**DATE:** March 9, 2018

**TO:** Chair and Members of the Design Review Committee

**FROM:** Alex Tang, Planner  
Bill Brown, Director of Development Services

**SUBJECT: REZONING APPLICATION**  
**638 Constance Avenue**  
**[PID 000-546-437 Lot B (DD 237133I), of Lots 79 and 89, Suburban Lot 44,**  
**Esquimalt District, Plan 2854]**  
**640 Constance Avenue**  
**[PID 000-380-911 Amended Lot 88 (DD 208442I), of Suburban Lot 44,**  
**Esquimalt District, Plan 2854]**  
**and 637 Nelson Street**  
**[PID 006-386-466 Lot D (DD367731-I), Suburban Lot 44, Esquimalt**  
**District, Plan 2854]**

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### RECOMMENDATION:

The Esquimalt Design Review Committee recommends that the application for Rezoning, authorizing a 20.5 metre [6 storeys], 77 unit, multiple family residential building sited in accordance with the BCLS Site Plan provided by J.E. Anderson and Associates Surveyors-Engineers, stamped "Received January 18, 2018", and incorporating height and massing consistent with the architectural plans provided by Praxis Architects Inc., stamped "Received January 16, 2018", detailing the development proposed to be located at 638 Constance Avenue [PID 000-546-437 Lot B (DD 237133I), of Lots 79 and 89, Suburban Lot 44, Esquimalt District, Plan 2854], 640 Constance Avenue [PID 000-380-911 Amended Lot 88 (DD 208442I), of Suburban Lot 44, Esquimalt District, Plan 2854], and 637 Nelson Street [PID 006-386-466 Lot D (DD367731-I), Suburban Lot 44, Esquimalt District, Plan 2854] be forwarded to Council with a recommendation **to either approve, approve with conditions, or deny the application including reasons for the chosen recommendation.**

### BACKGROUND:

#### Purpose of the Application:

The applicant is requesting a change in Zoning from the current RM-1 [Multiple Family Residential] to a Comprehensive Development District zone [CD]. This change is required to accommodate the proposed 6 storey, 77 unit, multiple family residential building including a 61 space parking garage.



This site is located within Development Permit Area No. 1 – Multi-Unit Residential. Should the rezoning application be approved, the applicant would need to obtain a Development Permit respecting the character of the development, including landscaping, and the siting, form, exterior design and finish of the proposed 6 storey, 77 unit, multiple family residential building, which would be considered by both the Design Review Committee and Council in the future.

**Evaluation of this application should focus on the proposed siting, height, mass, density, lot coverage, usable open space, parking, fit with the neighbourhood, and consistency with the overall direction contained within the Official Community Plan.**

### Context

**Applicant:** Praxis Architects Inc. [Heather Spinney]

**Owner:** Constance Apartments Inc. No. BC1128254

**Property Size:** Metric: 2840 m<sup>2</sup> Imperial: 30569 ft<sup>2</sup>

**Existing Land Use:** Single Family Residential

### **Surrounding Land Uses:**

North: DND Federal Land

South: Single Family Residential

West: Multiple Family Residential [4 storeys]

East: Multiple Family Residential [3 storeys]

**Existing OCP Designation:** Multi-Unit, High-Rise Residential

**Existing Zoning:** RM-1 [Multiple Family Residential]

**Proposed Zoning:** CD [Comprehensive Development District]

### Zoning

**Density, Lot Coverage, Height and Setbacks:** The following chart compares the floor area ratios, lot coverage, setbacks, height and usable open space of this proposal with the requirements of the RM-5 [Multiple Family Residential Zone]:

	<b>Proposed Comprehensive Development Zone</b> [Apartment with 30 Residential Units]	<b>RM-5</b> [Multiple Residential – High Density]
<b>Floor Area Ratio</b>	1.57	1.5
<b>Lot Coverage</b>	39%	30%/ 25% [above 2 <sup>nd</sup> ]
<b>Setbacks</b>		
• Front	5.9 m	7.5 m
• Rear	6.4 m	7.5 m
• Interior Side [North]	5.0 m	7.5 m
• Interior Side [South]	7.0 m	7.5 m
<b>Building Height</b>	20.5 m [6 storeys]	20 m

<b>Off Street Parking</b>	61 spaces [0.80/unit]	101 spaces [1.3/unit]
<b>Usable Open Space</b>	870 m <sup>2</sup> [30.6%]	213 m <sup>2</sup> [7.5%]
<b>Bicycle Parking</b>	116 resident + 6 visitor	116 resident + 6 visitor

The Floor Area Ratio of this proposal is 1.57, which is comparable to the allowable amount of 1.5 in the RM-5 [Multiple Family Residential]. The Lot Coverage measures 39% of the site while allowing for substantial 870 m<sup>2</sup> [30.6%] of usable open space. The principal building is set back slightly less than the RM-5 requirements on all sides. The proposed height of the building is 20.5 metres, which is slightly higher than the allowed 20.0 metres in a RM-5 zone.

Parking Bylaw, 1992, No. 2011 requires 1.3 parking spaces per unit to be provided for multiple family developments. This proposal incorporates 61 residential parking spaces within the structure which equates to 0.80 parking spaces per unit. The subject property has a Walk Score of 72 which is considered 'Very Walkable'. This property is served by transit routes 25 and 46 along Admirals Road and by routes 15 and 26 along Esquimalt Road, which is 150 metres to the south. As this development is planned to be a purpose-built rental residential building, the demand for parking is decreased to 61 parking spaces according to Watt Consulting Group in their parking study.

### **Official Community Plan**

This proposed development is consistent with the current Land Use Designation of "Multi-Unit, High-Rise Residential". This proposal is for a 6 storey, 77 unit apartment building with a Floor Area Ratio of 1.57 while the Land Use Designation of "Multi-Unit, High-Rise Residential" accepts buildings up to 12 storeys with a Floor Area Ratio of up to 3.0.

OCP Section 2 - Managed Growth – Land Use and Development states that the objectives and policies in this section are designed to promote sustainable land use and development in the community.

OCP 2.0.1(a) states the Township should encourage high quality development that enhances and benefits the community as a whole.

OCP 2.0.2(a) states Esquimalt's future new development, infill and redevelopment will be in accordance with the land use designations shown on OCP Schedule A, together with the guidelines set out in Development Permit Areas (OCP Section 9).

OCP Section 2.2 - Residential Land Use of the Official Community Plan recognizes that modest growth is likely to occur through the infilling of vacant or under-utilized parcels, redevelopment of existing residential properties to higher densities (such as townhouses, apartment buildings and mixed commercial-residential uses) and the replacement of existing buildings.

Section 2.2.1(a) states the Township should work toward a more complete community by maintaining a healthy mixture of housing types, accommodating people with a wide range of income levels.

Section 2.2.1(b) states the Township should encourage new residential development with high design standards for building and landscaping and which enhance existing and new neighbourhoods.

OCP Section 2.2.4.1 Multi-Unit Residential Policies [attached] are intended to provide more predictability for residents and give direction to design teams preparing development proposals.

This proposal for a 77 unit residential building is consistent with many policies contained in this section while it is unclear at this time whether it is consistent with the following policy as no units are explicitly proposed to be constructed to accessibility standards:

Section 2.2.4.1(f) states that wherever desirable and achievable consideration will be given to special needs and assisted housing including seniors, disabled persons and families.

OCP Section 2.2.4.4 Multi-Unit, High-Rise Residential states that in areas designated Multi-Unit, High-Rise Residential on Schedule A, building heights of up to 12 storeys are acceptable with a Floor Area Ratio of up to 3.0. Buildings with shallow setbacks must step down to no more than three storeys at street level in order to provide appropriate human scale along the sidewalk. The requirements and guidelines of Development Permit Area No. 1 apply.

This proposed building sets back at the fourth storey for only a small portion of the Principal Building above the main entrance and is hence inconsistent with this policy.

OCP Section 3.3.1(a) Affordable Housing Objectives states that the Township should encourage a range of housing by type, tenure, and price to ensure that people of all ages, household types, abilities and incomes have a diversity of housing choice in Esquimalt.

OCP Section 9.3 Development Permit Area No. 1 - Multi-Unit Residential [attached] contains Development Permit Guidelines for land designated Multi-Unit Residential. As the Development Permit is not being considered at this time it would be inappropriate to address many of these guidelines with the following exceptions that are relevant to the discussion of zoning and parking issues:

Section 9.3.5(b) states, in part, that new buildings should be designed and sited to minimize visual intrusion onto the privacy of surrounding homes and minimize the casting of shadows onto the private outdoor space of adjacent residential units. The majority of the areas with shadows casted by this development onto adjacent properties is parking areas of adjacent apartment buildings.

Section 9.3.5(c) states that high density multi-unit residential buildings should be designed so that the upper storeys are stepped back from the building footprint with lower building heights along the street front.

The massing of the proposed building sets back at the fourth storey for only a small portion of the Principal Building above the main entrance and is hence inconsistent with this policy.

Section 9.3.5(f) states that underground parking will be provided for any multi-unit residential building exceeding four storeys.

This proposal for a 6 storey residential building provides one level of underground parking.

### **Green Building Features**

The applicant has completed the Esquimalt Green Building Checklist [attached].

### **Comments From Other Departments**

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

**Building Inspection:** Building to be constructed to requirements of BC Building Code 2012 and Municipal Building Code Bylaw, 2002, No. 2538. Applicant must address all issues contained within the Township Development Protocol should application be approved. Plans will be reviewed for compliance with BC Building Code upon submission of a Building Permit application.

**Engineering Services:** Engineering staff have completed a preliminary evaluation of Works and Services that would be required for the proposed 77 unit multiple family residential building. Staff confirms that the design appears achievable on the site and that appropriate works and services are available in the immediate area. If approved, the development must be serviced in accordance with bylaw requirements including, but not limited to, new sewer and drain connections, underground hydro, telephone and cable services and new road works may be required up to the centre line of Constance Avenue and Nelson Street. Should the application be approved, additional comments will be provided when detailed civil engineering drawings are submitted as part of a Building Permit application.

**Parks Services:** Parks staff has completed a preliminary review of the proposed on-site and off-site landscaping and commented that the landscape plan looks appropriate.

**Fire Services:** Fire Services staff has completed a preliminary review of the proposed plans and recommended an upgrade of the water main along the full length of Constance Avenue.

### **Public Notification**

As this is a Rezoning application, should it proceed to a Public Hearing, notice would be mailed to tenants and owners of properties within 100m (328ft) of the subject property. Two signs indicating that the property is under consideration for a change Zoning have been installed on the Constance Avenue frontage while two signs have been installed on the Nelson Street frontage. These signs would be updated to include the date, time, and location of the Public Hearing.

### **ALTERNATIVES:**

1. Forward the application for Rezoning to Council with a **recommendation of approval including reasons for the recommendation.**
2. Forward the application for Rezoning to Council with a **recommendation of approval including specific conditions and including reasons for the recommendation.**
3. Forward the application for Rezoning to Council with a **recommendation of denial including reasons for the recommendation.**



1340

1338

Saunders St

1337

Nelson St

640

638

637

633

630

626

Constance Ave

651

639

625

Subject Property Map:  
638, 640 Constance Avenue, and 637 Nelson Street



1344

1342 1340

1338

SAUNDERS ST

NELSON ST

640

638

637

633

630

626

CONSTANCE AVE

651

639

625

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

#### **2.2.4 Multi-Unit Residential**

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

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

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

##### **2.2.4.1 Multi-Unit Residential Policies**

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

- a) Multi-Unit Residential refers to three or more dwelling units on a parcel. Multi-unit Residential does not refer to a single-unit home with a secondary suite.
- b) The Township encourages the concentration of multi-unit residential development where such development is in keeping with the overall goals of this Plan.
- c) Wherever practical, multi-unit residential housing will be located near a Major Road as shown on "Schedule B". This supports transit service and also helps maintain the integrity of single-unit and two-unit housing neighbourhoods;
- d) Wherever feasible, major multi-unit residential projects will be located within reasonable distance of one of Esquimalt's commercial areas in order to encourage walking and cycling;
- e) A mix of housing types will be provided in multi-unit residential areas in order to provide visual interest and to meet the varying housing needs of Esquimalt's current and future residents;
- f) Wherever desirable and achievable, consideration will be given for special needs and assisted housing, including seniors, disabled persons and families.
- g) Within the areas designated on "Schedule A" as Townhouse Residential, Multi-Unit, Low-Rise Residential and Multi-Unit, High-Rise Residential, the following criteria

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

- o The massing and height of the project will respond sensitively to the prevailing character of the immediate neighbourhood. This will vary by location;
  - o The project will relate to the street. Its exterior finishes, scale, treatment of parking areas, and landscaping, will enhance the appearance of the neighbourhood and contribute positively to the streetscape;
  - o The proponent will demonstrate that the neighbourhood has been consulted in a fair and meaningful way, and that residents' concerns have been appropriately responded to in the proposal; and
  - o Where new multi-unit residential projects are proposed, they should not "land-lock", otherwise isolate, or negatively affect the development potential of adjacent parcels. Projects must either consolidate the isolated parcels or leave a sufficient area available to allow for the eventual redevelopment of the adjacent land.
- h) Development proposals with heights and /or densities greater than those set out in policies 2.2.4.2 to 2.2.4.4. may be considered, where appropriate, through variances to zoning and/or parking regulations and density bonusing of floor-space where new affordable, accessible or special needs housing units or amenities are provided for the benefit of the community.
- i) For the purposes of density bonuses, "amenities" may include, but not be limited to:
- o Privately-owned, publicly-accessible open space;
  - o Public art;
  - o Contributions towards the enhancement of public recreation facilities;
  - o Contributions towards street and boulevard enhancements, including street furniture and decorative lighting;
  - o Daycare facilities; and
  - o Preservation of heritage structures or features.
- j) In new multi-unit residential developments, secure bicycle storage for residents should be provided in the ratio of 1.5 storage spaces per dwelling unit. In addition to the residents' parking, each multi-unit building should have six (6) bicycle lock-up spaces for the use of visitors.



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



## Development Permit Area No. 1 – Multi-Unit Residential

### 9.3.1 Scope

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

### 9.3.2 Category

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

### 9.3.3 Justification

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

### 9.3.4 Requirements of Owners of Land within the Development Permit Area

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

- i) subdivide lands; or
- ii) construct or alter a building or structure;

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

b) Exemptions:

The following do not require a development permit:

- i) construction of buildings or structures less than 10 square metres in area;
- ii) minor additions to existing dwellings where the floor area of the addition does not exceed 10 percent of the ground floor area of the dwelling;
- iii) emergency repairs to existing structures and public walkways where a potential safety hazard exists;
- iv) fences;
- v) the cutting of trees as permitted upon application under the municipal tree protection bylaw; and
- vi) placement of signs less than 1.5 sq. metres in area.

### 9.3.5 Guidelines for Owners of Land within the Development Permit Area

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

- b) New buildings should be designed and sited to minimize visual intrusion onto the privacy of surrounding homes and minimize the casting of shadows onto the private outdoor space of adjacent residential units.
- c) High-density multi-unit residential buildings or mixed commercial/residential buildings in commercial areas with a zero front setback should be designed so that the upper storeys are stepped back from the building footprint, with lower building heights along the street front.
- d) Landscaping of multi-unit residential sites should emphasize the creation of an attractive streetscape, as well as provide privacy between individual buildings and dwellings, screen parking areas and break up large expanses of paving.
- e) Surface parking areas in multi-unit residential developments less than five storeys in height, will be situated away from the street and screened by berms, landscaping or solid fencing or a combination of these three.
- f) Underground parking will be provided for any multi-unit residential buildings exceeding four storeys.
- g) The retention of public view corridors particularly views to the water should be encouraged wherever possible.
- h) To preserve view corridors and complement natural topography, stepped-down building designs are encouraged for sloping sites.
- i) Retention and protection of trees and the natural habitat is encouraged wherever possible.
- j) Townhouses will be designed such that the habitable space of one dwelling unit abuts the habitable space of another unit and the common wall overlap between adjoining dwellings shall be at least 50 percent.
- k) Site lighting in multi-unit residential developments should provide personal safety for residents and visitors and be of the type that reduces glare and does not cause the spill over of light onto adjacent residential sites.
- l) Garbage receptacle areas and utility kiosks should be screened by solid fencing or landscaping or a combination of the two.
- m) For waterfront sites, retention of natural features and existing trees should be a priority in site planning considerations.
- n) When any existing single-unit residence or duplex residence is being redeveloped to a multi-unit residential use by adding on of one or more dwelling units, such addition will be designed so that all of the units form a cohesive whole. In order to achieve cohesiveness:
  - i) both, the existing and proposed structures will be in the same architectural style;
  - ii) variations between the roofline of the existing building and any proposed addition(s) will be no greater than 1.5 metres;



- iii) roof styles and pitches must be complementary;
- iv) architectural features such as sloping roofs and dormers should be incorporated into the design to unite the various parts of the structure; and
- v) the existing and proposed structure will be constructed using the same or complimentary exterior finishes including roofing materials, window treatments, door styles and other finishing details.
- o) Within the area bounded by Tillicum, Craigflower, Lampson and Transfer Streets, redevelopment to multi-unit residential use will require that vehicular access to these sites be off Lampson Street rather than Tillicum, in recognition of the high levels of traffic currently using Tillicum Road.
- p) To create a more aesthetic and functional design that links each multi-unit residential project with the streetscape, the following guidelines are recommend:
  - i) Avoid long, narrow parcels with minimal road frontage (consolidate one or more parcels where necessary);
  - ii) Place parking areas away from the street; and
  - iii) Design porches and windows overlooking the street to increase personal interaction and safety.



**P R A X I S**  
architects inc.

638 – 640 Constance + 637 Nelson Redevelopment

401-1245 Esquimalt Road, Victoria, B.C. V9A 3P2  
Ph. (250) 475-2702  
Fax (250) 475-2701

Township of Esquimalt  
1229 Esquimalt Road  
Esquimalt, BC V9A 3P1

January 05, 2018

RE: 638 – 640 CONSTANCE AVENUE + 637 NELSON STREET

Dear Mayor and Council,

The proposed project at 638 – 640 Constance Avenue + 637 Nelson Street will be a new purpose-built rental multiple residential building, with 4 and 6 storeys of wood-frame construction. According to the current Official Community Plan, Schedule A - Land Use Designation, these properties are identified Multi-Unit, High-Rise Residential which means 5+ storeys are permitted and a maximum floor area ratio (FAR) of 3.0 is permitted.

The properties are currently zoned RM-1 which permit only townhouses, duplexes or single family dwellings. We understand from informal conversations with Esquimalt Planning Department that rezoning to a Comprehensive Development would be the appropriate approach for the redevelopment of these properties.

This proposal was presented at a neighbourhood meeting which was held December 11, 2017. Our impression from those who attended was that the proposal was generally well received. Attached with this letter please find a copy of the notification for the neighbourhood meeting as well as sign-in sheets from the meeting.

A parking study prepared by Watt Consulting Group provides supporting information for requested parking variance, and is included with this package.

Talbot Mackenzie and Associates Consulting Arborists have also been retained to provide a tree protection plan, which will be submitted separately.

Trusting this is sufficient for submission requirements,

Sincerely,

Heather Spinney, Architect AIBC  
Praxis Architects Inc.





**638 / 640 Constance Avenue + 637 Nelson Street**  
**Parking Study**



Prepared for: **GT Mann Contracting**  
Prepared by: **Watt Consulting Group**  
Our File: **2258**  
Date: **December 6, 2017**

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## 1.0 INTRODUCTION

Watt Consulting Group was retained by GT Mann Contracting to conduct a parking study for the proposed development at 638/640 Constance Avenue and 637 Nelson Street 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 and to identify transportation demand management (TDM) options.

### 1.1 SUBJECT SITE

The proposed redevelopment site is 638/640 Constance Avenue and 637 Nelson Street in the Township of Esquimalt. The site is zoned RD-3 | Two Family/Single Family Residential + CD-75 | Comprehensive Development District No.75 . See **Figure 1**.

**FIGURE 1. SUBJECT SITE**



## 1.2 SITE CHARACTERISTICS

The following provides information regarding services and transportation options in close proximity to the subject site.



### SERVICES

The site is located approximately 285m from the intersection of Admirals Road and Esquimalt Road that has a grocery store, liquor store, and a few small-scale restaurants and retail shops. Esquimalt Village is less than 1km from the site and has a library, medical services, postal services, and various commercial uses that will accommodate the daily needs of site residents.



### TRANSIT

The closest bus stop to the site is 200m away (westbound service) on Esquimalt Road and just under 300m from the site (eastbound service) on Esquimalt Road that serves Route 15 | Uvic/Esquimalt and Route 26 | Dockyard/Uvic. There are also bus stops on Admirals Road 300m from the site that serves Route 25 | Maplewood/Admirals Walk/Colwood. These routes provide service and/or connection to the majority of destinations in Greater Victoria including the University of Victoria, Camosun College, Downtown Victoria, and the Western Communities. Route 15 is a Regional Route with a service frequency of 15 to 60 minutes with limited stops; Routes 25 and 26 are local routes with service frequency of 20 to 120 minutes.

BC Transit's Transit Future Plan has identified Esquimalt Road as a "Frequent Transit Corridor"<sup>1</sup> that will provide frequent service (15 minutes or better between 7am and 10pm, 7 days per week) with improved transit travel times achieved by fewer stops, transit priority measures and enhanced bus stop infrastructure. With the Frequent Transit Network projected to carry a large share of the future transit system's total ridership, the subject site will benefit from frequent, reliable and convenient transit service.



### WALKING

There are no sidewalks on Constance Avenue or Nelson Street that provide a connection to Esquimalt Road. There are adequate sidewalks on both sides of Esquimalt Road with marked crossings at major intersections and crosswalks at various locations along Esquimalt Road, most notably at Constance Avenue and Esquimalt Road. Admirals Road also has sidewalks on both sides of the road. The site has a Walkscore<sup>2</sup> of 72 that suggests most errands can be accomplished on foot.

<sup>1</sup> More information on the Victoria Transit Future Plan is available online at: <http://bctransit.com/victoria/transit-future/victoria-transit-future-plan>

<sup>2</sup> Walkscore. <https://www.walkscore.com/score/638-constance-ave-victoria-bc-canada>





## CYCLING

There are bike lanes on both sides of Esquimalt Road, beginning at Park Place (approximately 400m from the site) which provides service to Downtown Victoria. There are also bike lanes on both sides of Admirals Road between Lyall Street and Maplebank Road, which was a part of the Admirals Road improvement project in 2015. This provides direct service to the Esquimalt and Nanaimo (E+N) Rail Trail (approximately 1km from the site), which provides an off-road cycling route to View Royal and the Western Communities.

## 2.0 PROPOSED DEVELOPMENT

The proposal is for 77 Multi-family Residential units. This will be a rental apartment building with units offered at market rates (i.e., no subsidy) consisting of a combination of studio, one- and two-bedroom units. See **Table 1**.

**TABLE 1. PROPOSED UNIT COMPOSITION<sup>3</sup>**

Number of Bedrooms	Quantity
Studio	12
One-Bedroom	40
One-Bedroom + Den	13
Two-Bedroom	6
Two-Bedroom + Den	6
<b>Total</b>	<b>77</b>

## 2.1 PROPOSED PARKING SUPPLY

The proposed parking supply is 61 spaces - a parking supply rate of 0.79 spaces per unit.

The proposal also includes the provision of 116 long-term bike parking spaces (1.5 bike parking spaces per unit) and a six-space bike rack at the building entrance.

## 3.0 PARKING REQUIREMENT

The Township of Esquimalt Parking Bylaw No. 2011<sup>4</sup> identifies a minimum parking supply rate of 1.3 spaces per unit for Medium and High Density Apartment uses (assumes RM-4 zoning). Applied to the subject site, this results in a requirement for 100 parking spaces. The Bylaw requires that 25 of the required spaces are reserved for visitors, and one space is designed and designated as Disabled Persons' parking (74 resident, 25 visitor, 1 disabled).

<sup>3</sup> Unit composition information per email correspondence from Praxis Architects, received September 18 2017

<sup>4</sup> The Township's Zoning Bylaw is available online at:  
[www.esquimalt.ca/sites/default/files/docs/municipal-hall/bylaws/parking\\_bylaw\\_2011\\_july.pdf](http://www.esquimalt.ca/sites/default/files/docs/municipal-hall/bylaws/parking_bylaw_2011_july.pdf)

## 4.0 EXPECTED PARKING DEMAND

Expected parking demand is estimated in the following sections based on observations and research.

### 4.1 RESIDENT PARKING, OBSERVATIONS

Observations of parked vehicles were completed for eight representative sites within Esquimalt to determine an appropriate parking demand rate for the subject site. Study sites are generally located in the western portion of the Township with similar access to public transit and cycling routes as the proposal site. All study sites are market rental apartment buildings.

Observations were conducted on Thursday October 5 and Wednesday October 11 between 9:00pm and 10:00pm (representing peak period for residential land uses). All representative sites have surface parking, which allowed for access to complete counts of parked vehicles.

Results suggest an average peak parking demand of 0.61 vehicles per unit and an 85<sup>th</sup> percentile of 0.72 vehicles per unit, with rates ranging from 0.45 to 0.72 vehicles per unit. See **Table 2**. The 85<sup>th</sup> parking demand rate applied to the subject site suggests a total parking demand of 55 vehicles.

Study sites that are in close proximity to the subject site were assessed in more detail to calculate an accurate representation of parking demand at the subject site. Average peak demand of those sites (625 Constance Avenue, 639 Constance Avenue, 1337 Saunders Street, 1340 Sussex Street) is 0.56 vehicles per unit; lower than the average among all sites. The majority of these sites are in close proximity to CFB Esquimalt and it is assumed that a portion of residents are CFB employees and do not require a vehicle.

**TABLE 2. SUMMARY OF OBSERVATIONS AT REPRESENTATIVE SITES**

Location	Number of Units	Thursday October 5, 9:00pm		Wednesday October 11, 9:00pm	
		Vehicles Observed	Demand Rate (vehicles per unit)	Vehicles Observed	Demand Rate (vehicles per unit)
625 Constance Ave	29	15	0.52	13	0.45
639 Constance Ave	19	8	0.42	10	0.53
1337 Saunders St	28	16	0.57	15	0.54
1340 Sussex St	39	21	0.54	24	0.62
1357 Esquimalt Rd	50	32	0.64	36	0.72
611 Admirals Rd	25	16	0.64	18	0.72
850 Admirals Rd	20	13	0.65	13	0.65
841 Kindersley Rd	11	8	0.73	7	0.64
<b>Average</b>			<b>0.59</b>		<b>0.61</b>
<b>85<sup>th</sup> Percentile</b>			<b>0.65</b>		<b>0.72</b>

Research suggests that parking demand varies based on the size of unit - the higher the number of bedrooms, the higher the parking demand. For the four sites closest to the subject site, the total parking demand has been redistributed based on number of bedrooms.

Overall vehicle ownership at the study sites closest to the subject site have been factored to account for unit configuration (i.e., number of bedrooms) as follows (see **Table 3**):

1. Overall adjusted peak vehicle ownership data for each site<sup>5</sup>;
2. The breakdown of unit type (i.e., number of bedrooms) at each site<sup>6</sup>; and
3. The assumed “ratio differences” between each unit type based on the King County Metro<sup>7</sup> study which recommends one-bedroom units have a 20% higher parking demand than bachelor units, two-bedroom units have a 60% higher parking demand than one-bedroom units, and three-bedroom units have a 15% higher parking demand than two-bedroom units.

<sup>5</sup> The peak parking demand rates were also factored up to account for any residents that may not have been home during observations. A conservative factor of 10% is applied to each site (this is based on known ratio differences between results from observations and vehicle ownership information at similar sites)

<sup>6</sup> Actual breakdown by unit type was unknown at each site, and thus an assumed breakdown was used for each site of 10% bachelor, 60% one-bedroom, 30% two-bedroom (based on averages of multiple representative sites)

<sup>7</sup> King County Metro. (2013). Right Size Parking Model Code. Table 2, page 21. Available online at: <http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/140110-rsp-model-code.pdf>

Results suggest that average parking demand when factored for unit configuration is as follows:

- Bachelor Units (12) = 0.44 vehicles per unit, 5 vehicles
- One-Bedroom Units (53) = 0.53 vehicles per unit, 28 vehicles
- Two-Bedroom Units (12) = 0.85 vehicles per unit, 10 vehicles
- Total Vehicles = 43 vehicles

**TABLE 3. PARKING DEMAND BY UNIT TYPE AT SELECT REPRESENTATIVE SITES**

Location	Adjusted Demand Rate	Assumed Vehicle Ownership Distribution (vehicles per unit)		
		Bachelor	1-Bedroom	2-Bedroom
625 Constance Ave	0.57	0.41	0.49	0.78
639 Constance Ave	0.58	0.42	0.50	0.80
1337 Saunders St	0.63	0.45	0.54	0.86
1340 Sussex St	0.68	0.49	0.59	0.94
		<b>0.44</b>	<b>0.53</b>	<b>0.85</b>

#### 4.2 VISITOR PARKING

Observations were conducted as part of a study by Metro Vancouver<sup>8</sup> that concluded typical visitor parking demand is less than 0.1 vehicles per unit. This is similar to observations that were conducted for parking studies in the City of Langford and the City of Victoria, and suggests that visitor parking demand is not strongly influenced by location.

As such, it is estimated that visitor parking demand will be no more than 0.1 vehicles per unit.

#### 4.3 SUMMARY OF EXPECTED PARKING DEMAND

Expected parking demand is approximately 51 vehicles, 10 less than the proposed parking supply. See **Table 5**.

**TABLE 5. SUMMARY OF EXPECTED PARKING DEMAND**

	Units	Expected Parking Demand		
		Rate	Total	
Resident	Bachelor	12	0.44 / unit	5
	One Bedroom	53	0.53 / unit	28
	Two Bedroom	12	0.85 / unit	10
Visitor	77	0.1 / unit	8	
<b>Total Expected Parking Demand</b>				<b>51</b>

<sup>8</sup> Metro Vancouver Apartment Parking Study, Technical Report, 2012.  
Available online at: [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)

## 5.0 ON-STREET PARKING CONDITIONS

On-street parking conditions were observed surrounding the site on Constance Avenue, Astle Street, Nelson Street, and Saunders Street. Parking restrictions on these road segments are either unrestricted or there is no parking available. See **Table 6** and **Figure 2**.

Observations were completed during a weekday afternoon and evening to reflect the anticipated “peak” periods. Observations were conducted during the following time periods:

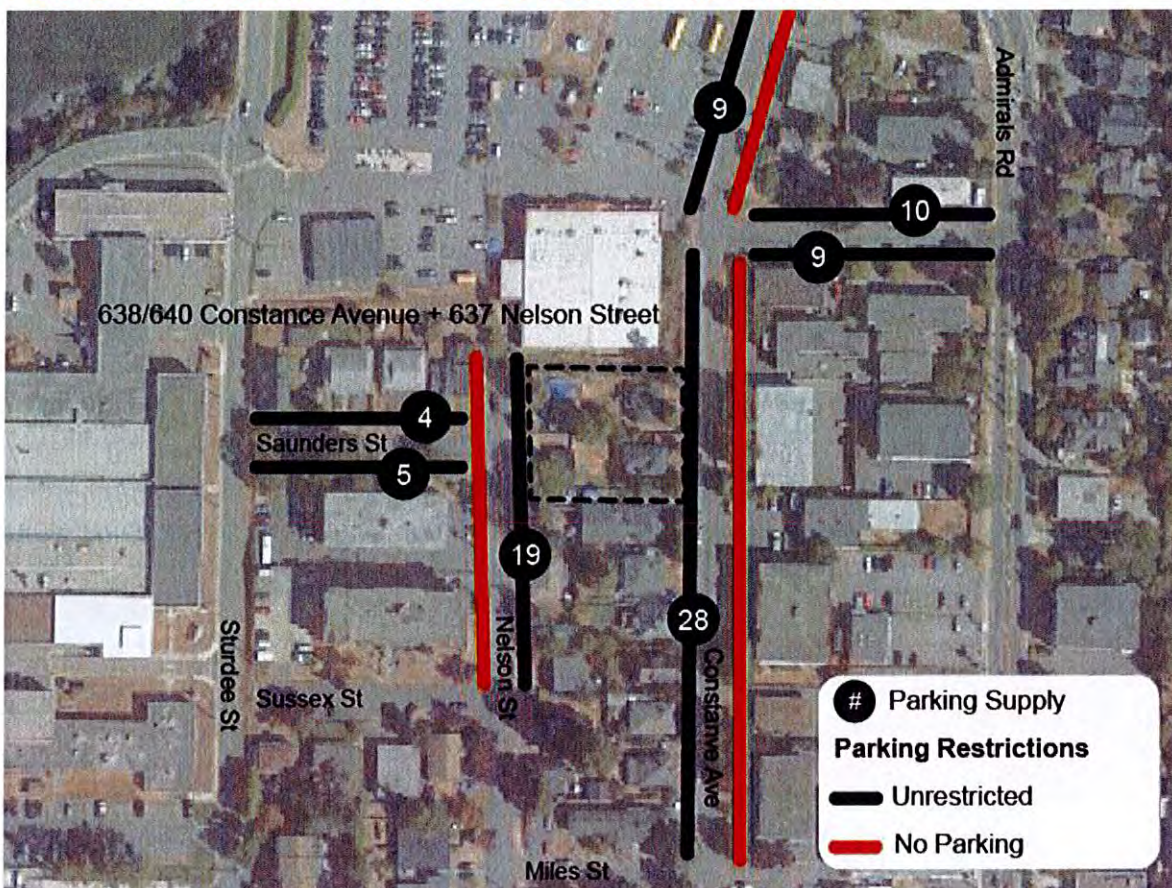
- Tuesday September 19, 2017 at 9:30pm
- Friday September 22, 2017 at 3:30pm

Peak occupancy was observed during the weekday evening observation (Tuesday at 9:30pm) when available parking was 48% occupied, with 44 parking spaces unoccupied. Parking directly adjacent the site on Constance Avenue (Miles Street to Astle Street) had a peak occupancy of 68% with 9 spaces still available. Parking adjacent the site on unoccupied. This demonstrates sufficient availability of on-street parking in case of spillover.

**TABLE 6. SUMMARY OF ON-STREET PARKING CONDITIONS**

Street	Side	Restrictions	Parking Supply (spaces)	Vehicles Observed	
				Tues. 09/19/17 @ 9:30pm	Fri. 09/22/17 @ 2:45pm
Constance Ave	Miles St – W	--	28	19	12
	Astle St E	No Parking	-	-	-
	Astle St – W	--	9	2	2
	Cul-de-sac E	No Parking	-	-	-
Astle St	Constance Ave – N	--	10	6	2
	Admirals Rd S	--	9	2	2
Nelson St	Sussex St – W	No Parking			
	cul-de-sac E	--	19	9	5
Saunders St	Nelson St – N	--	4	1	0
	cul-de-sac S	--	5	1	0
			<b>84</b>	<b>40</b> <b>48%</b>	<b>23</b> <b>27%</b>

**FIGURE 2. SUMMARY OF ON-STREET PARKING CONDITIONS**



## 6.0 TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) is the application of strategies and policies to influence individual travel choice, most commonly to reduce single-occupant vehicle travel. TDM measures can be pursued to encourage sustainable travel, enhance travel options and decrease parking demand. The following are identified for the applicant's consideration.

### 6.1 BIKE PARKING

Bike parking is not currently required in the Township's Parking Bylaw. However, the Township of Esquimalt Official Community Plan includes a policy that states:

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

The applicant is providing bike parking as per the policy in the OCP, which is higher than typical bike parking requirements in other communities.

## 7.0 SUMMARY

The proposed development is for 77 units and 61 off-street parking spaces – a parking supply rate of 0.79 space per unit. The Township’s Parking Bylaw identifies a required minimum parking supply of 100 parking spaces; 39 more than is proposed.

Expected parking demand was calculated for the site based on observations. Results suggest an expected parking demand of 43 resident vehicles and eight visitor vehicles – a total site parking demand of 51 vehicles. Site parking demand is expected to be accommodated within the proposed off-street parking supply and without impacting the surrounding neighbourhood.

Long- and short-term bicycle parking will be provided, consistent with the policy in the Township’s OCP (1.5 long-term bike parking spaces per unit and a six-space rack at the building entrance).

## 7.1 RECOMMENDATION

1. It is recommended that the Township grant the requested variance to allow for provision of 61 parking spaces (0.79 spaces per unit)



## GREEN BUILDING CHECKLIST

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

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

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

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

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

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

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

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





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

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

### Green Building Standards

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

1	Are you building to a recognized green building standard? If yes, to what program and level?	Yes	No ✓
2	If not, have you consulted a Green Building or LEED consultant to discuss the inclusion of green features?	Yes ✓	No
3	Will you be using high-performance building envelope materials, rainscreen siding, durable interior finish materials or safe to re-use materials in this project? If so, please describe them. TO MEET NECB 2011	Yes ✓	No
4	What percentage of the existing building[s], if any, will be incorporated into the new building?	N/A %	
5	Are you using any locally manufactured wood or stone products to reduce energy used in the transportation of construction materials? Please list any that are being used in this project. TBD DURING FURTHER DETAILED DESIGN		
6	Have you considered advanced framing techniques to help reduce construction costs and increase energy savings?	Yes ✓	No
7	Will any wood used in this project be eco-certified or produced from sustainably managed forests? If so, by which organization? <u>TBD DURING FURTHER DETAILED DESIGN</u>  For which parts of the building (e.g. framing, roof, sheathing etc.)? <u>SHEATHING</u>		
8	Can alternatives to Chlorofluorocarbon’s and Hydro-chlorofluorocarbons which are often used in air conditioning, packaging, insulation, or solvents] be used in this project? If so, please describe these. _____ THE GOAL WILL BE TO MINIMIZE USE OF CFC AND HCFC - TBD DURING FURTHER DETAILED DESIGN	Yes ✓	No
9	List any products you are proposing that are produced using lower energy levels in manufacturing. <u>TBD DURING FURTHER DETAILED DESIGN</u>		
10	Are you using materials which have a recycled content [e.g. roofing materials, interior doors, ceramic tiles or carpets]?	Yes ✓	No
11	Will any interior products [e.g. cabinets, insulation or floor sheathing] contain formaldehyde?	Yes	No ✗

## Water Management

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

### Indoor Water Fixtures

12	Does your project exceed the BC Building Code requirements for public lavatory faucets and have automatic shut offs? <u>N/A</u>	Yes	No	
13	For commercial buildings, do flushes for urinals exceed BC Building Code requirements? <u>N/A</u>	Yes	No	
14	Does your project use dual flush toilets and do these exceed the BC Building Code requirements? <u>TBD DURING FURTHER DETAILED DESIGN</u>	Yes	No	
15	Does your project exceed the BC Building Code requirements for maximum flow rates for private showers?	Yes	No	
16	Does your project exceed the BC Building Code requirements for flow rates for kitchen and bathroom faucets?	Yes	No	

### Storm Water

17	If your property has water frontage, are you planning to protect trees and vegetation within 60 metres of the high water mark? [Note: For properties located on the Gorge Waterway, please consult Sections 7.1.2.1 and 9.6 of the Esquimalt Official Community Plan.]	Yes	No	N/A 
18	Will this project eliminate or reduce inflow and infiltration between storm water and sewer pipes from this property?	Yes	No	N/A 
19	Will storm water run-off be collected and managed on site (rain gardens, wetlands, or ponds) or used for irrigation or re-circulating outdoor water features? If so, please describe. <u>THERE WILL BE VERY LITTLE STORM WATER RUN-OFF</u>	Yes	No	N/A 
20	Have you considered storing rain water on site (rain barrels or cisterns) for future irrigation uses? <u>IT HAS BEEN CONSIDERED, BUT IS NOT APPROPRIATE FOR THIS SITE</u>	Yes 	No	N/A
21	Will surface pollution into storm drains will be mitigated (oil interceptors, bio-swales)? If so, please describe. <u>OIL INTERCEPTORS</u>	Yes 	No	N/A
22	Will this project have an engineered green roof system or has the structure been designed for a future green roof installation?	Yes	No 	N/A
23	What percentage of the site will be maintained as naturally permeable surfaces?	_____ %		

### Waste water

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

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

25	Are any healthy trees being removed? If so, how many and what species? <u>REFER TO REPORT PREPARED BY TALBOT MACKENZIE &amp; ASSOCIATES</u> Could your site design be altered to save these trees? <u>NO</u> Have you consulted with our Parks Department regarding their removal? <u>YES</u>	Yes 	No	N/A
----	--	---------	----	-----

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

### Energy Efficiency

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

34	Will the building design be certified by an independent energy auditor/analyst? If so, what will the rating be? <u>TBD DURING FURTHER DETAILED DESIGN</u>	Yes 	No	N/A
35	Have you considered passive solar design principles for space heating and cooling or planned for natural day lighting?	Yes 	No	N/A
36	Does the design and siting of buildings maximize exposure to natural light? What percentage of interior spaces will be illuminated by sunlight? <u>_TBC_%</u>	Yes 	No	N/A
37	Will heating and cooling systems be of enhanced energy efficiency (ie. geothermal, air source heat pump, solar hot water, solar air exchange, etc.). If so, please describe. <u>TBD DURING FURTHER DETAILED DESIGN</u> If you are considering a heat pump, what measures will you take to mitigate any noise associated with the pump? _____	Yes	No	N/A
38	Has the building been designed to be solar ready?	Yes 	No	N/A
39	Have you considered using roof mounted photovoltaic panels to convert solar energy to electricity?	Yes	No	N/A 
40	Do windows exceed the BC Building Code heat transfer coefficient standards? TO MEET NECB 2011	Yes	No	N/A
41	Are energy efficient appliances being installed in this project? If so, please describe. ENERGY STAR			
42	Will high efficiency light fixtures be used in this project? If so, please describe. LED	Yes 	No	N/A
43	Will building occupants have control over thermal, ventilation and light levels?	Yes 	No	N/A
44	Will outdoor areas have automatic lighting [i.e. motion sensors or time set]?	Yes 	No	N/A
45	Will underground parking areas have automatic lighting?	Yes 	No	N/A

## Air Quality

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

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

## Solid Waste

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

51	Will materials be recycled during demolition of existing buildings and structures? If so, please describe. <u>EXPLORING OPTIONS REGARDING MOVING EXISTING HOUSES</u>	Yes 	No	N/A
52	Will materials be recycled during the construction phase? If so, please describe. <u>WASTE WOOD</u>	Yes 	No	N/A
53	Does your project provide enhanced waste diversion facilities i.e. on-site recycling for cardboard, bottles, cans and or recyclables or on-site composting?	Yes 	No	N/A
54	For new commercial development, are you providing waste and recycling receptacles for customers?	Yes 	No	N/A

## Green Mobility

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

55	Is pedestrian lighting provided in the pathways through parking and landscaped areas and at the entrances to your building[s]?	Yes 	No	N/A
56	For commercial developments, are pedestrians provided with a safe path[s] through the parking areas and across vehicles accesses?	Yes	No	N/A 
57	Is access provided for those with assisted mobility devices?	Yes 	No	N/A
58	Are accessible bike racks provided for visitors?	Yes 	No	N/A
59	Are secure covered bicycle parking and dedicated lockers provided for residents or employees?	Yes 	No	N/A
60	Does your development provide residents or employees with any of the following features to reduce personal automobile use [check all that apply]: <input type="checkbox"/> transit passes <input checked="" type="checkbox"/> car share memberships <input type="checkbox"/> shared bicycles for short term use <input type="checkbox"/> weather protected bus shelters <input checked="" type="checkbox"/> plug-ins for electric vehicles			

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

# CONSTANCE 638-640 + NELSON 637

ISSUED FOR REZONING - 2018.01.05



VIEW FROM S/E ON CONSTANCE



CONTEXT PLAN

## PROPOSED PROJECT INFORMATION

EXISTING ZONING	637+638+640 RM-1 (MULTIPLE FAMILY RESIDENTIAL)	
REZONE TO	NEW COMPREHENSIVE ZONE	
SITE AREA	0.28 Ha / 0.70 Ac / 2,838 m <sup>2</sup> / 30,548 ft <sup>2</sup>	
NO. UNITS	77 (4 / 6 STOREYS) PURPOSE-BUILT RENTAL	
PARKING PROVIDED	61	
BIKE PARKING	116 + RACK FOR 6 @ ENTRANCE	
UNIT AREA (+/-)	38 m <sup>2</sup> (409 ft <sup>2</sup> ) - 80 m <sup>2</sup> (861 ft <sup>2</sup> )	
TOTAL UNIT AREA	4,298 m <sup>2</sup> (46,263 ft <sup>2</sup> )	
BUILDING AREA	1,086 m <sup>2</sup> (11,690 ft <sup>2</sup> )	
FLOOR AREA RATIO	1.5 : 1	
COVERAGE	38%	
SETBACKS (PER RM-4)	FRONT	7.5m (24.6)
	REAR	7.5m (24.6)
	INTERIOR SIDE	6.0m (19.7)
	EXTERIOR SIDE	3.6m (11.8)



VARIANCE REQ'D AS NOTED  
VARIANCE REQ'D AS NOTED  
N/A



**P R A X I S**  
architects inc.

CONSTANCE 638-640 + NELSON 637  
638/640 CONSTANCE AVENUE + 637 NELSON STREET  
PROJECT NO. 17-011

COVER SHEET

2018.01.05 - REZONING APPLICATION

**A00**



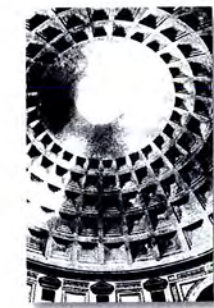


- 12.40m EXISTING ELEV.
- 12.65m EXISTING ELEV.
- 12.91m EXISTING ELEV.
- 13.17m EXISTING MH
- 13.09m EXISTING ELEV.
- 13.14m EXISTING ELEV.
- 13.30m EXISTING ELEV.
- 13.52m EXISTING MH
- 13.64m EXISTING MH
- 13.91m EXISTING ELEV.
- 13.91m EXISTING ELEV.

61 PARKING  
(23 SMALL = < 50%)



① PARKADE  
1:100



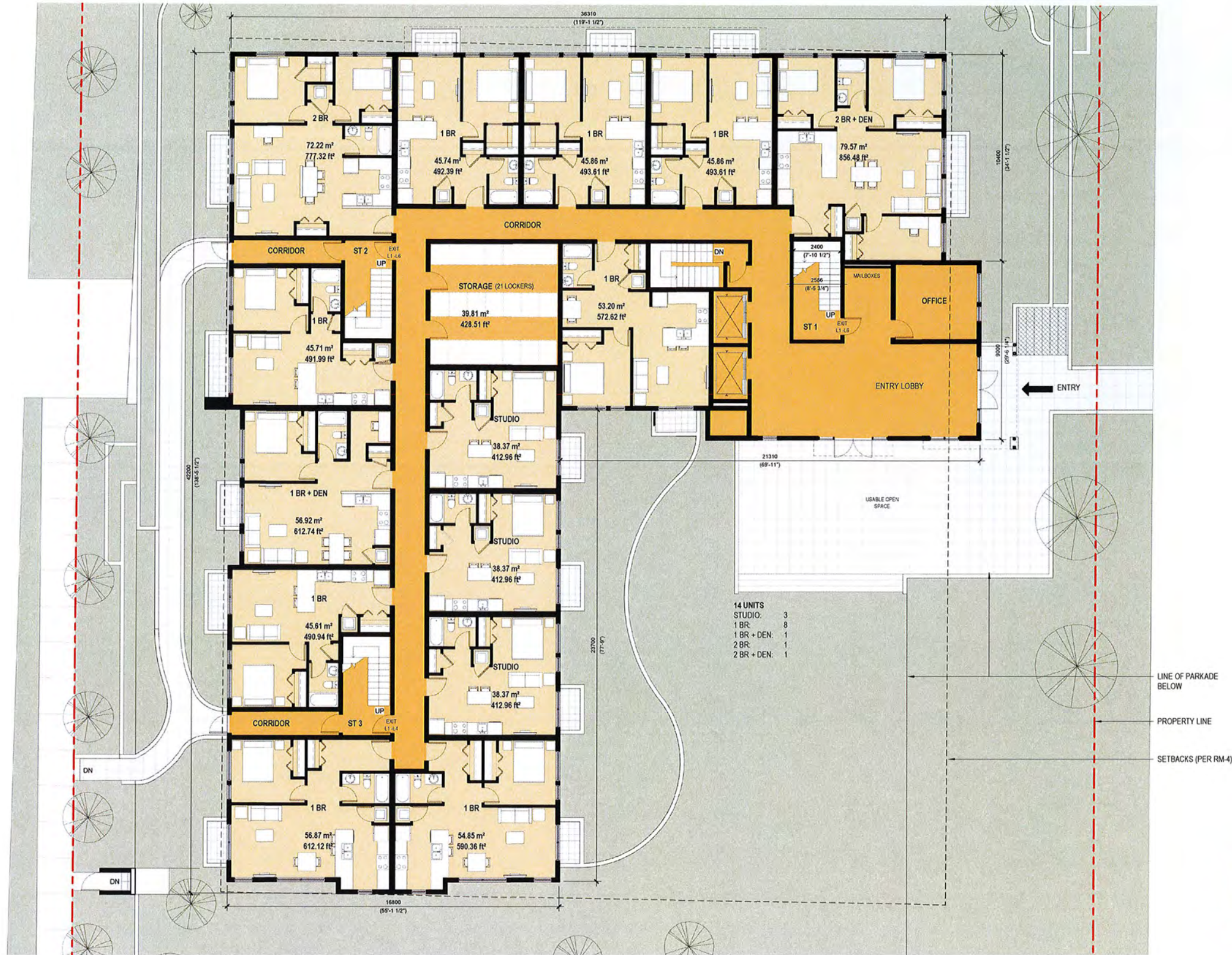
**PRAXIS**  
architects inc.

CONSTANCE 638-640 + NELSON 637  
638/640 CONSTANCE AVENUE + 637 NELSON STREET  
PROJECT NO. 17-011

PARKADE

2018.01.05 - REZONING APPLICATION

**A02**



**PRAXIS**  
architects inc.

LEVEL 1  
1: 100

CONSTANCE 638-640 + NELSON 637  
638/640 CONSTANCE AVENUE + 637 NELSON STREET  
PROJECT NO. 17-011

LEVEL 1

2018.01.05 - REZONING APPLICATION

**A03**





① LEVEL 2  
1:100

CONSTANCE 638-640 + NELSON 637  
638/640 CONSTANCE AVENUE + 637 NELSON STREET  
PROJECT NO. 17-011

LEVEL 2

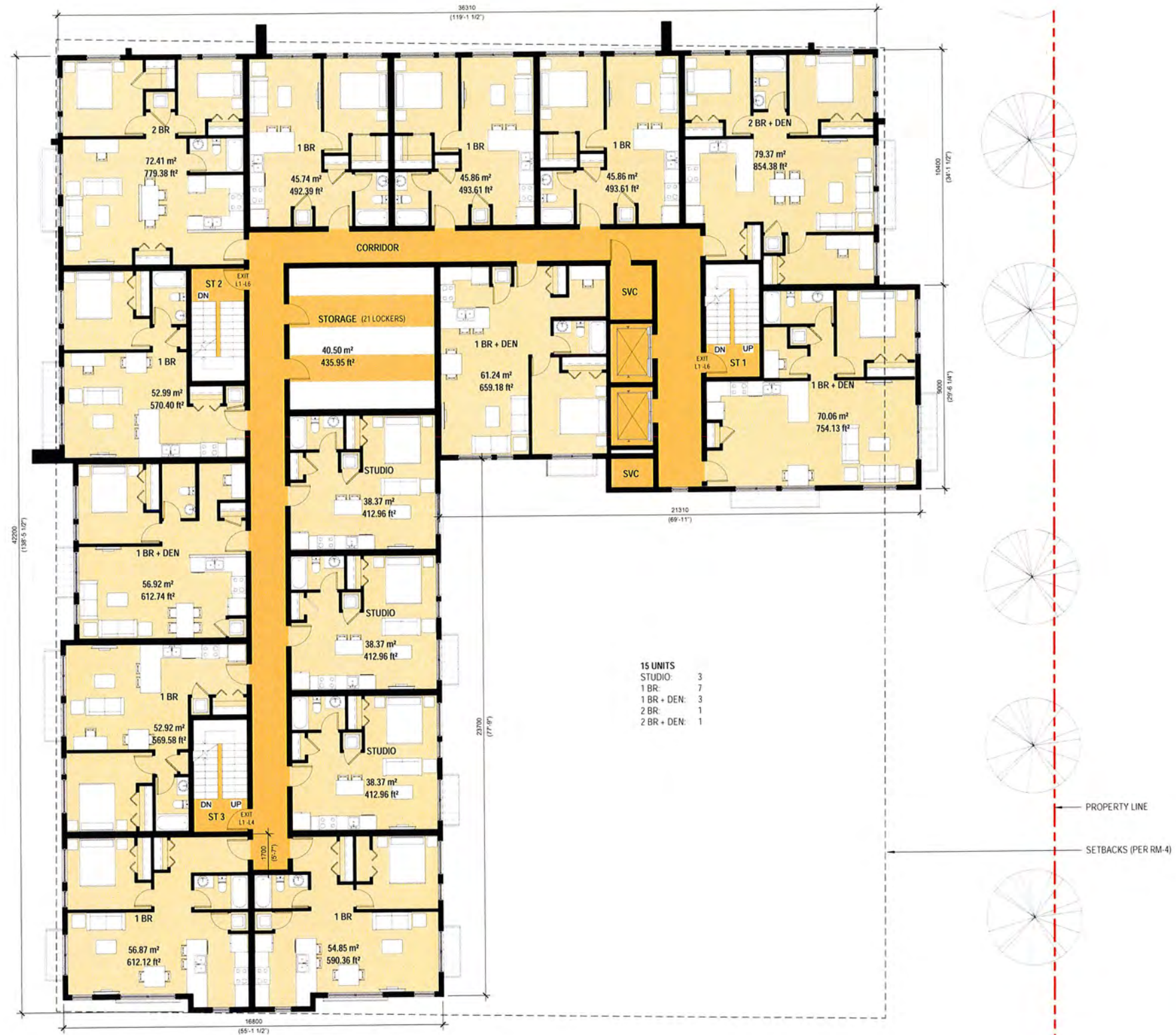
2018.01.05 - REZONING APPLICATION



A04



**PRAXIS**  
architects inc.



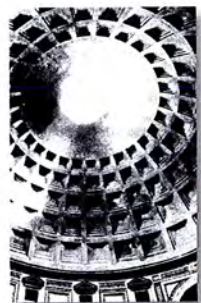
① LEVEL 3  
1:100

CONSTANCE 638-640 + NELSON 637  
638/640 CONSTANCE AVENUE + 637 NELSON STREET  
PROJECT NO. 17-011

LEVEL 3

2018.01.05 - REZONING APPLICATION

A05



**P R A X I S**  
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① LEVEL 4  
1:100

CONSTANCE 638-640 + NELSON 637  
638/640 CONSTANCE AVENUE + 637 NELSON STREET  
PROJECT NO. 17-011

LEVEL 4  
2018.01.05 - REZONING APPLICATION

A06



**P R A X I S**  
architects inc.



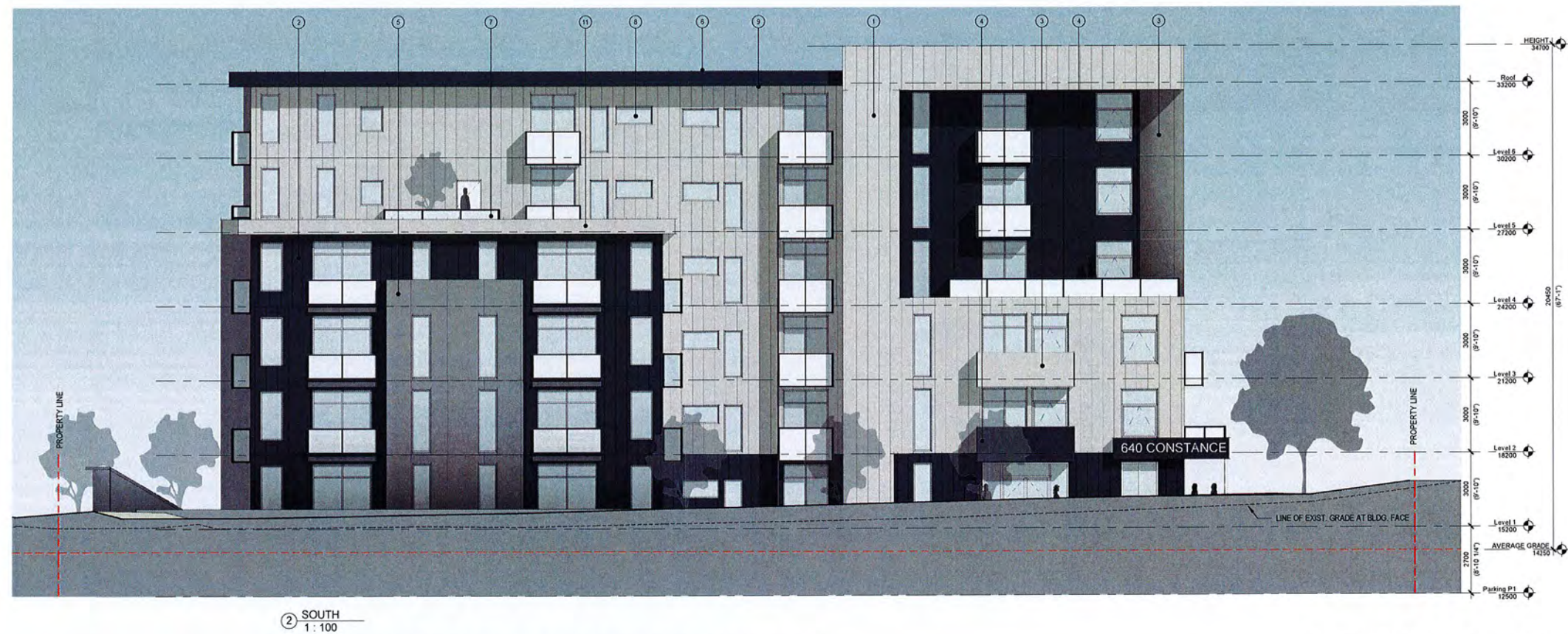
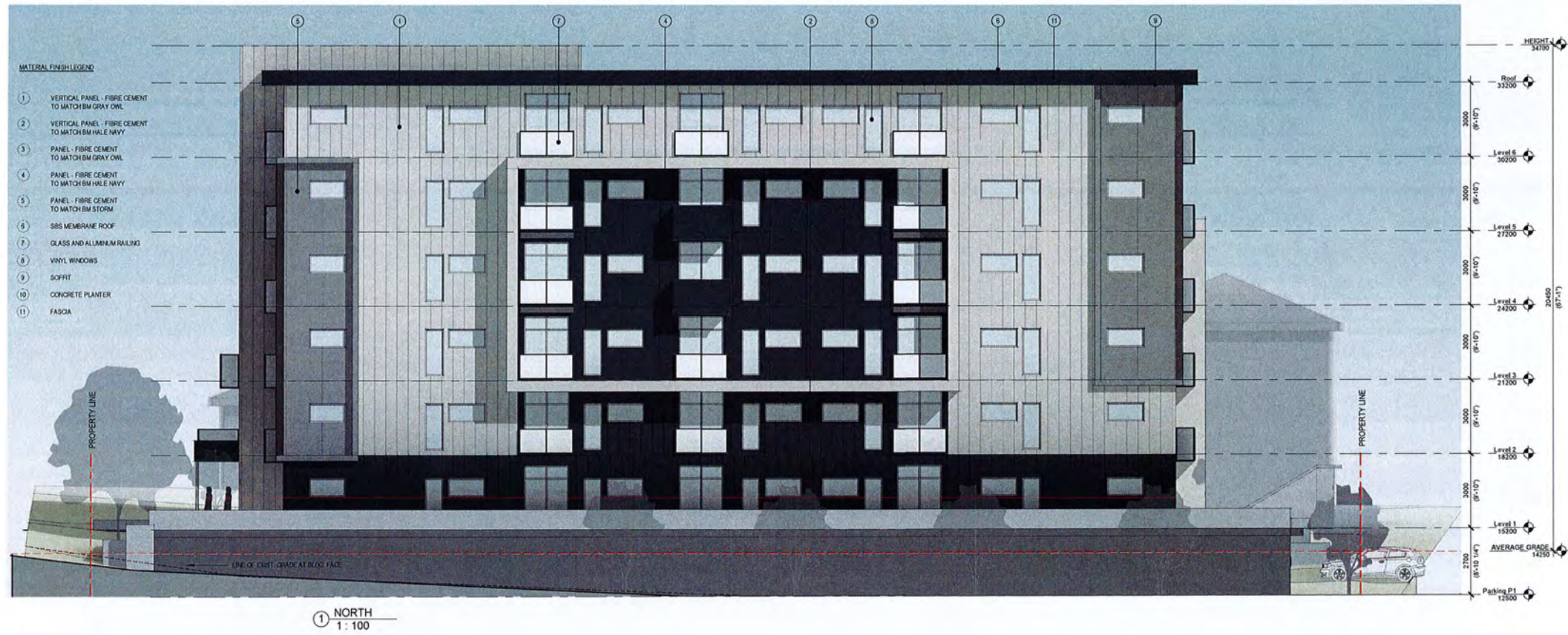
**P R A X I S**  
architects inc.

① LEVEL 5 + 6  
1:100

CONSTANCE 638-640 + NELSON 637  
638/640 CONSTANCE AVENUE + 637 NELSON STREET  
PROJECT NO. 17-011

LEVEL 5 + 6  
2018.01.05 - REZONING APPLICATION

**A07**



**PRAXIS**  
architects inc.

CONSTANCE 638-640 + NELSON 637  
638/640 CONSTANCE AVENUE + 637 NELSON STREET  
PROJECT NO. 17-011

ELEVATIONS - N/S

2018.01.05 - REZONING APPLICATION

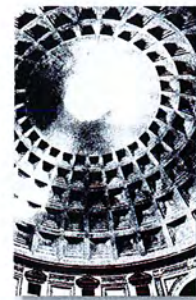
**A08**



① EAST  
1:100



② WEST  
1:100



**PRAXIS**  
architects inc.

**CONSTANCE 638-640 + NELSON 637**  
638/640 CONSTANCE AVENUE + 637 NELSON STREET  
PROJECT NO. 17-011

ELEVATIONS - E/W

2018.01.05 - REZONING APPLICATION

**A09**



1 SOUTHEAST PERSPECTIVE



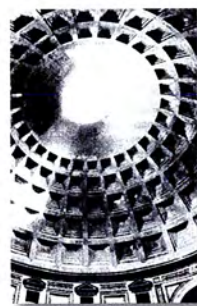
2 NORTHEAST PERSPECTIVE



3 NORTHWEST PERSPECTIVE



4 SOUTHWEST PERSPECTIVE



**PRAXIS**  
architects inc.

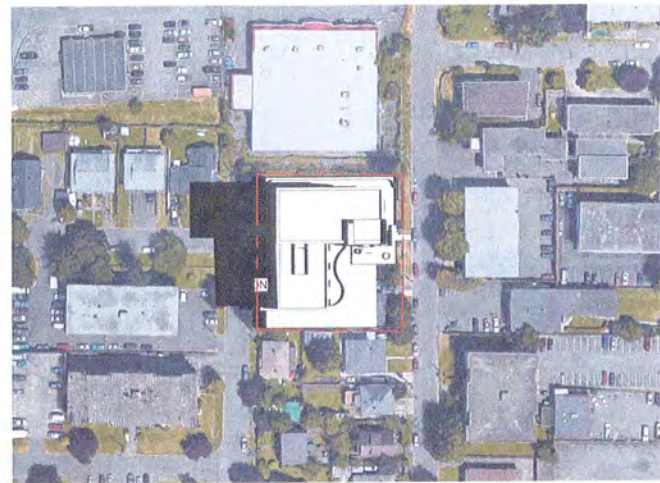
CONSTANCE 638-640 + NELSON 637  
638/640 CONSTANCE AVENUE + 637 NELSON STREET  
PROJECT NO. 17-011



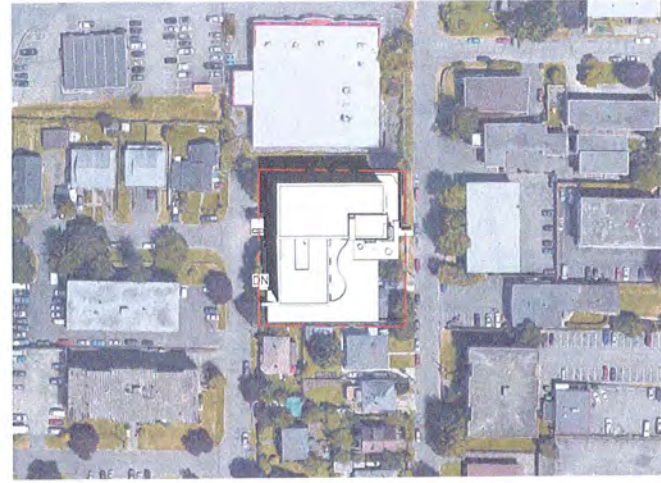
STREET VIEWS

2018.01.05 - REZONING APPLICATION

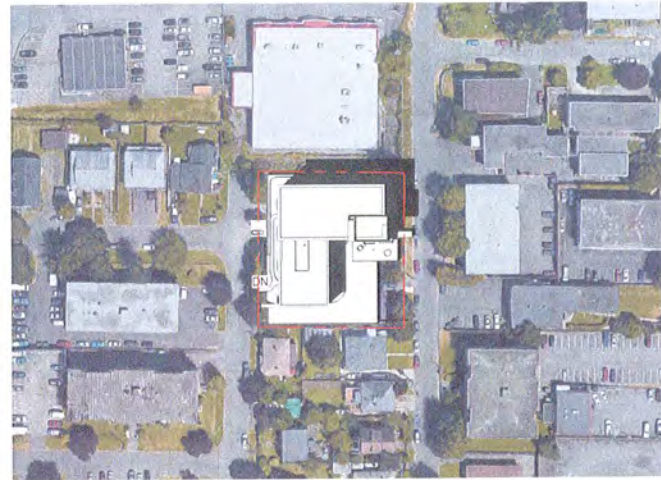
**A10**



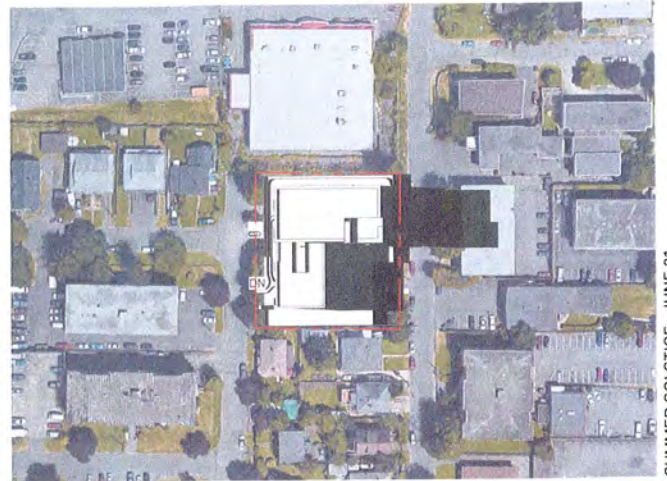
1 SHADOW STUDY - SUMMER 9AM  
1: 1200



2 SHADOW STUDY - SUMMER 12PM  
1: 1200

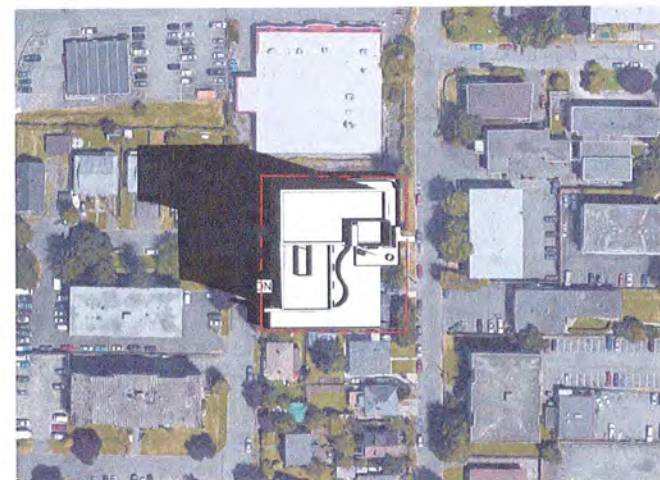


3 SHADOW STUDY - SUMMER 3PM  
1: 1200

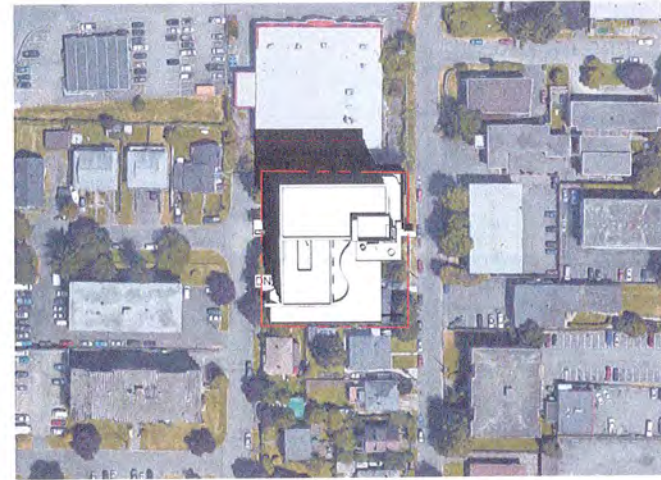


4 SHADOW STUDY - SUMMER 6PM  
1: 1200

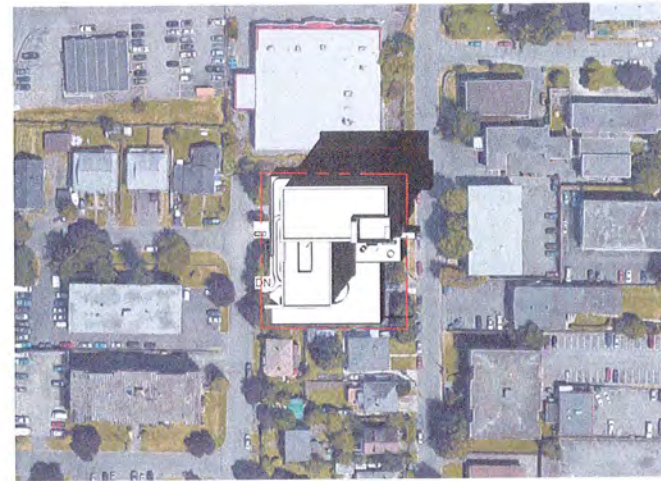
SUMMER SOLSTICE - JUNE 21



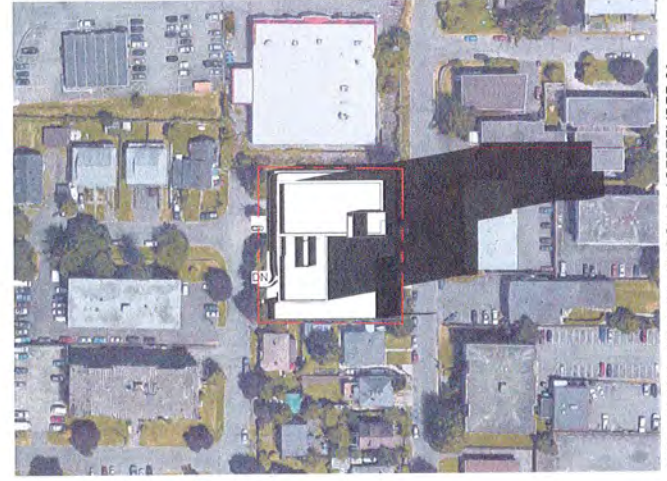
5 SHADOW STUDY - SPRING/FALL 9AM  
1: 1200



6 SHADOW STUDY - SPRING/FALL 12PM  
1: 1200



7 SHADOW STUDY - SPRING/FALL 3PM  
1: 1200

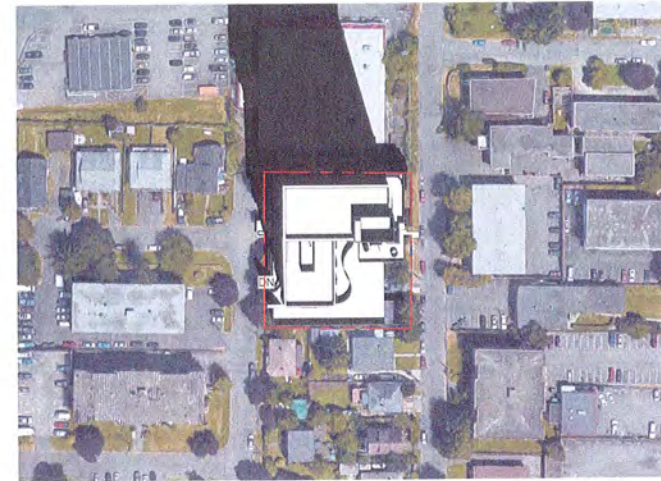


8 SHADOW STUDY - SPRING/FALL 6PM  
1: 1200

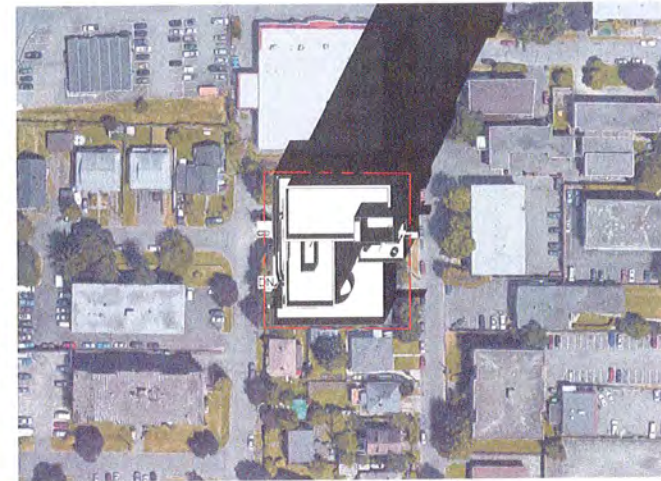
SPRING / FALL EQUINOX - MARCH 21 / SEPTEMBER 21



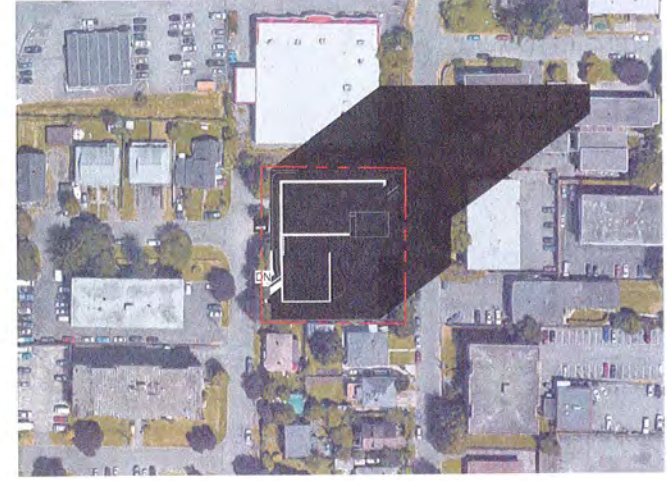
9 SHADOW STUDY - WINTER 9AM  
1: 1200



10 SHADOW STUDY - WINTER 12PM  
1: 1200



11 SHADOW STUDY - WINTER 3PM  
1: 1200



12 SHADOW STUDY - WINTER 6PM  
1: 1200

WINTER SOLSTICE - DECEMBER 21



**PRAXIS**  
architects inc.

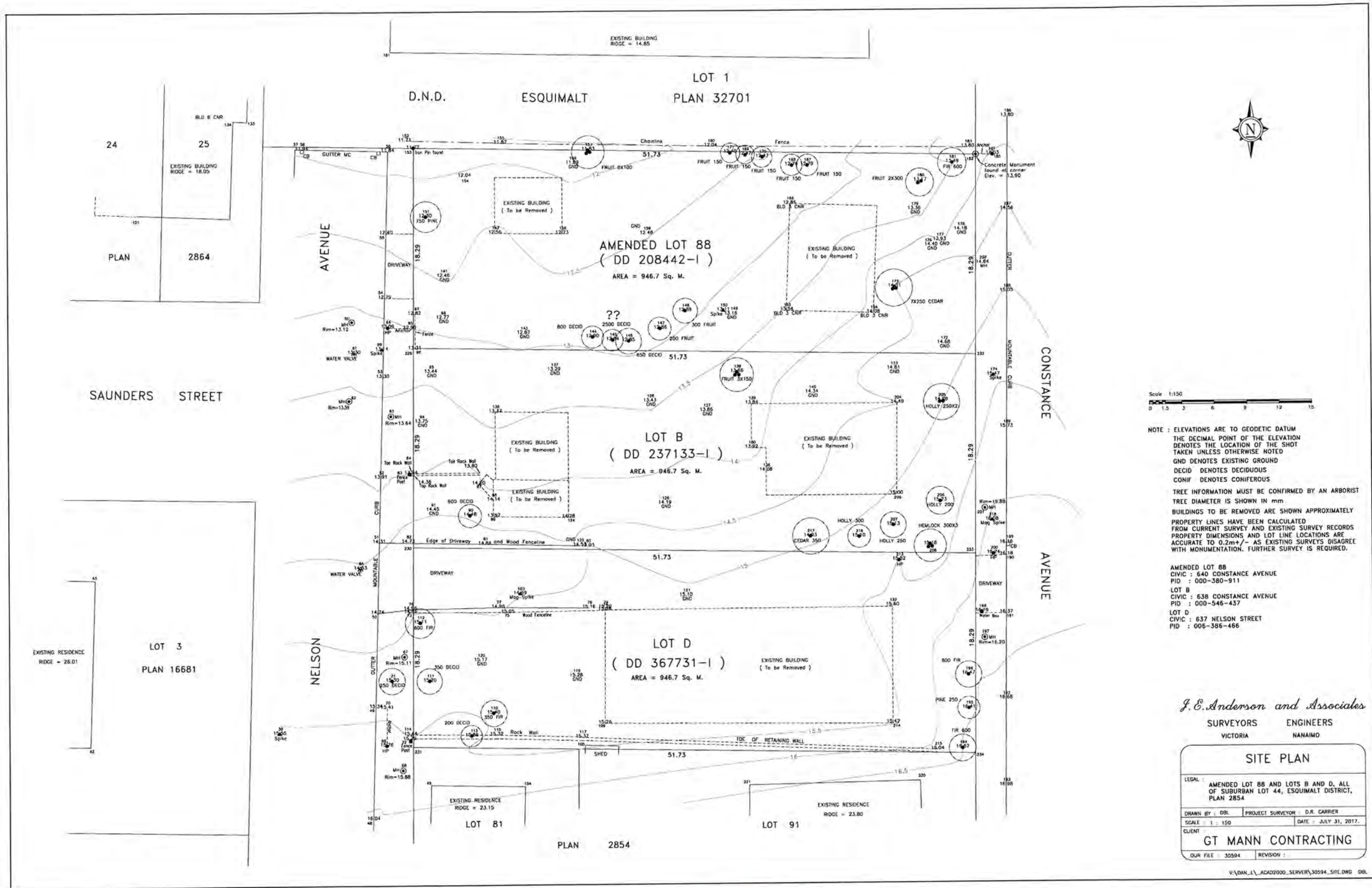
CONSTANCE 638-640 + NELSON 637  
638/640 CONSTANCE AVENUE + 637 NELSON STREET  
PROJECT NO. 17-011



SHADOW STUDIES  
2018.01.05 - REZONING APPLICATION

**A11**





NOTE: ELEVATIONS ARE TO GEODETIC DATUM  
 THE DECIMAL POINT OF THE ELEVATION DENOTES THE LOCATION OF THE SHOT TAKEN UNLESS OTHERWISE NOTED  
 GND DENOTES EXISTING GROUND  
 DECO DENOTES DECIDUOUS  
 CONIF DENOTES CONIFEROUS  
 TREE INFORMATION MUST BE CONFIRMED BY AN ARBORIST  
 TREE DIAMETER IS SHOWN IN MM  
 BUILDINGS TO BE REMOVED ARE SHOWN APPROXIMATELY  
 PROPERTY LINES HAVE BEEN CALCULATED FROM CURRENT SURVEY AND EXISTING SURVEY RECORDS  
 PROPERTY DIMENSIONS AND LOT LINE LOCATIONS ARE ACCURATE TO 0.2m+/- AS EXISTING SURVEYS DISAGREE WITH MONUMENTATION. FURTHER SURVEY IS REQUIRED.

AMENDED LOT 88  
 CIVIC : 640 CONSTANCE AVENUE  
 PID : 000-380-911  
 LOT B  
 CIVIC : 638 CONSTANCE AVENUE  
 PID : 000-546-437  
 LOT D  
 CIVIC : 637 NELSON STREET  
 PID : 005-386-466

*J. E. Anderson and Associates*  
 SURVEYORS ENGINEERS  
 VICTORIA NANAIMO

SITE PLAN	
LEGAL:	AMENDED LOT 88 AND LOTS B AND D, ALL OF SUBURBAN LOT 44, ESQUIMALT DISTRICT, PLAN 2854
DRAWN BY :	DBL PROJECT SURVEYOR : D.R. GARRIER
SCALE :	1 : 150 DATE : JULY 31, 2017.
CLIENT	GT MANN CONTRACTING
OUR FILE :	30594 REVISION :

V:\DAN\_1\AD202000\_SERVER\30594\_SITE.DWG DBL



**P R A X I S**  
 architects inc.

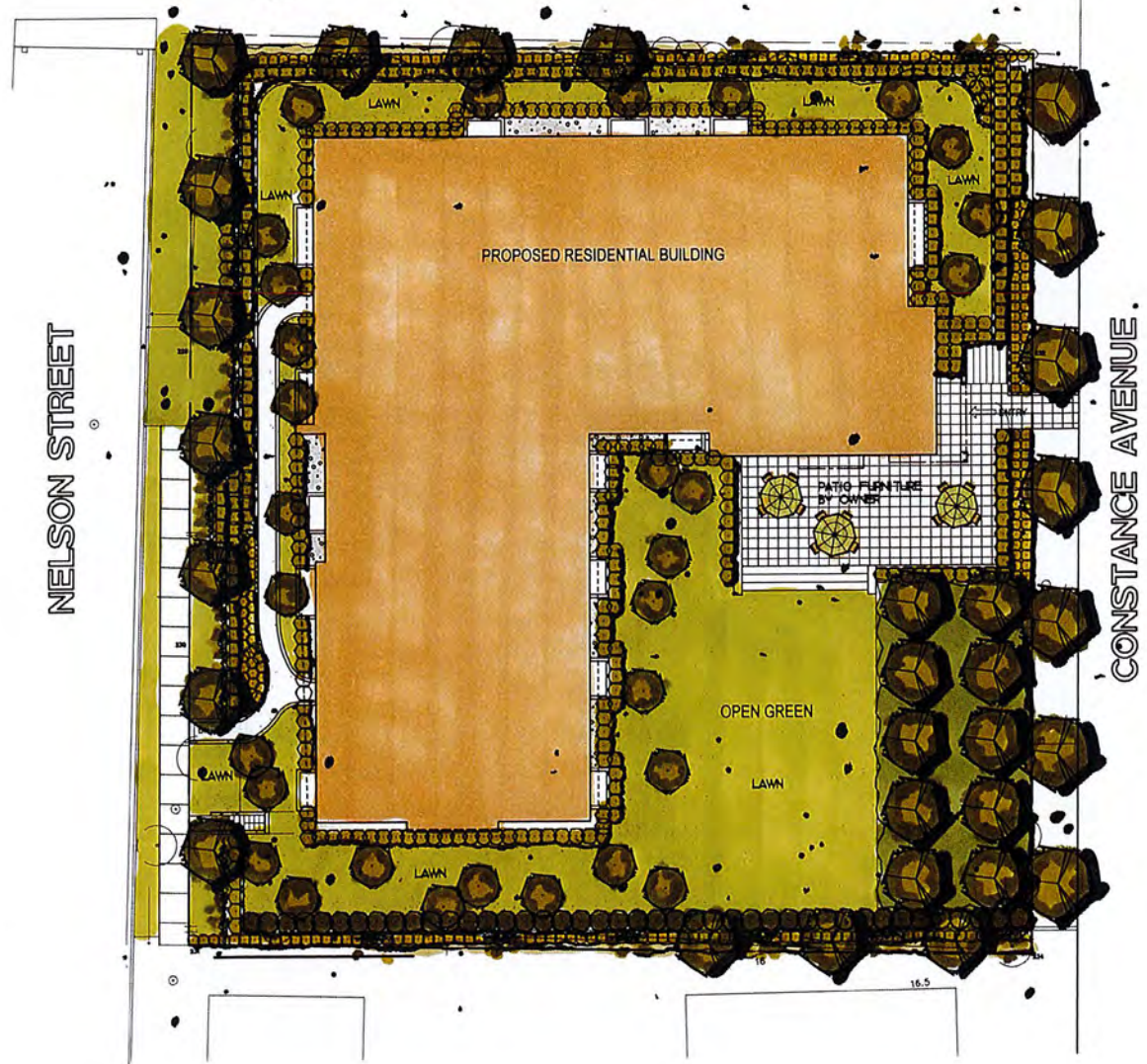
CONSTANCE 638-640 + NELSON 637  
 638/640 CONSTANCE AVENUE + 637 NELSON STREET  
 PROJECT NO. 17-011



SURVEY  
 2018.01.05 - REZONING APPLICATION

**SURV**

LOT 1  
PLAN 32701  
D.N.D. ESQUIMALT



### LEGEND

-  ORNAMENTAL DECIDUOUS TREE TO BE A SELECTION OF:  
FLOWERING DOBWOOD, FLOWERING CHERRY,  
FLOWERING QUAPRUS, HAWTHORNE  
SIZE 9 CM CAL., APPROXIMATE NO. - 07
-  COLUMNAR DECIDUOUS TREE TO BE:  
COLLIMAR RED MAPLE, ARMSTRONG BOLD,  
DANWICK BOLD BEECH, SIZE 7.0 CM CAL.,  
APPROXIMATE NO. - 28
-  MULTISTEM TO BE A SELECTION OF: STAR MAGNOLIA (DEC),  
STASHORN ELIAC (DEC), HOLLY (BL), CAPELIA (BL),  
JAPANESE AZALEA (BL), LILAC (DEC),  
SIZE 27 CM POT, APPROXIMATE NO. - 82
-  LARGE SHRUB TO BE A SELECTION OF: BLOSSY  
AZALEA (BL), PIERIS (BL), RHODOODENDRON (BL),  
MEXICAN ORANGE (BL), DECIDUOUS AZALEA (DEC),  
COTONCASTER (BL), PORTUGUESE LAUREL (BL),  
FIRETHORN (BL), HYDRANGEA (DEC),  
SIZE 27 CM POT, APPROXIMATE NO. - 42
-  MEDIUM SHRUB TO BE A SELECTION OF:  
RHODOODENDRON (BL), JAPANESE AZALEA (BL), PINK  
ESCALLONIA (BL), BARBERRY (BL), BUXUS (BL), FERNS (BL),  
SIZE 21 CM POT, APPROXIMATE NO. - 89
-  SMALL SHRUB TO BE A SELECTION OF: DWARF  
RHODOODENDRON (BL), EDWARD BOUGHER AZALEA (BL),  
LAVENDER (BL), GOLDEN SPIREA (DEC), DWARF  
JAPANESE AZALEA (BL), NEWSPYRE DWARF ESCALLONIA (BL),  
SIZE 15 CM POT, APPROXIMATE NO. - 266
-  VINES TO BE A SELECTION OF: PYRACANTHA (BL),  
ENHARTMAN IVY (DEC), CLEMATIS (DEC),  
SIZE 21 CM POT, APPROXIMATE NO. - 84
-  GROUNDCOVER TO BE A SELECTION OF: PERIWINKLE  
PERIWINKLE (BL), KINKIKINICK (BL),  
WINTERGREEN (BL), BEARBERRY (BL),  
SIZE 10 CM POT, PLANT 48 CM O.C.

### NOTES

- LANDSCAPE AREAS ARE TO BE IRRIGATED WITH A FULLY AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.
- THIS DRAWING IS CONCEPTUAL ONLY AND NOT INTENDED FOR CONSTRUCTION PURPOSES.
- THIS DRAWING IS FOR SOFT LANDSCAPE ONLY.



DATE	BY	REVISION
NOVEMBER 07, 2017	J.P.	S.P.
638 CA-P1.DWG		



**Lombard North Group**  
Lombard North Group (2017) Inc.  
838 CONSTANCE STREET  
VICTORIA, BRITISH COLUMBIA, V8W 1R1  
TELEPHONE: (250) 388-1336  
FAX: (250) 388-1332  
EMAIL: lombard@lombard.ca

**638+640 CONSTANCE AVENUE**  
VICTORIA, B.C.



LANDSCAPE PLAN | P1

D.N.D. ESQUIMALT  
 LOT 1  
 PLAN 32701

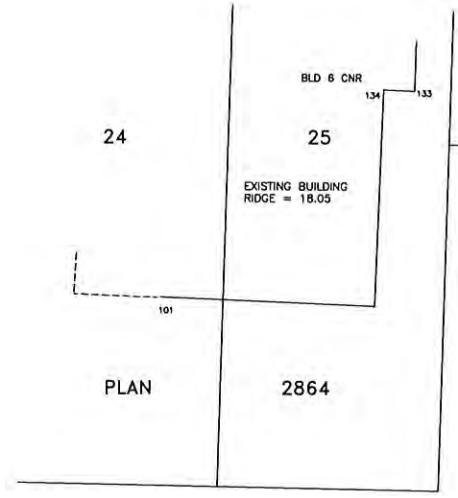


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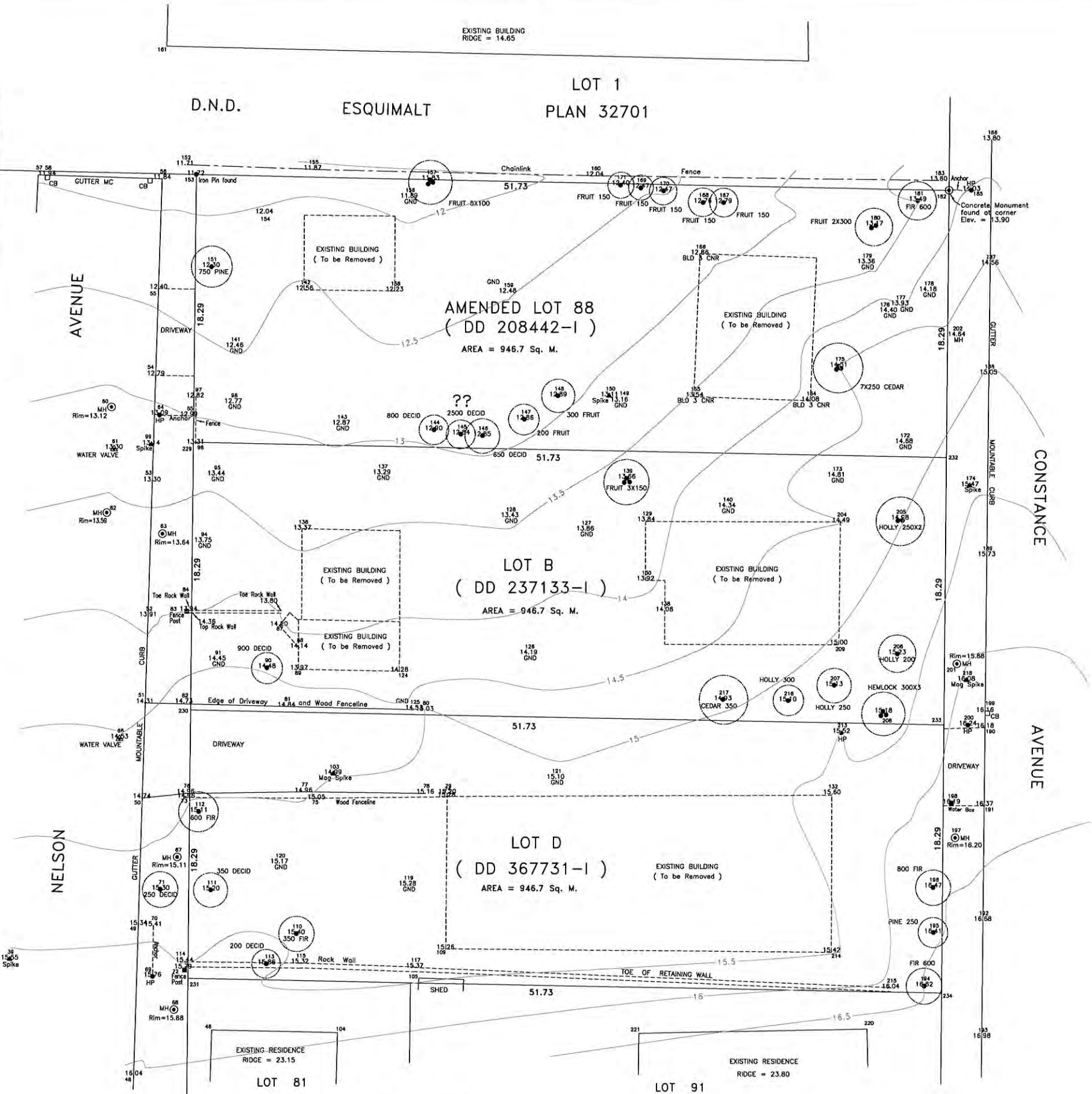
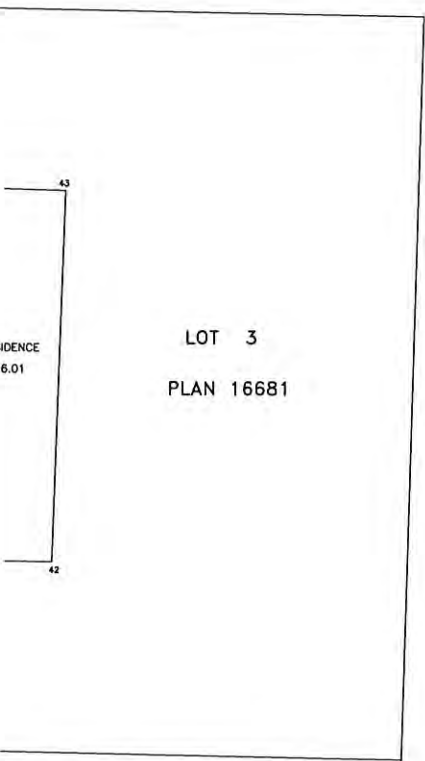
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*J.E. Anderson and Associates*  
 SURVEYORS ENGINEERS  
 VICTORIA NANAIMO

SITE PLAN	
LEGAL : AMENDED LOT 88 AND LOTS B AND D, ALL OF SUBURBAN LOT 44, ESQUIMALT DISTRICT, PLAN 2854	
DRAWN BY : DBL	PROJECT SURVEYOR : D.R. CARRIER
SCALE : 1 : 150	DATE : JULY 31, 2017.
CLIENT : GT MANN CONTRACTING	
OUR FILE : 30594	REVISION :



SAUNDERS STREET



NELSON AVENUE

CONSTANCE AVENUE

PLAN 2854