



## **CORPORATION OF THE TOWNSHIP OF ESQUIMALT**

### **DESIGN REVIEW COMMITTEE AGENDA**

**WEDNESDAY, APRIL 3, 2019  
3:00 P.M.**

#### **ESQUIMALT COUNCIL CHAMBERS**

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- I. CALL TO ORDER**
- II. LATE ITEMS**
- III. ADOPTION OF AGENDA**
- IV. ADOPTION OF MINUTES – MARCH 6, 2019**
- V. STAFF REPORT**

#### **OFFICIAL COMMUNITY PLAN AND REZONING APPLICATION**

**681 Admirals Road**

**[PID 007-801-963 Lot 25 Block 4 Suburban Lot 50 Esquimalt District Plan 1153]**

**[PID 007-801-980 Lot 26 Block 4 Suburban Lot 50 Esquimalt District Plan 1153]**

**685 Admirals Road**

**[PID 007-802-013 Lot B (DD G17083), Suburban Lot 50, Esquimalt District, Plan 1153]**

#### **PURPOSE OF APPLICATION:**

The applicant is requesting for a change in Official Community Plan Development Permit Area, from the current Enhanced Design Control Residential to Multi-Family Residential, and a change in zoning from the current RD-3 [Two Family/Single Family Residential] to a Comprehensive Development District zone [CD]. This change is required to accommodate the proposed 6 storey, 50 unit multiple family residential building including a 44 space parking garage.

**Evaluation of this application should focus on issues related to zoning such as the proposed height, density, massing, proposed unit sizes, siting, setbacks, lot coverage, usable open space, parking, uses, fit with the neighbourhood, and consistency with the overall direction contained within the Official Community Plan.**

This site is located within Development Permit Area No. 1 - Natural Environment, No. 3 – Enhanced Design Control Residential, No. 7 - Energy Conservation and Greenhouse Gas Reduction and No. 8 - Water Conservation of the Township's Official Community Plan. Should the Official Community Plan amendment and rezoning be approved, the Development Permit would be considered for consistency against the guidelines of Development Permit Area No. 6 Multi-Family Residential rather than Development Permit Area No. 3 – Enhanced Design Control Residential. Furthermore, the form and character of the buildings, landscaping, and consistency with guidelines relating to natural environment protection, energy conservation, greenhouse gas reduction, and water conservation would be controlled by a Development Permit that would be considered by Council at a future date as the proposed development is still situated within Development Permit Areas 1, 7 and 8.

**RECOMMENDATION:**

That the Esquimalt Design Review Committee recommends that the application for an Official Community Plan Amendment and Rezoning, authorizing a 20 metre [6 storeys], 50 unit, multiple family residential building sited in accordance with the Site Plan by Thuja Architectural and Design, and incorporating height and massing consistent with the architectural plans provided by Thuja Architecture and Design, both stamped “Received February 22, 2019”, detailing the development proposed to be located at 681 Admirals Road [PID 007-801-963 Lot 25 Block 4 Suburban Lot 50 Esquimalt District Plan 1153] + [PID 007-801-980 Lot 26 Block 4 Suburban Lot 50 Esquimalt District Plan 1153] and 685 Admirals Road [PID 007-802-013 Lot B (DD G17083), Suburban Lot 50, Esquimalt District, Plan 1153] be forwarded to Council with a recommendation **to either approve, approve with conditions, or deny the application including reasons for the chosen recommendation.**

**VI. REVIEW OF DRAFT STRATGIC PLAN**

**VII. NEXT REGULAR MEETING**

Wednesday, May 8, 2019

**VIII. ADJOURNMENT**



## CORPORATION OF THE TOWNSHIP OF ESQUIMALT

### ADVISORY DESIGN REVIEW COMMITTEE MINUTES OF MARCH 6, 2019 ESQUIMALT COUNCIL CHAMBERS

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<b>PRESENT:</b>	Wendy Kay Robert Schindelka Ally Dewji Graeme Verhulst,	Bev Windjack David Van Stolk Roger Wheelock
<b>ABSENT:</b>	Cst. Greg Shaw,	
<b>STAFF:</b>	Bill Brown, Director of Development Services, Staff Liaison Karen Hay, Planner Janany Nagulan, Recording Secretary	
<b>COUNCIL LIAISON:</b>	Councillor Meagan Brame	

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#### I. CALL TO ORDER

Roger Wheelock, Chair, called the Design Review Committee meeting to order at 3:00 p.m.

#### II. LATE ITEMS

No late items

#### III. APPROVAL OF AGENDA

Moved by Ally Dewji, seconded by Bev Windjack: That the agenda be approved as printed.  
**Carried Unanimously**

#### IV. ADOPTION OF MINUTES – February 13, 2019

Moved by Ally Dewji, seconded by Bev Windjack: That the minutes of February 13, 2019, be adopted as circulated. **Carried Unanimously**

#### V. STAFF REPORTS

##### (1) Development Permit Application 1234 Esquimalt Road

[PID: 026-617-340; Lot 1 Suburban Lot 40 and 41 Esquimalt District Plan VIP80657]

John Keay of John Keay Architect provided a verbal overview of the Development Permit for 1234 Esquimalt Road and responded to question from the Committee. The presentation described the alterations to the existing building and materials to be used.

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

- Will this affect the sunlight to the Sunnyside Café? *No*
- What is the intent of the development? *The business is expanding*

#### **RECOMMENDATION:**

Moved by Bev Windjack, seconded by David Van Stolk. That the Esquimalt Design Review Committee [DRC] recommends to Council that the application for a Development Permit authorizing the alteration of the existing storefront, consistent with the architectural plans provided by Keay Architecture Ltd. stamped "Received February 14, 2019", located at 1234 Esquimalt Road [PID: 026-617-340; Lot 1 Suburban Lot 40 and 41 Esquimalt District Plan VIP80657] **be**

forwarded to Council with a recommendation for approval as it matches with the existing architecture.

**(2) Heritage Alteration Permit Application & (3) Development Permit Application**

1379 Esquimalt Road / 520 Foster Street (St. Peter and St. Paul's Church)

[PID 024-848-905; Lot A (DD EP75276), Suburban Lot 27, Esquimalt District, Plan 5092]

Deane Strongitharm of CitySpaces Consulting, Steve Barber, Chair of the St. Peter and St. Paul's Heritage Advisory Committee and Barry Cosgrave of Number Ten Architectural Group provided an overview of the Heritage Alteration Permit and Development Permit Application for 1379 Esquimalt Road / 520 Foster Street with a PowerPoint presentation and responded to question from the Committee. Brad Forth, the landscape architect for the project provided comment to the landscaping. The presentation described the decision making process in regards to the protection of heritage features of the existing church, design options considered, landscaping, building and design features.

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

- Has there been any change to the massing of the building? *Yes, added balconies to suites*
- Is there wheelchair access coming off the parking lot? *Yes*
- Who will be using the parking provided on site? *Used by seniors and patrons of the church*
- Is there any underground parking for the new building? *No*
- Member asked applicant to speak to the site planning of the new building. *There were concerns of the visual impact of the building on the church therefore the building was moved west as much as possible for greater visual distance. Also this was done to protect an Arbutus tree and to subdivide the property.*
- Member commented that the intent of the zoning was to step back at the higher levels and the addition of an overhang all the way around the building does not achieve the intention. *The building has an articulated exterior expression to give it more vertical proportions similar to the church.*
- Why was the joining of the church and multi-purpose building needed? *The new ministry centre will help enliven the church and give it longer term viability, and provide more accessible facilities to the church.*
- The small fruit tree might have potential of embracing the church even with the existing tree to connect the landscaping. *Protection of the existing tree is important and would be difficult to do that without damaging the existing tree.*
- The arbor does not have any structural visual significance for the church or new building. *Meant to signify where residents would enter and make it pedestrian friendly*
- Entrance to the residence and multipurpose space is underwhelming.
- Member commented that it is unfortunate that the outdoor and gathering spaces are not located in a more geographically pleasant area.
- Concerns with design of the Western Façade, compared to the Northern Façade which appears more welcoming.
- Not much connection between Prayer Garden and Labyrinth Landscaping.

**RECOMMENDATION – Heritage Alteration Permit**

Moved by Ally Dewji, seconded by David Van Stolk: That the Esquimalt Design Review Committee [DRC] recommends that the Heritage Alteration Permit Application authorizing a new entrance to the heritage church that will connect the building to the new 'ministry centre' consistent with the architectural plans provided by Number Ten Architectural Group, stamped "Received February 15, 2019", to be located at 1379 Esquimalt Road / 520 Foster Street (St. Peter and St. Paul's Church) [PID 024-848-905; Lot A (DD EP75276), Suburban Lot 27, Esquimalt District, Plan 5092], **be forwarded to Council with the recommendation for approval as it respects the significant heritage components of the building.**

**RECOMMENDATION – Development Permit**

Moved by Robert Schindelka, seconded by David Van Stolk that the Esquimalt Design Review Committee [DRC] recommends that the Development Permit Application for the Natural Environment (DRA No. 1), Energy Conservation and Greenhouse Gas Reduction (DPA No. 7) and Water Conservation (DPA No. 8), authorizing a new development consistent with the architectural plans provided by Number Ten Architectural Group, stamped “Received February 15, 2019”, to be located at 1379 Esquimalt Road / 520 Foster Street (St. Peter and St. Paul’s Church) [PID 024-848-905; Lot A (DD EP75276), Suburban Lot 27, Esquimalt District, Plan 5092]; and

That the [DRC] recommends that Form and Character of the proposed development (to be controlled by a Section 219 Covenant) consistent with the architectural plans provided by Number Ten Architectural Group, stamped “Received February 15, 2019”, to be located at 1379 Esquimalt Road / 520 Foster Street (St. Peter and St. Paul’s Church) **Be forwarded to Council with the recommendation for approval based on the conditions:**

1. That the parking entrance be modified to help celebrate the entrance
2. Improve the western façade
3. Reduce the visual massing of the upper floors

As it conforms to the guidelines of the OCP and its architectural vernacular is appropriate for the location and context. Carried (2 Opposed).

**VI. REVIEW OF CAPITAL REGION LOCAL GOVERNMENT ELECTRIC VEHICLE AND ELECTRIC BIKE INFRASTRUCTURE PLANNING PROJECT**

**Comments made by members of the committee:**

- Support the findings seen in the report.
- Fully support the use of bike lanes, which are reflected in many major cities around the world.
- Electric vehicles are an interesting mode of transportation that fit between a regular bike and fuel vehicles.
- Concerned with the amount of paved surfaces, with roads in addition to bike lanes.
- The need to properly test infrastructure before implementation.
- If the policy goal is to shift people out of their cars to other forms of transportation, make it less convenient for the mode of transportation you are trying to discourage.
- Great that the report identified larger spaces for bicycle parking and the number of electric vehicles requirements and putting forth EV ready in new developments.

**VII. NEXT REGULAR MEETING**

Wednesday, April 10<sup>th</sup>, 2019

**VIII. ADJOURNMENT**

The meeting adjourned at approximately 4:30 p.m.

CERTIFIED CORRECT

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CHAIR, DESIGN REVIEW COMMITTEE  
THIS 10<sup>th</sup> DAY OF APRIL, 2019

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ANJA NURVO,  
CORPORATE OFFICER



## CORPORATION OF THE TOWNSHIP OF ESQUIMALT

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

**DRC Meeting: April 3, 2019**

### STAFF REPORT

**DATE:** March 29, 2019

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

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

**SUBJECT:** **Official Community Plan Amendment and Rezoning Application**  
**681 Admirals Road**  
**[PID 007-801-963 Lot 25 Block 4 Suburban Lot 50 Esquimalt District Plan 1153]**  
**[PID 007-801-980 Lot 26 Block 4 Suburban Lot 50 Esquimalt District Plan 1153]**  
**685 Admirals Road**  
**[PID 007-802-013 Lot B (DD G17083), Suburban Lot 50, Esquimalt District, Plan 1153]**

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### RECOMMENDATION:

That the Esquimalt Design Review Committee recommends that the application for an Official Community Plan Amendment and Rezoning, authorizing a 20 metre [6 storeys], 50 unit, multiple family residential building sited in accordance with the Site Plan by Thuja Architectural and Design, and incorporating height and massing consistent with the architectural plans provided by Thuja Architecture and Design, both stamped "Received February 22, 2019", detailing the development proposed to be located at 681 Admirals Road [PID 007-801-963 Lot 25 Block 4 Suburban Lot 50 Esquimalt District Plan 1153] + [PID 007-801-980 Lot 26 Block 4 Suburban Lot 50 Esquimalt District Plan 1153] and 685 Admirals Road [PID 007-802-013 Lot B (DD G17083), Suburban Lot 50, Esquimalt District, Plan 1153] 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 for a change in Official Community Plan Development Permit Area, from the current Enhanced Design Control Residential to Multi-Family Residential, and a change in zoning from the current RD-3 [Two Family/Single Family Residential] to a Comprehensive Development District zone [CD]. This change is required to accommodate the proposed 6 storey, 50 unit multiple family residential building including a 44 space parking garage.

**Evaluation of this application should focus on issues related to zoning such as the proposed height, density, massing, proposed unit sizes, siting, setbacks, lot coverage, usable open space, parking, uses, fit with the neighbourhood, and consistency with the overall direction contained within the Official Community Plan.**

This site is located within Development Permit Area No. 1 - Natural Environment, No. 3 – Enhanced Design Control Residential, No. 7 - Energy Conservation and Greenhouse Gas Reduction and No. 8 - Water Conservation of the Township's Official Community Plan. Should the Official Community Plan amendment and rezoning be approved, the Development Permit would be considered for consistency against the guidelines of Development Permit Area No. 6 Multi-Family Residential rather than Development Permit Area No. 3 – Enhanced Design Control Residential. Furthermore, the form and character of the buildings, landscaping, and consistency with guidelines relating to natural environment protection, energy conservation, greenhouse gas reduction, and water conservation would be controlled by a Development Permit that would be considered by Council at a future date as the proposed development is still situated within Development Permit Areas 1, 7 and 8.

### **Context**

**Applicant:** Westurban Developments Ltd. [Frank Limshue]

**Owners:** Cobe Property Holdings Ltd., Inc, No. BC1050792 [681 Admirals Road]  
Fabien Joseph Cousineau [685 Admirals Road]

**Property Size:** Metric: 1515 m<sup>2</sup> Imperial: 16307 ft<sup>2</sup>

**Existing Land Use:** Single Family Residential

### **Surrounding Land Uses:**

North: Multiple Family Residential Townhouses  
South: Two Family Residential  
West: Department of National Defence Lands  
East: Multiple Family Residential Townhouses

**OCP Proposed Land Use Designation:** Medium Density Residential [No change necessary]

**Existing Zoning:** RD-3 [Two Family/Single Family Residential]

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

### **Official Community Plan**

The Official Community Plan Proposed Land Use Designation for the subject properties is 'Medium Density Residential', considering developments with a Floor Area Ratio of up to 2.0 and up to six storeys in height. The proposed development is consistent with the height of six storeys but has a Floor Area Ratio of 2.18. In order to achieve consistency with the Official Community Plan, the applicant is proposing to provide amenities through density bonuses for the benefit of the community. These amenities will include 5 affordable rental housing units with details to be clarified in the near future.

The applicant is applying to amend the Official Community Plan Development Permit Area from 'Enhanced Design Control Residential' to 'Multi-Family Residential' in order to better correspond the proposed development to the appropriate guidelines of the development permit areas. As the subject property is already designated 'Medium Density Residential' in its proposed Land Use Designation, amending the Development Permit Area to 'Multi-Family Residential' in

Schedule H of the Official Community Plan, is rational.

OCP Section 3.3 Housing and Community identifies land lying in the vicinity of the intersection of Admirals Road and the E&N Rail line as an area for residential densification.

OCP Section 5.1 states a policy to ‘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.’

OCP Section 5.3 Medium and High Density Residential Development states an objective to support compact, efficient medium density and high density residential development that integrates with existing proposed adjacent uses.

As the proposed development has a floor area ratio of 2.18, it is inconsistent with the following policy:

- Consider new medium density residential development proposals with a Floor Area Ratio of up to 2.0 and up to six storeys in height, in areas designated on the “Proposed Land Use Designation Map”

However, the following policies address the use of density bonus for this proposed development in order to achieve consistency with the Official Community Plan:

- Consider, where appropriate, development proposals with densities greater than those set out in the OCP through density bonus of floor-space provided that the additional density result in the provision of community amenities deemed appropriate by Council for the benefit of the community.
- Recognize, for the purposes of density bonuses, “amenities” may include but are not limited to:
  1. Privately-owned, publicly-accessible open space;
  2. Public art;
  3. Contributions towards the enhancement of public recreation facilities;
  4. Contributions towards street and boulevard enhancements, including street furniture and decorative lighting;
  5. Building to a higher step of the BC Energy Step Code than required under the Building Bylaw;
  6. Group daycare and respite for children and adults;
  7. Preservation of heritage structures, features or assets;
  8. Affordable housing units;
  9. Special needs housing units;
  10. Community gardens;
  11. Enhanced green family play space for residents;
  12. Public space improvements supporting and surrounding transit stations; and
  13. Other as may be appropriate to the development proposal or surrounding community as deemed appropriate by Council.

Currently, the applicant has proposed the provision of 5 affordable rental housing units for the bonus density.

Supporting policies in this section consistent with the proposed development include:

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



- Prioritize medium density and high density residential development in proposed land use designated areas that:
  1. reduce single occupancy vehicle use;
  2. support transit service;
  3. are located within close proximity to employment centres; and
  4. accommodate young families.
- A mix of dwelling unit sizes should be provided in medium density and high density residential land use designated areas in order to meet the varying housing needs of Esquimalt residents.
- Encourage the incorporation of spaces designed to foster social interaction.
- Encourage the installation of electric vehicle charging infrastructure in medium and high density residential developments.

Section 5.4 of the Official Community Plan states an 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. Through the provision of affordable, special needs or seniors housing, the proposed development would be consistent with the following policies in this section:

- Encourage the placement of new rental, affordable, special needs, and seniors housing in accordance with designated residential land use areas as they are integral components of inclusive neighbourhoods.
- Consider bonus density, parking relaxations or other development variances where a development proposal includes affordable, special needs or seniors housing. This may apply to both market and non-market housing, and mixed-use proposals. A housing agreement may be entered into between the Township and the owner.

Section 11.3.1 Public Cycling Infrastructure states the following policy:

- Encourage end-of-trip facilities including secure lockup and shower facilities

Section 11.3.2 New Development states the following policy:

- Encourage developers to provide a variety of end of trip facilities for active transportation.
- Encourage bike lockers in multi-unit residential and commercial/commercial mixed-use developments.

Section 13.3.3 Building Energy Efficiency states the following policy:

- Adopt best practices based on evolving building technologies and materials.
- Encourage the adoption of passive, efficient, and renewable energy systems in new buildings and during building retrofits
- Investigate options for encouraging developers to achieve high energy performance in new developments through such tools as density bonusing, expedited permit approval process, rebate of development fees, revitalization tax exemption, and other incentives.
- Pursue higher energy-efficiency performance in new developments, through the achievement of higher steps in the BC Energy Step Code as an amenity associated with rezoning.

Under Section 13.3.6 Passenger Vehicle Alternatives, the following policies are listed:

- Encourage the installation of electric vehicle charging infrastructure in all new multi-unit developments.
- Pursue the installation of electric vehicle charging capacity in new developments during the rezoning process.
- Encourage the inclusion of car share in new multi-unit residential developments.

The applicant is including 6 electric vehicle charging stations on site as part of this development.

Relevant Development Permit Area Guidelines to consider as it relates to the rezoning application include:

- Retain existing healthy native trees, vegetation, rock outcrops and soil wherever possible.
- Avoid disturbing, compacting and removing areas of natural soil as this can lead to invasion by unwanted plant species, poor water absorption and poor establishment of new plantings. Use of local natural soil in disturbed and restored areas will support re-establishment of ecosystem functions.
- 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.
- The size and siting of buildings that abut existing single- and two-unit and townhouse dwelling should reflect the size and scale of adjacent development and complement the surround uses. To achieve this, height and setback restrictions may be imposed as a condition of the development permit.
- New buildings should be designed and sited to minimize visual intrusion on to the privacy of surround homes and minimize the casting of shadows on to the private outdoor space of adjacent residential units.
- Underground parking should be encouraged for any multi-unit residential buildings exceeding four storeys.
- Avoid excessively long blank walls adjacent to public streets.
- Avoid expansive blank walls (over 5 m in length) and retaining walls adjacent to public streets. When blank walls and retaining walls are unavoidable, use an appropriate design treatment such as the following:
  - Install a vertical trellis in front of the wall with climbing vines or other plant material.
  - Set the wall back slightly to provide room for evergreens and confers to provide year-round screening.
  - Provide art (a mosaic, mural, relief, etc.) over a substantial portion of the wall surface.
  - Employ quality materials of different textures and colours to make the wall more interesting visually.
  - Provide special lighting, canopies, awnings, horizontal trellises or other human-scale features that break up the size of the blank wall surface and add visual interest.
  - Incorporate walls into a patio or sidewalk café space.
  - Terrace (step down) retaining walls.
- 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.
- Build new developments compactly, considering the solar penetration and passive performance provided for neighbouring sites, and avoid shading adjacent to usable outdoor open spaces.
- In commercial, residential or commercial mixed-use designated areas with taller developments, vary building heights to strategically reduce the shading on to adjacent buildings.

On the initial drawings that accompanied the application submission, the wall adjacent to the public realm stretched the bulk of the frontage. With Staff having concerns with the extent of the

wall, its setback distance to the sidewalk and the stark transition between the public and private realm, the applicant amended the drawings to reduce the length of the wall while increasing the front setback in order to allow space for plantings. While landscaping is an issue to be addressed at the Development Permit application, the issue of open green space available for planting can be assessed at the Rezoning application.

### **Zoning**

**Density, Lot Coverage, Height and Setbacks:** The following chart compares the floor area ratios, lot coverage, setbacks, height, parking and usable open space of this proposal. Zoning Bylaw, 1992, No. 2050 does not currently contain a zone that can accommodate this proposed development.

	<b>Proposed Comprehensive Development Zone</b>
<b>Residential Units</b>	50
<b>Residential Floor Area Ratio</b>	2.18
<b>Lot Coverage</b>	79.8%
<b>Lot Coverage at or above Parking Level</b>	46.6%
<b>Parking Structure Setbacks</b> <ul style="list-style-type: none"> <li>• Front [West]</li> <li>• Rear [East]</li> <li>• Interior Side [North]</li> <li>• Interior Side [South]</li> </ul>	2.1 m 0.0 m 0.75 m 0.50 m
<b>Building above Setbacks</b> <ul style="list-style-type: none"> <li>• Front [West]</li> <li>• Rear [East]</li> <li>• Interior Side [North]</li> <li>• Interior Side [South]</li> </ul>	10.6 m 4.5 m 7.0 m 3.7 m
<b>Building Height</b>	19.7 m [6 storeys]
<b>Off Street Parking</b>	44 spaces
<b>Usable Open Space</b>	297 m <sup>2</sup> [19.6%]
<b>Bicycle Parking</b>	78 resident + 6 visitor

**Floor Area Ratio:** The FAR of this proposal is 2.18 which is greater than the acceptable amount of 2.0 for a building in a 'Medium Density Residential' designated area. However, the applicant has proposed a density bonus contribution of affordable housing units to offset the added density. As the density bonus is about 10% of 2.0, the applicant has proposed that 10% of the units be made affordable rental units.

**Lot Coverage:** The lot coverage of the building at or above the First Storey, above the parking

level is 46.6%, compared to 79.8% for the lot coverage at the parking level. Staff has worked with the applicant to decrease the lot coverage in an attempt to create more open green space.

**Usable Open Space:** Our zones that accommodate apartment developments generally require usable open space in the amount of not less than 7.5% of the area of the parcel. This development allows for an usable open space north and west of the Principal Building on top of the parking level in the amount of 297 m<sup>2</sup> [19.6% of the consolidated parcels].

**Parking:** Parking Bylaw, 1992, No. 2011 requires 1.3 parking spaces per unit to be provided for multiple family developments. Parking areas are required to be constructed to meet the standards for manoeuvring aisle dimensions and associated parking stall dimensions detailed in Part 14, Table 2, of the Bylaw. This proposal incorporates 44 parking spaces to serve 50 residential rental dwelling units.

In addition to varying the required parking spaces, the following variances are required to the Parking Bylaw No. 2011 based on the current parking plan:

- Reduction of the number of required Visitor parking spaces from 1 in 4 spaces to 1 in 22 spaces [i.e. from 11 to 2 spaces]
- Increase of the number of permitted Small Car parking spaces from 50% to 55% [i.e. from 22 to 24 spaces].

### **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:

**Community Safety Services:** Building to be constructed to requirements of BC Building Code 2012 and Municipal Building Code Bylaw. Plans will be reviewed for compliance with BC Building Code upon submission of a Building Permit application.

**Engineering Services:** Engineering staff has completed a preliminary evaluation of Works and Services that would be required for the proposed 50 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 Admirals Road. 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 a tree cutting permit application is required for all trees to be removed. All trees that are to be retained, including boulevard trees, must have tree protection fencing erected at the drip line.

**Fire Services:** Fire Services staff has not completed a preliminary review of the proposed plans.

### **Questions for Consideration**

The applicant has reduced the size and length of the wall along the front of the proposed development. What concerns do you have in regards to the wall and the streetscape?

How well does the proposed development interface with adjacent parcels and to the public realm?

Is there adequate open space for landscaping? What would be an ideal distribution of open space for this proposed development?

According to the Watts Consulting Group Parking study, the anticipated demand for visitor parking was 5 parking spaces. Do you feel 2 visitor parking spots is justified for this proposed development?

### **ALTERNATIVES:**

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



Naden Way

Admirals Rd

Woodway Rd

Grenville Ave

685

681

675

674

672

1270

1266

1262

1258

Subject Property Map:  
681/685 Admirals Road





ADMIRALS RD

GRENVILLE AVE

WOODWAY RD

685

681

674

672

675

677

1270







1266

1262





## Legend

-  Subject Property
-  Low Density Residential
-  Townhouse Residential
-  Medium Density Residential
-  High Density Residential
-  Federal Land

Constance Ave

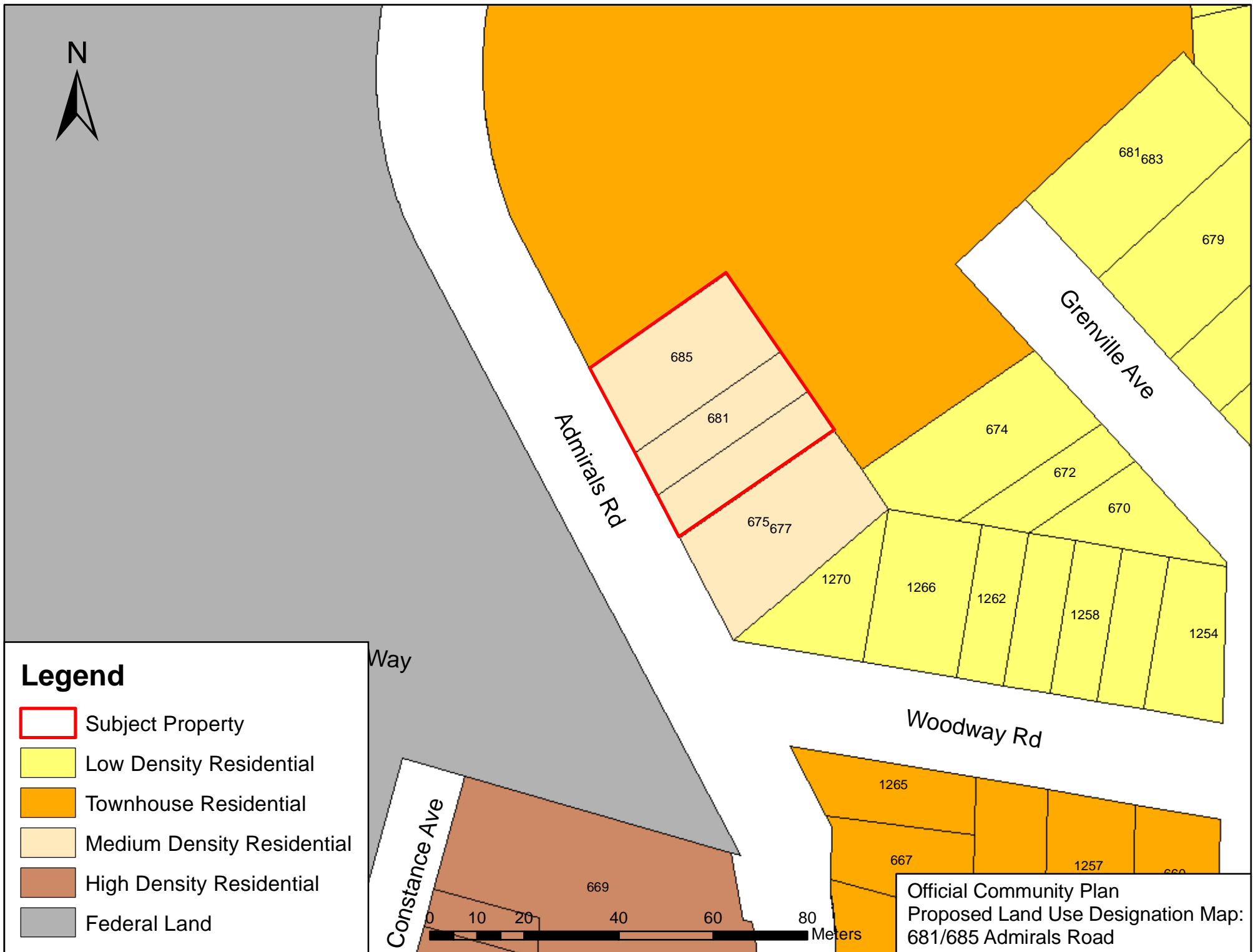
Admirals Rd

Grenville Ave

Woodway Rd

0 10 20 40 60 80 Meters

Official Community Plan  
Proposed Land Use Designation Map:  
681/685 Admirals Road

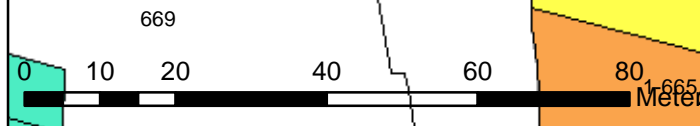




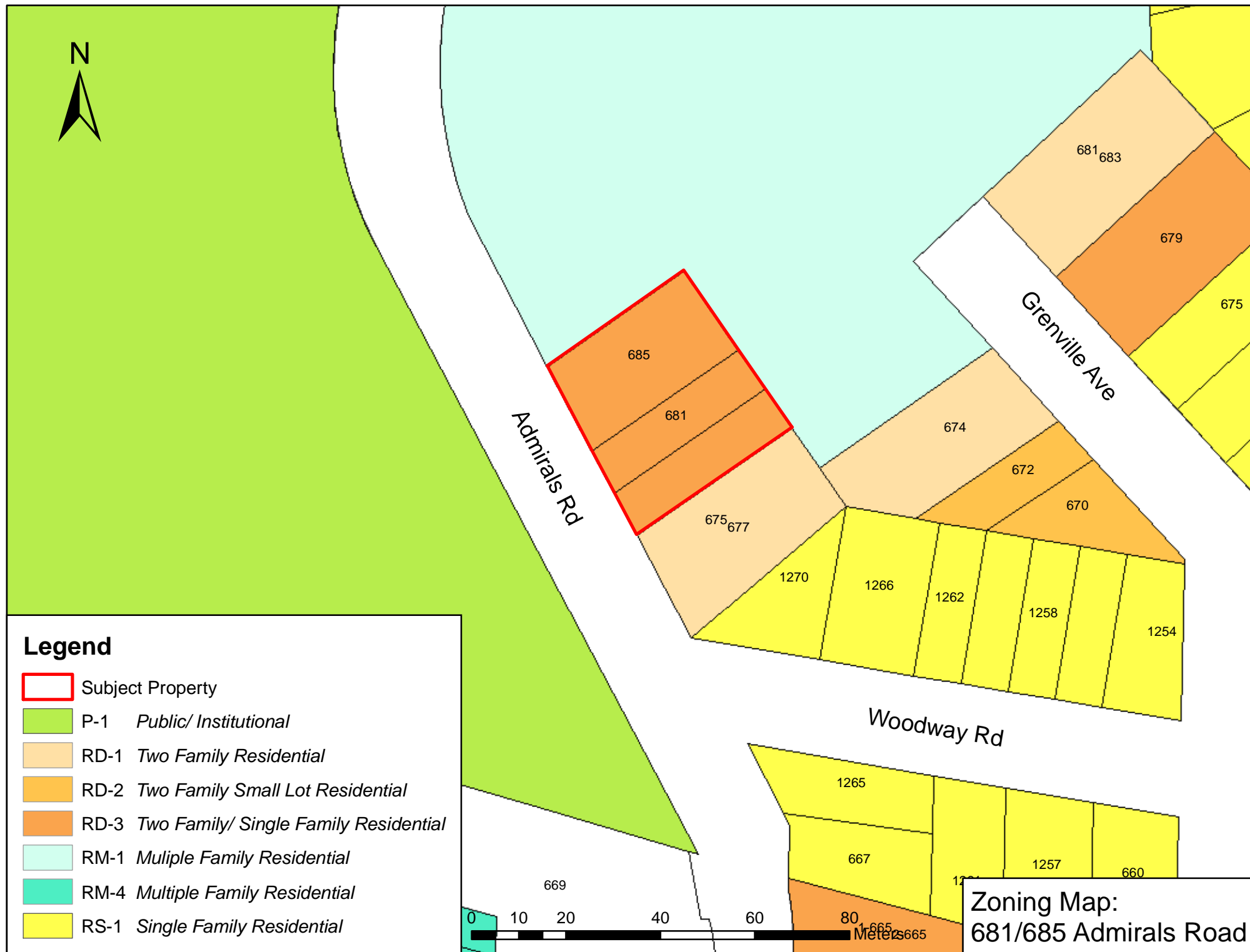


## Legend

- Subject Property
- P-1 *Public/ Institutional*
- RD-1 *Two Family Residential*
- RD-2 *Two Family Small Lot Residential*
- RD-3 *Two Family/ Single Family Residential*
- RM-1 *Muliple Family Residential*
- RM-4 *Multiple Family Residential*
- RS-1 *Single Family Residential*



**Zoning Map:**  
**681/685 Admirals Road**





## 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

*Adopted on January 10th, 2011*



"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? Yes ☒ No  
If yes, to what program and level?
- 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? ☒ Yes No  
If so, please describe them. Rainscreen, fibre cement siding, etc.
- 4 What percentage of the existing building[s], if any, will be incorporated into the new building? 0 %
- 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.  
Local where possible for all materials.
- 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? Yes - where possible  
For which parts of the building (e.g. framing, roof, sheathing etc.)? where possible for all materials
- 8 Can alternatives to Chlorofluorocarbons and Hydro-chlorofluorocarbons which are often used in air conditioning, packaging, insulation, or solvents be used in this project? If so, please describe these. \_\_\_\_\_ Yes No
- 9 List any products you are proposing that are produced using lower energy levels in manufacturing.
- 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? | Yes | No |
| 13 | For commercial buildings, do flushes for urinals exceed BC Building Code requirements?                               | Yes | No |
| 14 | Does your project use dual flush toilets and do these exceed the BC Building Code requirements?                      | 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. _____  | Yes         | No | N/A |
| 20 | Have you considered storing rain water on site (rain barrels or cisterns) for future irrigation uses?  | 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?  | <u>21</u> % |    |     |

### 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 |
|----|--|-----|----|-----|

## 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?<br><u>refer to arborist report.</u> | Yes | No | N/A |
|    | Could your site design be altered to save these trees?   |     |    |     |
|    | Have you consulted with our Parks Department regarding their removal?                                      |     |    |     |

- 26 Will this project add new trees to the site and increase our urban forest?  
If so, how many and what species? refer to landscape plan ☒ 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? \_\_\_\_\_ ☐ 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? \_\_\_\_\_ % ☒ 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. \_\_\_\_\_  
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? ☐ Yes ☐ No ☐ N/A
- 41 Are energy efficient appliances being installed in this project?  
If so, please describe. (fridge, washer, dryer) ☒ Yes ☐ No ☐ N/A
- 42 Will high efficiency light fixtures be used in this project?  
If so, please describe. \_\_\_\_\_ ☐ 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?	<input checked="" type="radio"/> Yes	<input type="radio"/> 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. _____	<input type="radio"/> Yes	<input type="radio"/> No	N/A
48	Will the building have windows that occupants can open?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
49	Will hard floor surface materials cover more than 75% of the liveable floor area?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
50	Will fresh air intakes be located away from air pollution sources?	<input checked="" type="radio"/> Yes	<input type="radio"/> 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. _____	<input type="radio"/> Yes	<input type="radio"/> No	N/A
52	Will materials be recycled during the construction phase? If so, please describe. _____	<input type="radio"/> Yes	<input type="radio"/> 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?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
54	For new commercial development, are you providing waste and recycling receptacles for customers?	<input type="radio"/> Yes	<input type="radio"/> 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]?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
56	For commercial developments, are pedestrians provided with a safe path[s] through the parking areas and across vehicles accesses?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
57	Is access provided for those with assisted mobility devices?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
58	Are accessible bike racks provided for visitors?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
59	Are secure covered bicycle parking and dedicated lockers provided for residents or employees?	<input checked="" type="radio"/> Yes	<input type="radio"/> 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 checked="" 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.



***SouthShore Forest Consultants***

**Arborist Report**

For

Westurban Developments Inc.  
1-1170 Shoppers Row  
Campbell River, BC V9W 2C8

Site  
685 Admirals Road  
Victoria BC

September 16, 2018

Prepared for:  
Frank Limshue  
250.914.8419  
flimshue@westurban.ca

Prepared by:  
*SouthShore Forest Consultants*



### *SouthShore Forest Consultants*

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Work Safe BC # 968408

Insurance/ Seafirst Brentwood (CFC Underwriting – 5 Million Dollar Liability- Policy PSG03515712)

Incorporation # BC1069996 Ltd.

## **RE: Proposed Development Project 685 Admirals Road, Esquimalt B.C. - Demolition & Construction**

### **Executive Summary**

ShoreShore Forest Consultants was retained by our client to provide an Arborist assessment and Tree Protection Plan (TPP) for a residential property located at 685/681 Admirals Road in Township of Esquimalt. Our primary duty involves the identification of trees proposed for protection and retention during the projects term. The client's proposal involves the demolition of existing structures and extensive excavation. The client has proposed to develop the site and provide a 60 unit condo structure. The structures footprint will have a limited setback, approximately 1-2m back from the sites property lines. Tree retention cannot occur on site. Soil removal and excavation impacts are expected to significantly impact every tree on site. Tree removal is the client's only option under the current development proposal.

### **Background/Scope of Work**

SouthShore Forest Consultants was contacted by Frank Limshue, a Development Manager with Westurban Developments Ltd. Frank has provided us with information concerning two (2) residential lots proposed for redevelopment in the Township of Esquimalt. Westurban Developments Ltd. has requested that SouthShore Forest Consultants provide an Arborist report and assessment of the site. SouthShore Forest Consultants agreed to provide the client with an Arborist Report and assessment of the site. The sites physical location is 681 & 685 Admirals Road in the Township of Esquimalt B.C.



## Methodology

On September 13, 2018 Michael Butcher a consulting arborist with SouthShore Forest Consultants performed the site assessment. The assessment was performed from grade. We considered this type of site inspection to be classified as a “Basic Visual Tree Assessment”. No form of invasive or diagnostic forms of arboricultural measurement tools were used during the assessment.

The weather that day was mild and sunny with temperatures around 18C. No precipitation was detected, landscape was dry. Wind speed was minor, 2-4km per/hour.

A tree inventory was performed during the assessment. The tree inventory is identified as Appendix “A” and is included with the report. Series number tree identification tags #251 to #262 were used on site. Tree tags are attached to tree stems at approximately 2m above grade on tree stems. Trees positioned on private property were not tagged. They are identified as “N/T” (No Tag) within the tree inventory.

The tree inventory and site assessment will allow us to forecast tree retention and protection requirements for the site. We provide sustainable solutions which are accepted by the Tree Care Industry Association and the International Society of Arboriculture. Tree risk assessment was utilized during the assessment.

## Observations/Discussion

The first observation of note regarding the site is how the elevation is raised above Admirals Road. Two lots, the site was observed to have an existing residential house located at 685 Admirals Road. We observed the house to be a rental property, on level with a concrete parking pad and patio. The second lot was observed to be vacant of any structure. Demolition appeared to have previously occurred.

Together each lot was assessed as one. Trees were observed around the parameter and middle of the lot. Garry Oak (*Quercus garryana*), big-leaf maple (*Acer macrophyllum*), Western cedar (*Thuja plicata*), Douglas-fir (*Pseudotsuga menziesii*), cypress species (*Cupressaceae ssp.*) and ornamental cherry (*Prunus ssp.*) trees were observed to be on site. In total we observed 65 trees within the site.

We observed 33 dead western cedar trees which were planted up the middle and along the east property line. We observed two Garry oaks and maple positioned in the N/E corner of the site. Gary oak #251 and maple tree #252 were observed to have structural issue, root damage and basal rot. The cherry trees, # 257, #258 & #261 were observed to be declining in health and condition. We observed a the purple leaf plum tree #261 to have a “Ganoderma” conk (mushroom) growing on its lower stem. We observed a large fir tree positioned along the

Eastern property line. This tree appeared to have a damaged top. It appears that the top was lost resulting in codominant stem attachments. A number of smaller diameter sized cedar trees were observed to be in fair condition. Two cypress trees # 259 & #261 were observed to be in fair condition. Each of the cypress trees will be significantly impacted as result of the excavation and grade changes to the site.

During our assessment we observed two (2) trees located on private property. A willow species (*Salix sp.*) and maple tree. Each tree was observed to close to the project, in an area which could be impacted by excavation, blasting and grade changes. The willow tree positioned over the east property line may require pruning. We observed the trees canopy to be hanging over the client's property line.

We have been informed that the proposed new structure and parkade will encroach upon the entire site. Limited setbacks to the existing property lines will be minimal. Our observations indicate that every tree positioned the clients property will require removal to sustain the new construction. The excavation and reduction pose a significant impact to the site. The loss of tree Critical Root Zones (CRZ) will result under the current proposal. Under the current proposal our observations indicate that every tree on site will require removal.

### **Tree Protection Plan (TPP)**

- Provide approve fencing detail approved by the Township of Esquimalt.
- Install Tree Protection Fencing (TPF) at a minimum of 1 meter off the property line to protect tree N/T maple along the North property line.
- Install TPF at a minimum of 1 meter off the property line to protect tree N/T willow along the East property line. Provide tree pruning to elevate the willow trees canopy over the clients property reduce damage which may occur from the excavation and construction process.

## Conclusions

- The site will be completely utilized during the construction of the proposed structure.
- The client has indicated that the property line set backs will be minimal for the site.
- The current grade has been proposed for demolition. The grade will be significantly reduced to install a site "Parkade".
- Every tree positioned on the site will be significantly affected and negative impacts to tree Critical Root Zones will occur.
- A number of trees on site are dead, decayed and exhibiting declining health and structure.
- Tree protection will reduce impacts to the Protected Root Zone (PRZ) of "N/T" private maple and willow tree. Pruning the willow tree will reduce damage to the trees canopy during the construction process.

## Recommendations

- ✚ Provide Tree Protection fencing for Tree "N/T" maple and willow.
- ✚ Provide tree pruning to reduce damage to the willow trees canopy.
- ✚ Remove all six five (65) trees within the site. Tree Retention cannot be provided under the current proposal.



Michael Butcher  
SouthShore Forest Consultants  
BSc Forestry  
ISA-ON-0583A  
TRAQ# 1401  
250.893.9056



#### ATTACHMENTS

- Appendix A – Tree Inventory
- Appendix B – Site Photos

#### Arborist Disclosure Statement:

Arborist are tree specialists who use their education, training and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risks.

Arborist cannot detect every condition that could possibly lead to structural failure of a tree.

Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below the ground.

Arborist cannot guarantee that the tree will be healthy and safe under all circumstances, or for a specific period of time. Trees are dynamic specimens, not static. Changes in conditions including the environment are unknown.

Remedial treatments cannot be guaranteed.

Trees can be managed, but they cannot be controlled. The only way to eliminate all risk is to eliminate all trees

### Tree Assessment Condition Rating

- Good - A tree specimen which is exempt defects, branch dieback, moderate insect and fungal identification. This tree has evenly distributed branching, trunk development and flare. The root zone is undisturbed, leaf, bud and flower production and elongation are normal for its distribution.
- Fair - A tree specimen which has minor defects, branch dieback, previous limb failure, identification of cavities and insect, or fungal identification. This tree has multiple (2-3) primary stem attachments; previous utility pruning, callus growth and poor wound wood development. Minor root girdling, soil heave and identifiable mechanical damage to the root flare or root zone.
- Poor- A tree specimen where 30-40% of the canopy is identifiably dead, large dead primary branching, limited leaf production, bud development and stem elongation. Limb loss or failure, and heavy storm damage leading to uneven weight distribution. Large pockets of decay, multiple cavities, heavy insect and fungal infection. Root crown damage or mechanical severing of roots. Root plate shifting, heavy lean and movement of soil.
- Dead- Tree has been observed to be dead with no leaf, foliar and bud development. No stump sprouts and root suckers are present.

### **Tree Protection Plan**

- i. Provide a detailed sign specifying that tree protection measures are in place and will be followed during the project. Fines will be posted for malicious acts and can be placed on individuals who disregard the tree protection plan and its guidelines. Signs will be placed at each entrance of the project detailing what is expected when working in potentially high impact tree protection zones.
- ii. Provide tree protection fencing for all trees identified with protection requirement in this report. This fencing shall be four (4ft) feet in height and made of orange plastic. If required, header and footer boards will be used to secure the protective fencing. Use the Township of Esquimalt tree protection specifications.
- iii. Tree protection and root protection signs will be placed on the fencing. No entry will be allowed, unless specified by the project arborist and in their presents while on site.
- iv. Restrict vehicle traffic to designated access routes and travel lanes to avoid soil compaction and vegetation disturbances.
- v. Make all necessary precautions to prevent the storage of material, equipment, stockpiling of aggregate or excavated soils within tree protection areas. No dumping of fuels, oils or washing of concrete fluids will be allowed in tree protection zones.
- vi. Provide an onsite arborist when a risk of root damage, root cutting or limb removal is required within the tree protection zone.
- vii. Avoid alterations to existing hydrological patterns to minimize vegetation impacts to the site.
- viii. The use of a project arborist is required to provide layout of tree protection zones. The project arborist(s) will provide pre-construction information to all parties involved with the project. The arborist must be notified 24hrs prior to construction activities in sensitive areas. The project arborist should be used to provide root and branch pruning when diameters are greater than 6cm.
- ix. At no time will tree protection zones be removed from the project unless approved by the project arborist.

## Appendix “B”

Photo #1 – Fencing Construction



In this photo you can observed a typical Tree Protection Fence. This type of construction is considered to be square with right angles.



Photo #2 – Center of Lot – Dead Cedars

Thirty three (33) cedar trees are dead on the property.



In this photo you can see a number of the dead cedar trees. Positioned approximately in the center of the lot and along the eastern property line these trees will require removal from the site.



Photo # 3 – N/E Corner, Oak trees

The two (2) Garry oaks on the property are located in the North West corner of the property. Native bedrock may have to be blasted, negatively affect tree root zones.



In this photo you can see the largest Garry Oak Tree #251 setback approximately 3 metres from the north property line. Under the current proposal the tree will be located within the buildings footprint.



Photo #4 – South East Corner of Lot

The cedars and cypress trees are positioned along the inside of the southwest property lines.



In this photo you can see the large cypress and row of six (6) cedar trees along the south property line. Reduced grade changes will significantly damage each tree CRZ. Under the current proposal tree removal will be required to stabilize the setback along this side of the project.

## APPENDIX A - TREE INVENTORY/HAZARD RATINGS SUMMARY

**Location:** 685 Admiral Rd - Esquimalt B.C

Date: September 13, 2018 Page #: 1

**Comments/Site Conditions:** Clear/Partially cloudy Dry Winds 4-7 km 17%. Proposed demolition of existing residential structure and development of 60 unit apartment complex. Proposed building envelope has property setbacks of approximately 1-2 metres. A proposed parkade will require site grades to be reduced by 4 metres. The site is extremely sloped to Admirals Drive.

TAG #	Spec.	DBH (cm)	Ht (m)	PRZ (m)	Cond. G,F,P	Retention	Remarks
251	Gary Oak	48	14	5	F-F/P		Tree is within footprint of proposed building development. Poor structure, root damage.
252	B L Maple	35	13	4	Poor		Advanced root rot and decayed basal stem area. Within proposed building footprint.
253	Gary Oak	31	14	3	F/F		Tree is within footprint of proposed building development. Grade reduction impacts.
254	Doug Fir	67	20	7	F/F		Tree is within footprint of proposed building development. Grade reduction impacts.
N/T	Willow sp.	50	15	5	F/F	X	Private tree, provide tree protection fencing at property line. Elevate canopy over site
255	W Cedar	30	9	3	Poor		Remove 33 dead and 6 alive cedars. All are positioned within proposed building footprint.
256	Holly	21	5	2	F/F		Remove, within building footprint.
257	F Cherry	33	7	3	P/P		1/2 Canopy dead- Remove- Footprint
258	F Cherry	34	7	3	F/P		1/4 Canopy dead -Remove- Footprint
259	L Cypress	67	16	7	F/F		Remove tree, heavy impacts due to excavation/grade change
260	W Cedar	24	12	3	F/F		Remove 6 cedar trees positioned along southern property line. Excavation impacts.
261	PI Plum	40	5	4	F/P		Remove, tree is infected with "ganoderma" pathogen, extensive basal stem decay.
262	B Cypress	70	12	7	F/F		Remove tree, sustancail impacts from reduced grade and development.
N/T	BI Maple	55	17	6	F/F	X	Private tree on north side of property line. Protect tree at fence-line, prune to elevate.

Our observations during the site assessment has indicated that all trees within the site cannot be retained when the proposed development has setbacks of 1-2m from the existing property lines. The excavation process will require that the site be reduced by 3-4m to accomodate a parking structure at the existing grade of Admirals Road. Soil loss and tree root damage will be extensive.





## MEMORANDUM

**To:** Frank Limshue – WestUrban Developments Ltd.  
**From:** Michael Lee, ASCT & Nadine King, P.Eng., PTOE  
**Our File #:** 2592.B01  
**Project:** 681 – 685 Admirals Parking Study  
**Date:** January 17, 2019  
**RE:** Traffic Concerns



Watt Consulting Group was retained by WestUrban Developments to conduct a review for two specific traffic concerns as part of the redevelopment of 681 – 685 Admiral Road: the bus stop location and left turns to / from the site.

The proposed access to the development conflicts with the existing bus stop location. There are two options to relocate the bus stop: move the bus stop north along the site frontage or move the bus stop to the near-side of the Admirals Road / Naden Way / Woodway Road intersection. The near side bus stop configuration is less desirable than the far-side bus stop configuration. There are increased safety concerns and traffic manoeuvring associated with the near-side configuration. Shifting the bus further north along Admirals Road does move the stop further away from the pedestrian desire line at the intersection; however, the shift would not be far enough to be considered a mid-block bus stop. Mid-block bus stops are the least ideal type of stops due to increased walking distances and the potential to increase jaywalking.

The proposed access is located on the east side of Admirals Road approximately 15m north of the Admirals Road / Naden Way / Woodway Road intersection. Admirals Road has buffered bike lanes in both directions, a bus stop, and a four lane cross section: northbound through, southbound left, southbound through, and southbound right. There is a double solid yellow centre dividing line. The close proximity to the intersection makes left turn movements in and out of the site undesirable since vehicles would potentially stop / cross the beginning of the left turn lane following vehicles are not expecting vehicles to stop causing the potential for rear-ends. According to the BC Motor Vehicle Act crossing a double solid yellow may only be completed when a driver is entering or leaving a road when it is safe and without unreasonably affecting other vehicles travel. This type of situation (ability to safely cross) may not arise often given the traffic volumes on Admirals Road and the proximity of the intersection; however, when safe, during non-peak times, vehicles could potentially make left turns in / out of the access. No changes to the paint lines or signage are recommended.



**681 – 685 Admirals Road**  
**Parking Study**

Prepared for: **WestUrban Developments Ltd.**  
Prepared by: **Watt Consulting Group**  
Our File: **2592.B01**  
Date: **January 17, 2019**

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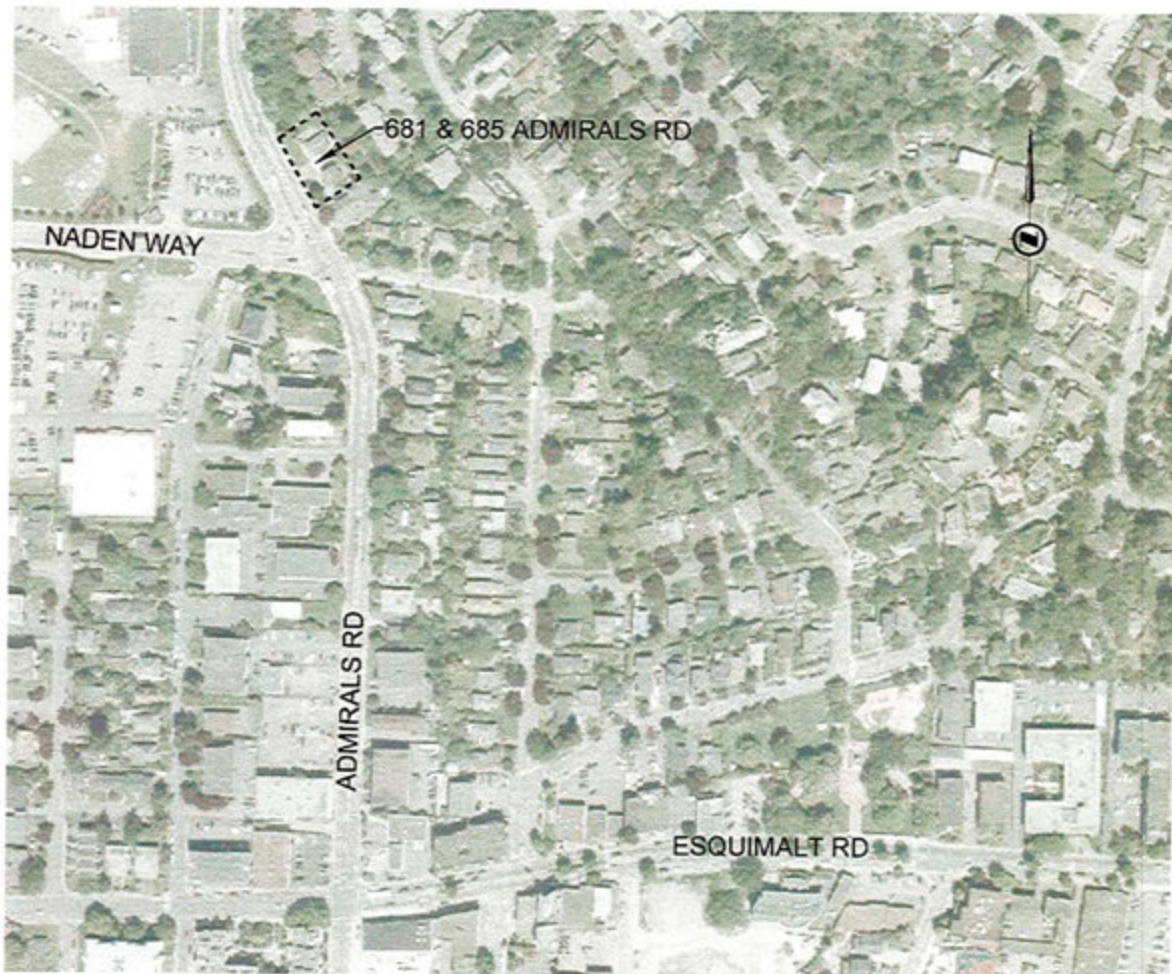
## 1.0 INTRODUCTION

Watt Consulting Group was retained by WestUrban Developments to conduct a parking study for the proposed development at 681 – 685 Admirals 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 and to identify transportation demand management (TDM) options as required.

### 1.1 SUBJECT SITE

The proposed redevelopment site is 681 – 685 Admirals Road in the Township of Esquimalt. The site is currently zoned RD-3 | Two Family/Single Family Residential. 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 just over 800m from Esquimalt Village that has various retail, restaurant, office and medical services. Admirals Walk Shopping Centre is located 2km from the site and has similar services as Esquimalt Village.



### TRANSIT

There is a bus stop right outside the site for Route 25 | Maplewood/Admirals Walk and Route 46 | Dockyard/Westhills. The closest bus stop for Route 24 | Cedar Hill/Admirals Walk is approximately 450m north of the site. To access Route 26 | Dockyard/UVic the closest bus stop is 400m south of the site. These routes are classified as local routes with a service frequency of 20 to 120 minutes, depending on the time of day and day of week.

The closest bus stop for Route 15 | Esquimalt/UVic is approximately 400m south of the site. Route 15 is classified as a Regional Route with limited stops and a service frequency of 15 to 60 minutes, depending on time of day and day of week.

BC Transit's Victoria Transit Future Plan<sup>1</sup> identifies Admirals Road as a "Frequent Transit Corridor"<sup>2</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. The subject site will benefit from frequent, reliable and convenient transit service.



### WALKING

There are sidewalks on both sides of Admirals Road, and adequate crosswalks at major intersections. Admirals Road underwent an extensive street improvement project in 2015 that included installing two-way left-turns, median islands, street lighting upgrades, and sidewalk improvements. The site has a Walkscore<sup>3</sup> of 74, which suggests most errands can be accomplished on foot.

<sup>1</sup> Transit Future Plan, Victoria Region, May 2011. Available online at: <https://bctransit.com/servlet/documents/1403641054473>

<sup>2</sup> More information on the Victoria Transit Future Plan is available online at: <http://bctransit.com/victoria/transit-future/victoria-transit-future-plan>

<sup>3</sup> Walkscore. For more information see: <https://www.walkscore.com/score/681-admirals-rd-victoria-bc-canada>





## CYCLING

There are bike lanes on both sides of Admirals Road between Lyall Street and Maplebank Road, which was a part of the improvement project in 2015. The site is 450m south of the Esquimalt and Nanaimo (E+N) Rail Trail, which provides a direct off-road cycling route to View Royal and the Western Communities or to downtown Victoria.

## 2.0 PROPOSED DEVELOPMENT

The proposal is for 50 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, two, and three bedroom units. See **Table 1**.

**TABLE 1. PROPOSED UNIT COMPOSITION<sup>4</sup>**

Number of Bedrooms	Quantity
Studio Bedroom	9
One Bedroom	18
Two Bedroom	17
Three Bedroom	6
<b>Total</b>	<b>50</b>

## 2.1 PROPOSED PARKING SUPPLY

The proposed parking supply is 45 spaces – a parking supply rate of 0.9 spaces per unit.

The proposal also includes provision of 27 long-term bike parking spaces (0.6 bike parking spaces per unit).

## 3.0 PARKING REQUIREMENT

The Township of Esquimalt Parking Bylaw No. 2011<sup>5</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 65 parking spaces. The Bylaw requires that 16 of the required spaces are reserved for visitors, and two spaces designated as Disabled Persons' parking (49 resident, 16 visitor, 2 disabled).

<sup>4</sup> Unit composition information per email correspondence from Praxis Architects, received September 18 2017

<sup>5</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

#### 4.1.1 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 proposed site. All study sites are market rental apartment buildings.

Observations were conducted on Thursday October 5, 2018 and Wednesday October 11, 2018 between 9:00pm and 10:00pm (representing peak period for residential land uses). All representative sites have surface parking, which allowed 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 0.73 vehicles per unit. See **Table 2**. The 85<sup>th</sup> percentile parking demand rate applied to the subject site suggests a total parking demand of 36 vehicles.

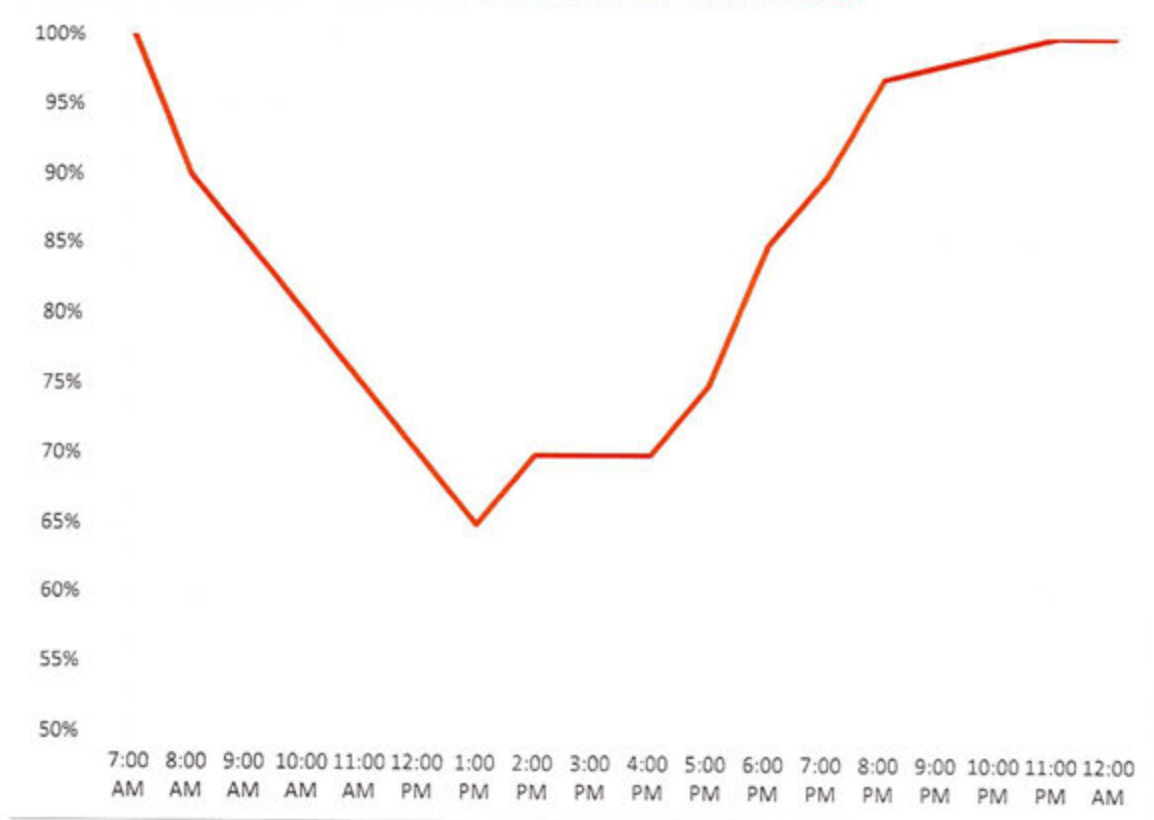
**TABLE 2. SUMMARY OF OBSERVATIONS AT REPRESENTATIVE SITES**

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)
850 Admirals Rd	20	13	0.65	13	0.65
841 Kindersley Rd	11	8	0.73	7	0.64
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
<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>

#### 4.1.2 ADJUSTMENT FACTORS

Observations are a useful method of assessing parking demand rates; however, there are limitations. One such limitation is the fact that an observation may not include all residents while they are home with their parked vehicle on-site. As shown in **Figure 2**, peak resident parking demand typically reaches 100% at 10:00pm which is the tail end of when the observations were completed for this study. There is some variation between sources as to when the ideal time is to conduct observations. A study using similar methods conducted parking observations between 12am and 5am and reported that resident parking demand may be highest between those hours.<sup>6</sup> Based on the available research, a conservative 10% adjustment factor is considered appropriate for the observations to ensure peak demand for parking is identified.

**FIGURE 2. RESIDENTIAL PARKING DEMAND BY TIME OF DAY<sup>7</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 0.59 to 0.70 vehicles per unit.

<sup>6</sup> Cervero, R., Adkins, A & Sullivan, C. (2010). *Are Suburban TODs Over-Parked?* Journal of Public Transportation, 13(2), 47-70.

<sup>7</sup> Residential Parking Demand by Time of Day is based on percentages identified in the Urban Land Institute *Shared Parking Manual*, Second Edition.



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

Location	Walkscore	Number of Units	Observed Parking Demand Rate (vehicles per unit)	Adjusted Parking Demand Rate (vehicles per unit)
850 Admirals Rd	54	20	0.65	0.72
841 Kindersley Rd	53	11	0.73	0.80
625 Constance Ave	76	29	0.52	0.57
639 Constance Ave	74	19	0.53	0.58
1337 Saunders St	69	28	0.57	0.63
1340 Sussex St	73	39	0.62	0.68
1357 Esquimalt Rd	68	50	0.72	0.79
611 Admirals Rd	80	25	0.72	0.79
<b>Average</b>			<b>0.59</b>	<b>0.70</b>

#### 4.1.3 PARKING DEMAND BY UNIT SIZE

Research suggests that parking demand varies based on the size of unit – the higher the number of bedrooms, the higher the parking demand. For each representative site, the total parking demand can be further assessed by unit size (i.e., number of bedrooms).

Parking demand by unit type was calculated using:

1. Adjusted peak parking demand at each site;
2. The breakdown of unit type (i.e., number of bedrooms) at each site<sup>8</sup>; and
3. The assumed “ratio differences” in parking demand between each unit type based on the King County Metro<sup>9</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.

**Table 4** presents the parking demand by unit type applied to the observed parking demand at each representative site.

<sup>8</sup> The unit size breakdown for the representative sites was obtained via email from the Canada Mortgage and Housing Corporation.

<sup>9</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>



**TABLE 4. PARKING DEMAND AT REPRESENTATIVE SITES, FACTORED FOR UNIT SIZE**

Location	Adjusted Parking Demand Rate (vehicles per unit)	Unit Type			
		Studio	One-Bedroom	Two-Bedroom	Three-Bedroom
850 Admirals Rd	0.72	-	0.50	0.81	0.93
841 Kindersley Rd	0.80	-	0.69	1.10	-
625 Constance Ave	0.57	-	0.43	0.69	-
639 Constance Ave	0.58	-	0.46	0.74	-
1337 Saunders St	0.63	0.47	0.57	0.91	-
1340 Sussex St	0.68	0.47	0.57	0.91	-
1357 Esquimalt Rd	0.79	-	0.59	0.95	-
611 Admirals Rd	0.79	-	0.61	0.97	1.12
<b>Average</b>	<b>0.70</b>	<b>0.47</b>	<b>0.55</b>	<b>0.88</b>	<b>1.02</b>

Applying the average parking demand by unit size to the proposed development indicates that resident parking demand will be 38 vehicles which is similar to the average demand based on total units. The results of the analysis by unit type is as follows:

- Studio-Bedroom Units (9) = 0.47 vehicles per unit, 5 vehicles;
- One-Bedroom Units (18) = 0.65 vehicles per unit, 10 vehicles;
- Two-Bedroom Units (17) = 0.88 vehicles per unit, 16 vehicles;
- Three-Bedroom Units (6) = 1.02 vehicles per unit, 7 vehicles;
- **Total Residential Parking Demand = 38 vehicles**

## 4.2 VISITOR PARKING DEMAND

Visitor parking demand rates have been demonstrated in the range of 0.05 to 0.07 vehicles per unit for multi-residential buildings across the Greater Victoria region.<sup>10</sup> More recent research found a visitor parking demand rate of 0.1 across 16 multi-family residential sites in proximity to downtown Victoria.<sup>11</sup>

It is recommended that a rate of 0.1 vehicles per unit was applied to this proposed development, it would result in a peak visitor parking demand of 5 vehicles.

<sup>10</sup> Based on observations of visitor parking conducted in 2015 for two studies of multi-family residential sites (one adjacent to downtown Victoria, the other in Langford) and findings from the 2012 Metro Vancouver Apartment Parking Study (Table 31, pg50) available at:  
[www.metrovancouver.org/services/regionalplanning/PlanningPublications/Apartment\\_Parking\\_Study\\_TechnicalReport.pdf](http://www.metrovancouver.org/services/regionalplanning/PlanningPublications/Apartment_Parking_Study_TechnicalReport.pdf)

<sup>11</sup> City of Victoria. (2016). Off-Street Parking Requirements (Schedule C) Working Paper No.3. Available online at:  
[https://www.victoria.ca/assets/Departments/Planning-Development/Community-Planning/Documents/Victoria%20Schedule%20C%20Parking%20Review\\_Working%20Paper%20no3\\_FINAL\\_Sept23-16.pdf](https://www.victoria.ca/assets/Departments/Planning-Development/Community-Planning/Documents/Victoria%20Schedule%20C%20Parking%20Review_Working%20Paper%20no3_FINAL_Sept23-16.pdf)

### 4.3 SUMMARY OF EXPECTED PARKING DEMAND

Results from the observations of representative sites indicate that resident parking demand will be 38 residential vehicles. The visitor parking demand rate is estimated to be 0.1 spaces per unit, which results in a peak demand of 5 vehicles. Therefore, a total of 43 vehicles are expected for the subject site, which is 2 less than the proposed parking supply (45 parking spaces). See **Table 5** for a breakdown.

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

Land Use	Quantity	Demand Rate (vehicles per unit)	Expected Parking Demand
Multi-Family Apartment	Studio-Bedroom Units	9 Units	0.47
	One-Bedroom Units	18 units	0.55
	Two-Bedroom Units	17 units	0.88
	Three-Bedroom Units	6 units	1.02
	Visitor Parking	50 units	0.1
<b>Total Expected Parking Demand</b>			<b>43 vehicles</b>

## 5.0 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.

### 5.1 BIKE PARKING

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

## **6.0 SUMMARY**

The proposed development is for 50 units and 45 off-street parking spaces – a parking supply rate of 0.9 spaces per unit. The Township's Parking Bylaw identifies a required minimum parking supply of 65 parking spaces; 20 more than is proposed.

Expected parking demand was calculated for the site based on observations of representative study sites and literature review. Results suggest an expected parking demand of 38 resident vehicles and 5 visitor vehicles – a total site parking demand of 43 vehicles. Site parking demand is expected to be accommodated within the proposed off-street parking supply and without impacting the surrounding neighbourhood.

The development is to include 27 long-term bicycle parking in the underground parkade.

## **6.1 RECOMMENDATION**

1. It is recommended that the Township grant the requested variance to allow for provision of 45 parking spaces (0.9 spaces per unit)



# ADMIRALS APARTMENT

ESQUIMALT BC

PREPARED BY  
THUJA ARCHITECTURE STUDIO LTD.



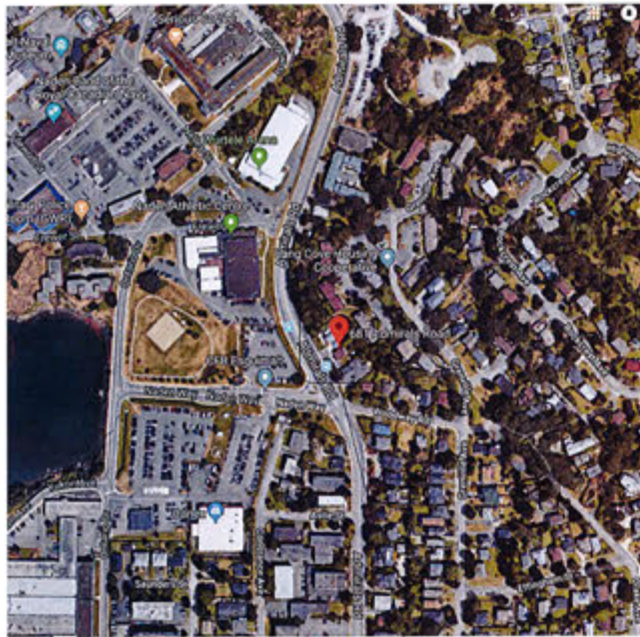
FEBRUARY 2019

SET NO.

REISSUED FOR REZONING







## LOCATION PLAN

N.T.S.

SITE LOCATION

## DRAWING INDEX

PR1	SITE PLAN & PROJECT DATA
PR2	PARKADE AND MAIN FLOOR PLAN
PR3	2ND-6TH FLOOR PLANS
PR4	EXTERIOR ELEVATIONS
PR5	EXTERIOR ELEVATIONS
PR6	MATERIAL BOARD
PR7	RENDERINGS
PR8	RENDERINGS
PR9	RENDERINGS

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Dave Smith  
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778 746 7514  
dsmith@mcelhanney.com

### PROJECT DATA

#### LEGAL ADDRESS:

#### CIVIC ADDRESS:

681 & 685 ADMIRALS WAY ESQUIMALT BC

#### ZONING:

CD?

#### LOT SIZE

+/- 1518 SQ.M.

#### BUILDING AREA:

PROPOSED FOOTPRINT 1205 SQ.M. (PARTIALLY UNDERGROUND PARKADE)  
638 SQ.M. (RESIDENTIAL FOOTPRINT)

#### FLOOR AREAS:

PARKADE	1122 SQ.M.	
MAIN	510 SQ.M.	
SECOND	565 SQ.M.	
THIRD	565 SQ.M.	
FOURTH	565 SQ.M.	
FIFTH	565 SQ.M.	
SIXTH	565 SQ.M.	
TOTAL (NET)	3335 SQ.M. EXCLUDING PARKADE	
COMMON (PARKADE)	80 SQ.M.	
COMMON (MAIN)	128 SQ.M.	
COMMON (SECOND)	72 SQ.M.	
COMMON (THIRD)	72 SQ.M.	
COMMON (FOURTH)	72 SQ.M.	
COMMON (FIFTH)	72 SQ.M.	
COMMON (SIXTH)	72 SQ.M.	
TOTAL (NET)	488 SQ.M. EXCLUDING PARKADE	
TOTAL (GROSS)	3823 SQ.M. EXCLUDING PARKADE	

#### FLOOR AREA RATIO:

PROPOSED: 2.19

#### DENSITY:

PROPOSED: 50 UNITS

#### LOT COVERAGE:

79% (FOOTPRINT OF PARTIALLY UNDERGROUND PARKADE)  
42% (RESIDENTIAL FOOTPRINT)

#### OPEN SPACE:

10% OF LOT = 150 SQ.M.  
PROVIDED = 180 SQ.M.

#### BUILDING HEIGHT:

6 STOREYS  
19.25M FROM NATURAL AVERAGE GRADE (AS NOTED ON SITE PLAN)

UNIT COUNT:	MAIN	2-3RD FLOORS	4-6TH FLOORS	BUILDING
STUDIO BEDROOM	2	2 (*2)	0 (*3)	6
ONE BEDROOM	3	4 (*2)	4 (*3)	23
TWO BEDROOM	2	2 (*2)	3 (*3)	15
THREE BEDROOM	1	1 (*2)	1 (*3)	6
TOTAL	8	9 (*2)	8 (*3)	50

#### SETBACKS

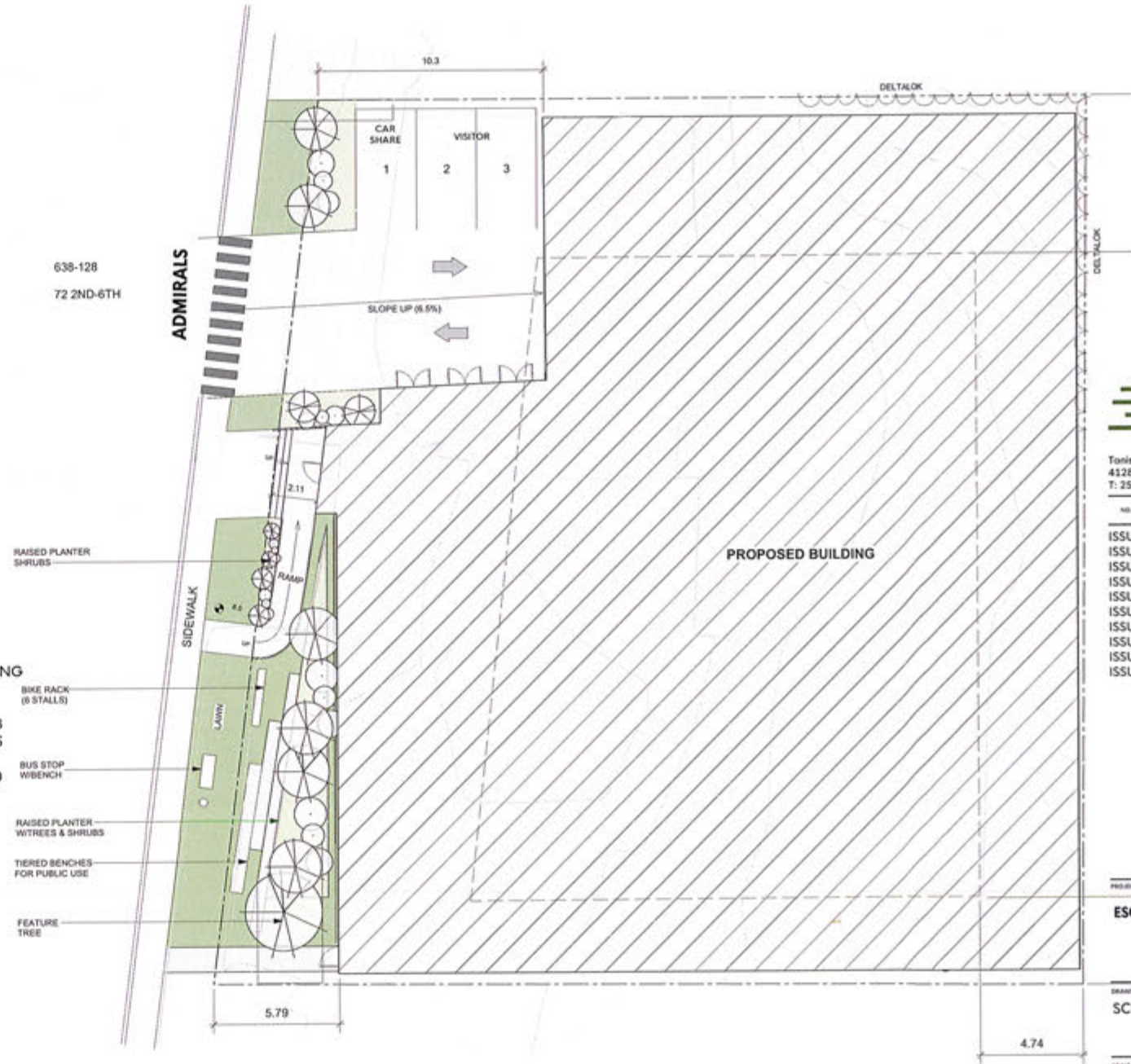
FRONT (WEST)	PROPOSED	10.30M TO RESIDENTIAL	2.11M TO PARKADE
REAR (EAST)	PROPOSED	4.74M TO RESIDENTIAL	0.12M TO PARKADE
SIDE (NORTH)	PROPOSED	7.17M TO RESIDENTIAL	0.84M TO PARKADE
SIDE (SOUTH)	PROPOSED	3.94M TO RESIDENTIAL	0.50M TO PARKADE

#### PARKING:

PROVIDED	RESIDENTIAL 0.88 PER UNIT:	44
TOTAL		44
PROVIDED STANDARD:		19
HANDICAP STALLS (2% REQ'D)		1
SMALL CAR (50% ALLOWABLE)		24 (VARIANCE OF 2 REQ'D)
TOTAL		44

#### BICYCLE PARKING:

PROVIDED 78



## SITE PLAN

SCALE: 1:128 METRIC

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OF ESQUIMALT  
DEVELOPMENT SERVICES

CONTRACTOR TO VERIFY ALL LINES, LEVELS, SURVEYS, DIMENSIONS, LOCATION OF BUILDING ON SITE AND LOCATION OF ALL SERVICES PRIOR TO CONSTRUCTION. ALL WORK TO BE DONE IN ACCORDANCE WITH THE B.C. BUILDING CODE, CURRENT EDITION AND ALL LOCAL BUILDING BYLAWS.

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NO.	DATE
ISSUED FOR REVIEW	SEPT. 21 2018
ISSUED FOR REVIEW	OCT. 01 2018
ISSUED FOR REVIEW	OCT. 09 2018
ISSUED FOR REVIEW	OCT. 21, 2018
ISSUED FOR REVIEW	OCT. 24, 2018
ISSUED FOR REVIEW	OCT. 31, 2018
ISSUED FOR REVIEW	DEC. 21, 2018
ISSUED FOR REZONE	JAN. 06 2019
ISSUED FOR REZONE	FEB. 07 2019
ISSUED FOR REZONE	FEB. 14 2019

PROJECT  
ESQUIMALT APARTMENT

DRAWING  
SCHEMATIC SITE PLAN

SCALE	AS NOTED	PROJECT NO.	18--
DATE		DRAWN BY	TS
SHEET			

PR1





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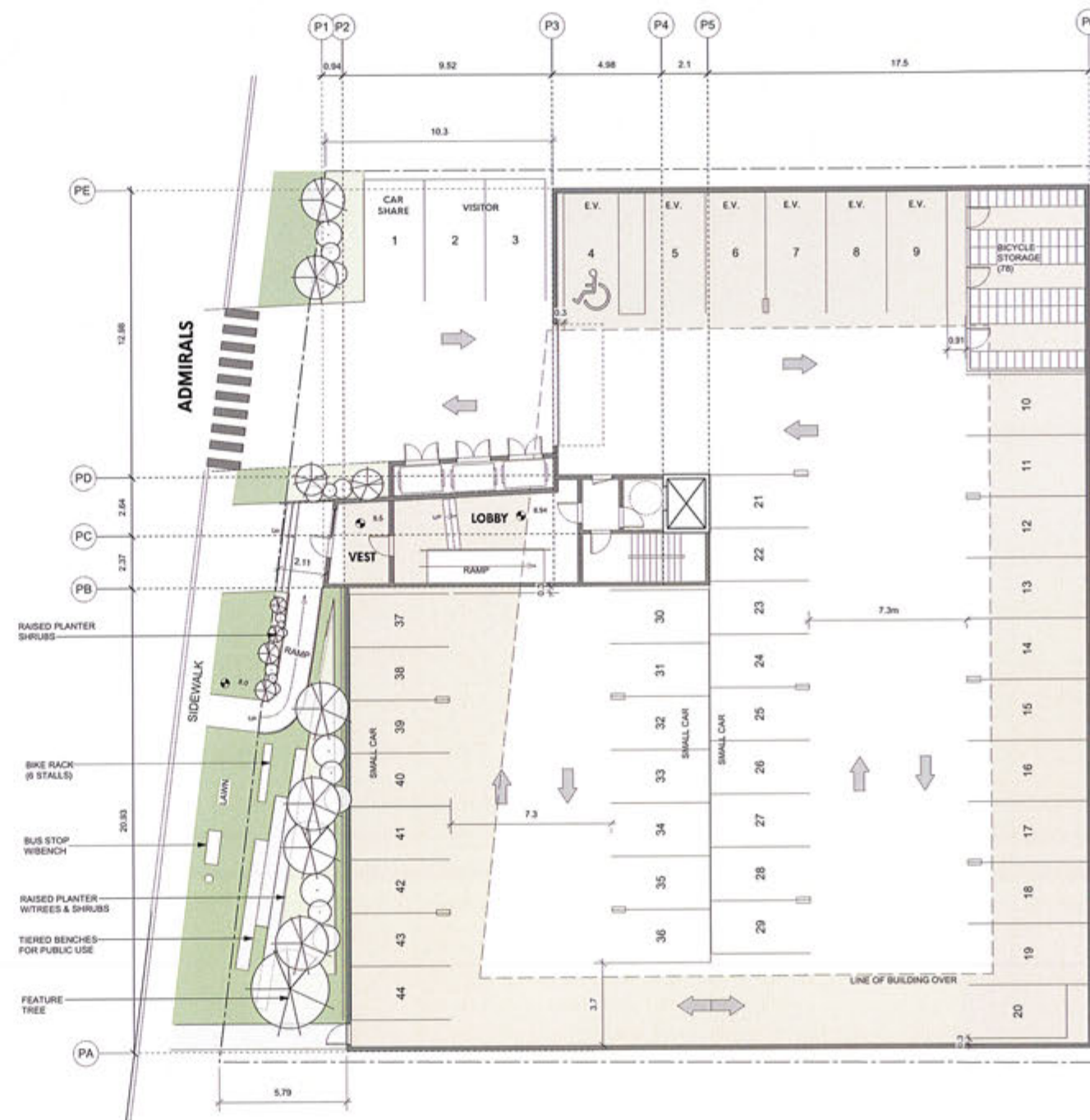
DEVELOPER:

**WESTURBAN**  
DEVELOPMENTS INC.  
1-1170 Shoppers Row Campbell River, BC V9W 2C8



## PROPOSED FLOOR PLAN - MAIN

SCALE: 1:128 METRIC  
8 UNITS



## PARKADE PLAN

SCALE: 1:128 METRIC

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ISSUED FOR REZONE	FEB. 14 2019

PROJECT  
**ESQUIMALT APARTMENT**

DRAWING  
**SCHEMATIC FLOOR PLANS**

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**PROPOSED FLOOR PLAN - 4TH/5TH/6TH**  
SCALE: 1:128 METRIC  
8 UNITS



**PROPOSED FLOOR PLAN - 2ND/3RD**  
SCALE: 1:128 METRIC  
9 UNITS

**THUJA**  
architecture + design

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ISSUED FOR REVIEW	DEC. 21, 2018
ISSUED FOR REZONE	JAN. 06 2019
ISSUED FOR REZONE	FEB. 07 2019
ISSUED FOR REZONE	FEB. 14 2019

PROJECT

**ESQUIMALT APARTMENT**

DRAWING	
PROPOSED FLOOR PLANS	
SCALE AS NOTED	PROJECT NO. 18--
DATE	DRAWN BY TS
SHEET	

**PR3**



SPATIAL SEPARATIONS: (as per Part 3 Table 3.2.3.1D)

	EAST WALL	WEST WALL	NORTH WALL	SOUTH WALL
LIMITING DISTANCE	5.23m	9.93m	4.20m	6.75m
UNPROTECTED OPENINGS (TOTAL m2):	98.4m <sup>2</sup>	159.6m <sup>2</sup>	56.8m <sup>2</sup>	92.8m <sup>2</sup>
E BOUNDARY AREA (TOTAL m <sup>2</sup> ):	485m <sup>2</sup>	475m <sup>2</sup>	375m <sup>2</sup>	385m <sup>2</sup>
SPATIAL SEPARATION PERCENTAGE (%):	20%	33.6%	15%	24%
SPATIAL SEPARATION ALLOWABLE PERCENTAGE (%):	40%	100%	35%	42.5%

MATERIAL LEGEND

- ① FIBRE CEMENT PANELS: "DEEP GREY" SMOOTH FINISH
- ② STANDING SEAM METAL ROOFING: "DEEP GREY"
- ③ ARCHITECTURAL CAST IN PLACE CONCRETE
- ④ SOFFITS, WINDOW BOXES: ALUMINUM FX "NATURAL FIR"
- ⑤ CORTEN PERFORATED SCREEN
- ⑥ VINYL WINDOWS - BLACK
- ⑦ HANDRAILS, FASCIAS, DOWNSPOUTS, FLASHING PAINTED: "DEEP GREY"



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NO.	DATE
ISSUED FOR REVIEW	SEPT. 21 2018
ISSUED FOR REVIEW	OCT.01 2018
ISSUED FOR REVIEW	OCT.09 2018
ISSUED FOR REVIEW	OCT.21, 2018
ISSUED FOR REVIEW	OCT.24, 2018
ISSUED FOR REVIEW	OCT.31, 2018
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ISSUED FOR REZONE	JAN. 06 2019
ISSUED FOR REZONE	FEB. 07 2019
ISSUED FOR REZONE	FEB. 14 2019



VINES ON SCREEN WITH TREES IN FRONT



PERFORATED BACKLIT SCREEN FOR GROWING MEDIUM



TIERED BENCH SEATING AT BUS STOP



PROJECT  
ESQUIMALT APARTMENT

DRAWING  
PROPOSED ELEVATIONS

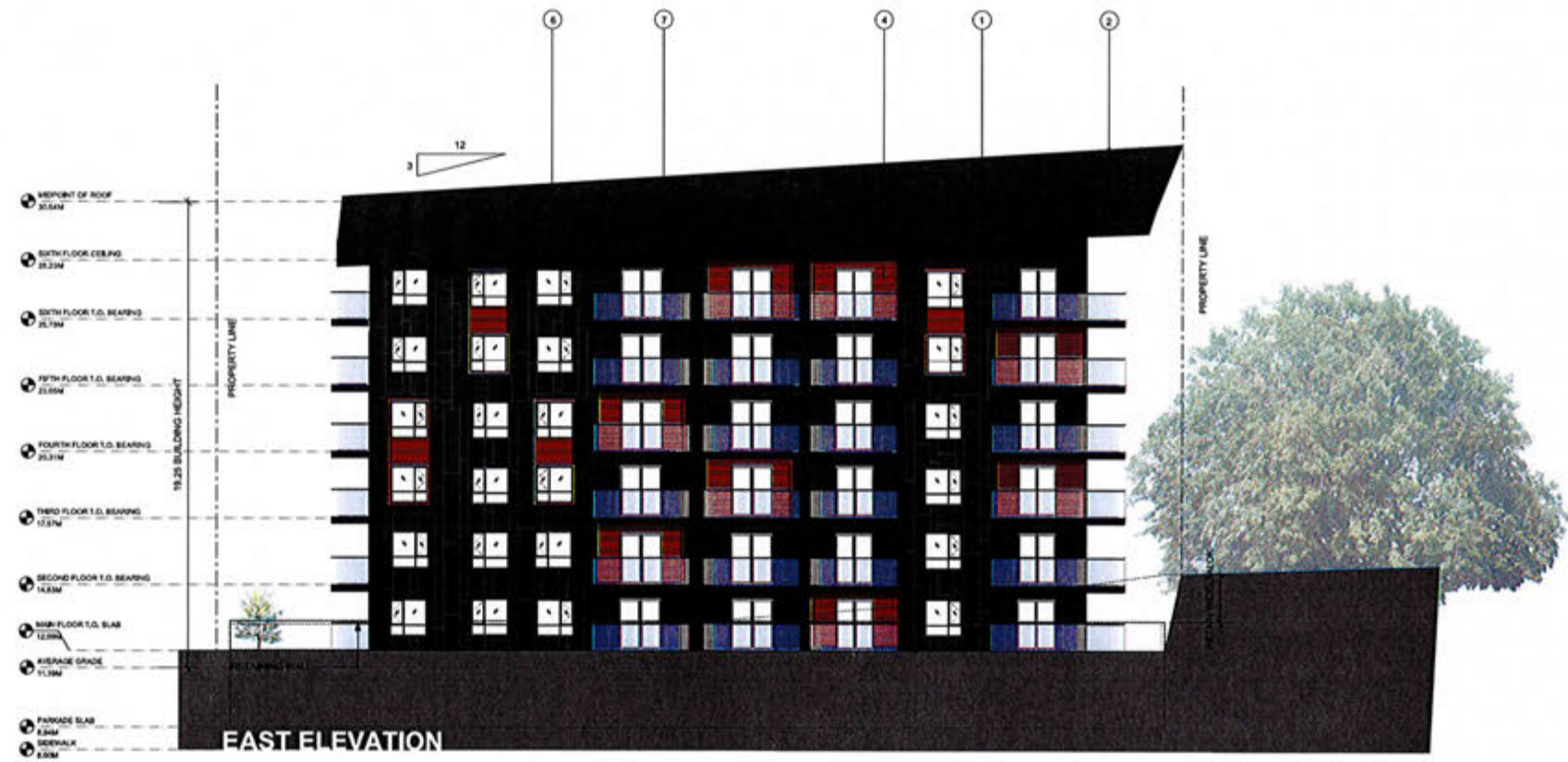
SCALE	AS NOTED	PROJECT NO.	18--
DWG.		DRAWN BY	TS
SHEET			

PR4



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CORP. OF TOWNSHIP  
OF ESQUIMALT  
DEVELOPMENT SERVICES

- MATERIAL LEGEND**
- ① FIBRE CEMENT PANELS: "DEEP GREY" SMOOTH FINISH
  - ② STANDING SEAM METAL ROOFING: "DEEP GREY"
  - ③ ARCHITECTURAL CAST IN PLACE CONCRETE
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DESIGNED BY:

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DEVELOPMENTS  
1-1170 Shoppers Row Campbell River, BC V9W 3C8

**THUJA**  
architecture + design

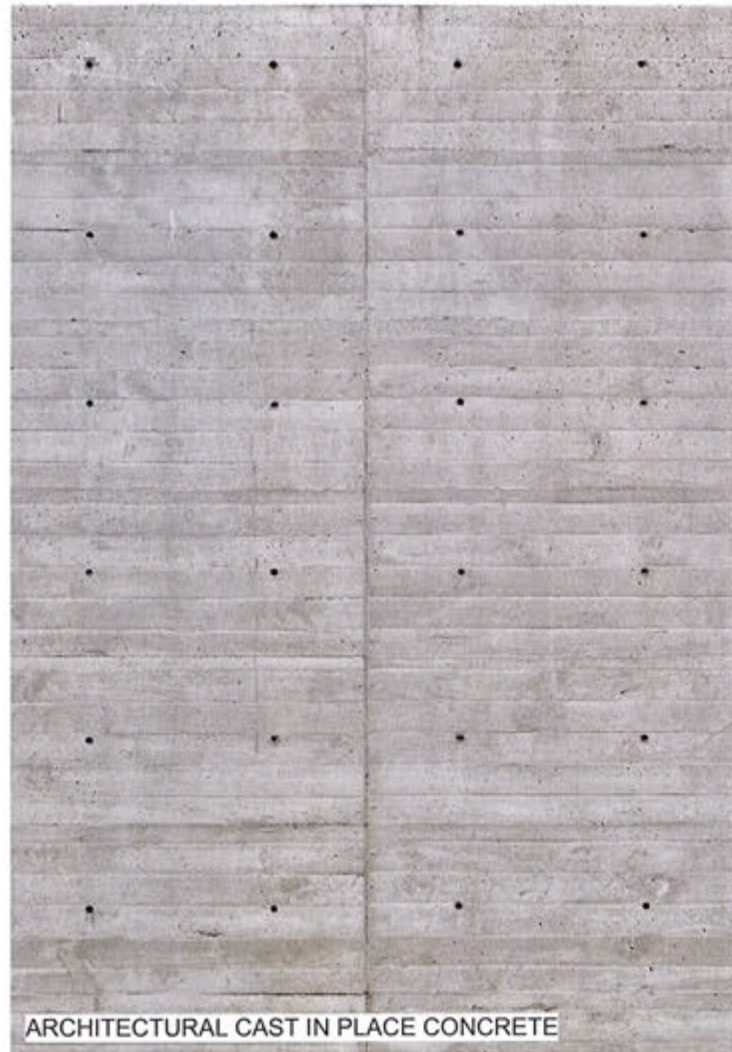
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ISSUED FOR REZONE	FEB. 14 2019

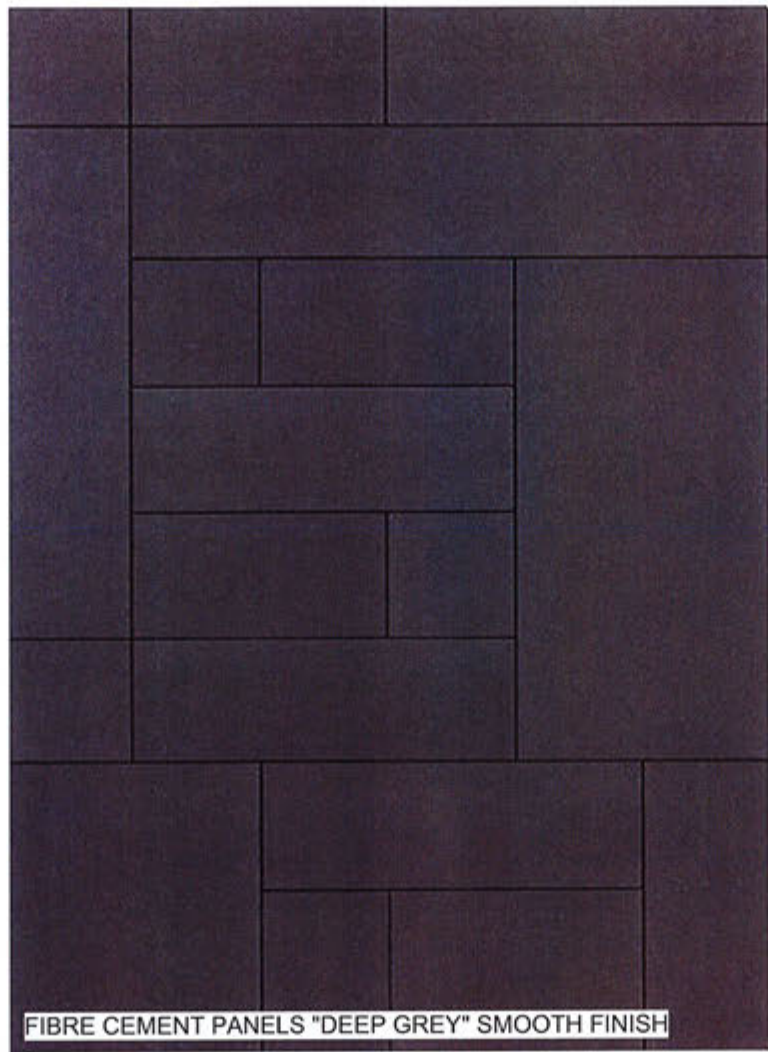
PROJECT	ESQUIMALT APARTMENT
DRAWING	PROPOSED ELEVATIONS
SCALE	AS NOTED
DATE	PROJECT NO. 18--
SHEET	DRAWN BY TS

PR5





ARCHITECTURAL CAST IN PLACE CONCRETE



FIBRE CEMENT PANELS "DEEP GREY" SMOOTH FINISH



CORTEN PERFORATED  
SCREEN



HANDRAILS + FASCIAS  
PAINTED "DEEP GREY"



FREESTANDING METAL ADDRESS LETTERS "DEEP GREY"



STANDING SEAM METAL ROOFING "DEEP GREY"



ALUMINUM FX SOFFIT + WINDOW BOXES "NATURAL FIR"

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PROJECT  
**ESQUIMALT APARTMENT**

DRAWING  
**MATERIALS**

SCALE	AS NOTED	PROJECT NO.	18--
DATE		DRAWN BY	TS
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**PR6**



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PROJECT  
ESQUIMALT APARTMENT

DRAWING  
RENDERINGS

SCALE	AS NOTED	PROJECT NO.	18--
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PR7





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PROJECT  
**ESQUIMALT APARTMENT**

DRAWING  
**RENDERINGS**

SCALE	AS NOTED	PROJECT NO.	18--
DATE		DRAWN BY	TS
NOTES			

**PR8**



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RENDERINGS

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PR9







COLUMNAR STREET TREES ON GRASS BOULEVARD



CLIMBING VINES ON METAL SCREEN  
PARTHENOISSUS QUINQUEFOLIA (VIRGINIA CREEPER)  
& LONICERA CILIOSA (TRUMPET HONEYSUCKLE)



TIERED BENCH SEATING AT BUS STOP  
CONCRETE SLAB SEATING FEATURES FOR PUBLIC  
USE SET INTO SLOPED PLANTING BED



LARGE FEATURE TREE IN PLANTING BED

STREET TREES IN  
GRASS BOULEVARD  
FAGUS SYLVATICA 'DAWYCK GOLD'  
COLUMNAR DAWYCK GOLD BEECH  
OR APPROVED SIMILAR

CURB LETDOWNS  
& CROSSWALK PAINT  
REFER TO CIVIL ENG. DWGS.

SLOPED PLANTER

BIKE RACK  
(6 STALLS)

BUS STOP  
W/BENCH

SLOPED PLANTER  
W/TREES & SHRUBS

CONCRETE ACCESS PATH  
TO SIDEWALK

PROPERTY LINE

NATIVE EVERGREEN SHRUB BUFFER ALONG PROPERTY LINE  
GAUTHIERIA SHALLON (SALAL), MAHONIA AQUIFOLIUM (OREGON GRAPE) & NATIVE FERNS  
WITH KINNIKINNICK & PARTHENOISSUS QUINQUEFOLIA (VIRGINIA CREEPER)  
TO TRAIL DOWN OVER WALL

SIDEWALK

SEEDING  
GRASS  
IN ROW

CAR  
SHARE

VISITOR

VISITOR

BICYCLE STORAGE (52)

LOBBY

RAMP

VEST

UP

DOWN

8.5

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WIDE WOOD LOUNGE SEATING FEATURES ON UPPER DECK TERRACE



WOOD PLANTERS & SLAB BENCHES STAIN TO MATCH ARCHITECTURAL



LINE OF BUILDING BELOW

HANDRAIL REFER TO ARCH. DWGS.

#### GENERAL LEGEND

- PROPERTY LINE
- CONCRETE WALKWAY SURFACE BRUSHED FINISH OR APPROVED ALTERNATIVE
- CRUSH AGGREGATE WALKWAY SURFACE OVER PARAPET LINE ROCK OR SIMILAR (WATERPROOFING BY ARCHITECT)
- WASHED DECORATIVE ROCK / PEA GRAVEL 100MM DEPTH
- OPPORTUNITY FOR RAISED SEASONAL PLANTERS FOR RESIDENT GARDENING OPPORTUNITIES CEDAR WOOD 4x4 / 6x6 CONSTRUCTION (BY OWNERS)
- RAISED 4 SEASON PLANTERS TO SUPPORT TREES & SHRUBS OVER SLAB PT WOOD 4x4 / 6x6 CONSTRUCTION
- WOOD SLAB BENCH SEATING
- RETAINING WALL REFER TO ARCHITECT DWGS.
- PROPOSED TREES
- PROPOSED DRAIN LOCATIONS ON SLAB TO BE CONFIRMED BY MECHANICAL ENG.

4 x 6 PT WOOD PLANTER 900 MM HT TO SUPPORT TREES ON SLAB

PROPERTY LINE

HANDRAIL

SPACE FOR 5 RAISED SEASONAL PLANTERS FOR GARDENING OPPORTUNITIES

0m 2.5 5 10 13m

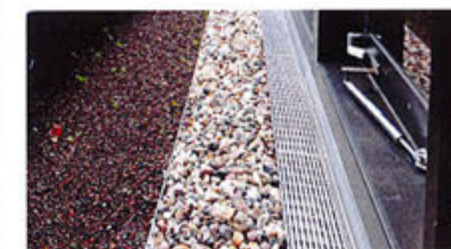


ALL WORK AND MATERIALS SHALL BE TO BCSLA / CNLA LANDSCAPE STANDARD



EXPLORE RETAINING WALL OPTIONS FOR USE IN PLACE OF CONCRETE COORD. WITH GEOTECH IN PROGRESS

RETAINING WALL CW RAILING



EXAMPLE OF MULTIPLE AGGREGATE SURFACE TYPES



AREA DRAIN ON SLAB NOTE AGGREGATE ROCK SIZED TO BE LARGER THAN HOLES IN DRAIN COVER

APPROXIMATE LOCATION OF DRAINS ON SLAB REFER TO MECHANICAL ENG.

RECEIVED

FEB 22 2019

CORP. OF TOWNSHIP OF ESQUIMALT DEVELOPMENT SERVICES

Date	Revisions	By
11.01.2018	ISSUE FOR REVIEW	LS
11.07.2018	ISSUE FOR REVIEW	LS
02.19.2019	LANDSCAPE REDESIGN FOR REVIEW	LS

**LAZZARIN SVISDAHL**  
LANDSCAPE ARCHITECTS  
203-1380 1st Avenue, Prince George B.C. V2Y 2Y9  
250-543-8158 www.la-lan-arch.com

Project  
**WESTURBAN DEVELOPMENTS**  
681 & 685 Admirals Way  
Esquimalt, BC

Sheet Title  
**LANDSCAPE PLAN**  
MAIN FLOOR

Date January 1, 2019

Scale 1:75 METERS

Drawn By LS

Project No.

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Drawing No.

L2

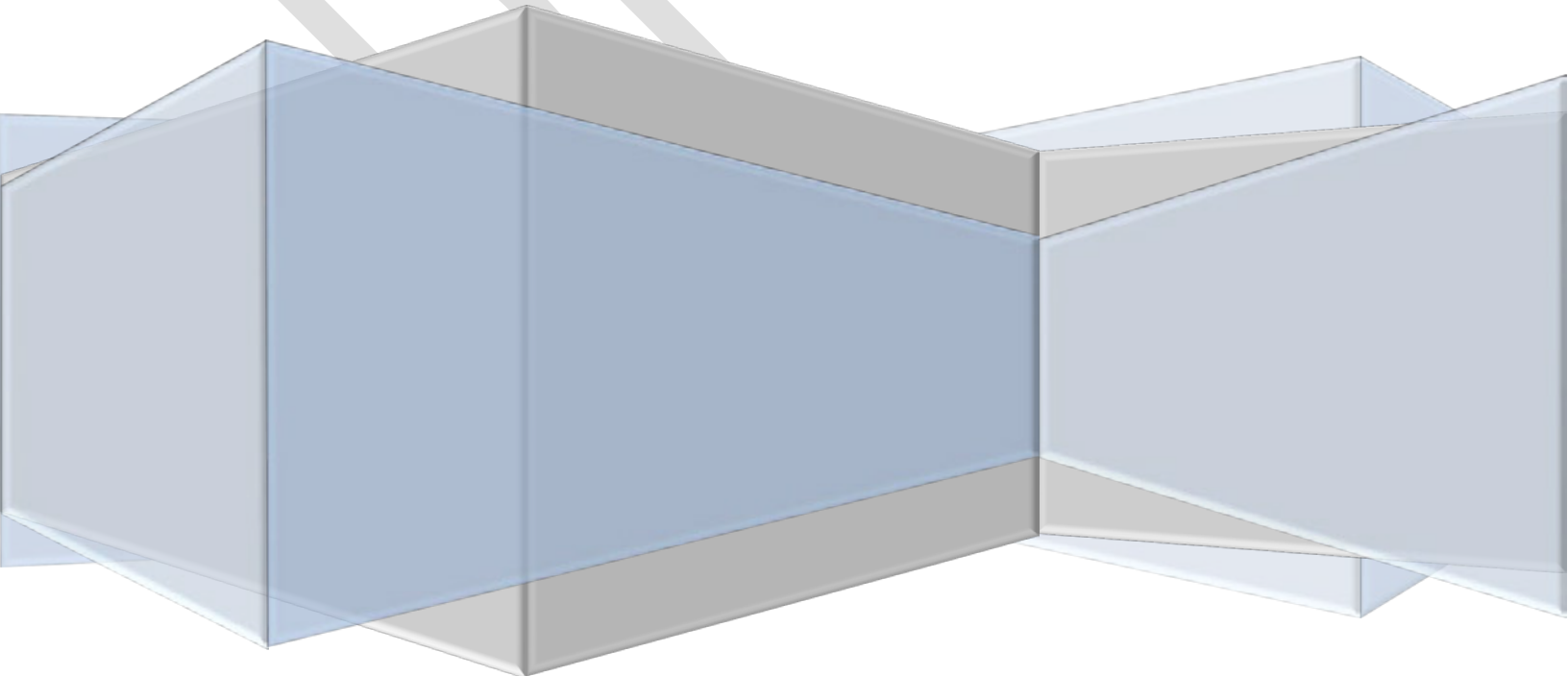




# **Draft Strategic Priorities and Goals**

WITH OPERATIONAL STRATEGIES

**2019 - 2023**





# HEALTHY, LIVABLE AND DIVERSE COMMUNITY

## **Support community growth, housing and development consistent with our Official Community Plan (OCP)**

- Develop parking strategy including review and update of parking bylaw
- Facilitate policy discussion for private use of public lands
- Complete housing inventory
- Complete staff report on implications and costs to develop neighborhood design guidelines for the entire community
- Complete staff report on the feasibility and benefits of having a policy in regard to detached accessory dwelling units, carriage houses and below market housing

## **Support multi-modal transportation strategies that reflect the cumulative impact of business and residential development**

- Research and consider best practices for multi-modal traffic initiatives and strategies
- Engage with stakeholders, user and advisory groups to ensure input is considered as development occurs

## **Support the arts, culture and heritage community**

- Develop a Public Art Master Plan
- Provide training for Advisory Planning Commission members on heritage values
- Complete 2 additional statements of significance in accordance with the Heritage Policy
- Utilize Township communication tools to promote and support community events

## **Enhance opportunities for Parks & Recreation**

- Continue with opportunity to replenish Parkland Acquisition Fund
- Develop long range design plans for major parkland areas
- Engage with stakeholders and residents on parks and recreation services

## **Fully utilize the \$17 million McLoughlin amenity funds to maximum potential**

- Identify and facilitate the selection of projects to be funded by McLoughlin amenity funds in conjunction with public consultation

## **Advance the work of reconciliation with Indigenous People**

- Support working group as required as recommendations made to Council

## **Control deer in partnership with other governments**

- Continue with public education program
- Continue with annual deer counts in conjunction with Department of National Defence

# HEALTHY, LIVABLE AND DIVERSE COMMUNITY

## **Develop and implement strategies that reduce impact on the environment consistent with our Climate Action Charter goals**

- Evaluate all public buildings for potential energy efficiencies
- Evaluate all equipment purchases consistent with Township sustainable purchasing policies
- Create a Climate Adaptation Plan
- Create a Climate Action Plan
- Participate in the Residential Retrofit Acceleration Project to advance energy efficiency in the built environment

## **Develop health strategies for our community**

- Work with developers and community organizations to support research related to health and wellness
- Work with developers to incorporate health and wellness facilities in new developments
- Develop design guidelines for improving the design of “missing middle” housing (PlanH)
- Continue to develop opportunities that promote healthy and active living



# BUILD AND ENHANCE PARTNERSHIPS

## **Work with Esquimalt and Songhees First Nations to support economic, cultural, social and environmental opportunities**

- Organize regular Community to Community forums
- Consult and engage with First Nations on update of Economic Development Strategy
- Consult and engage with First Nations on any Official Community Plan amendments

## **Work with governments, school districts and stakeholders to enhance relationships and advance issues impacting the community**

- Collaborate with CFB Esquimalt, School Districts and other municipalities on efficiencies and partnerships in Parks and Recreation Services
- Promote emergency preparedness through shared initiatives and training
- Utilize Community Safety Working Group on issues impacting the community
- Continue to advocate for improvements to sustainable regional transportation initiatives
- Advocate with other governments for increased childcare opportunities

## **Work with Esquimalt community groups to advance economic, cultural social and environmental opportunities**

- Continue with the Adapting Together Project to assess and prioritize climate risks to Esquimalt
- Create policies and guidelines to improve social health in multi-family housing (Plan H project)
- Continue with consultation for implementation of Checkout Bag Regulation Bylaw

# RESILIENT AND DIVERSE ECONOMIC ENVIRONMENT

## **Develop and seek opportunities for the Municipal Lands within the Esquimalt Town Centre**

- Obtain Certificate of Compliance
- Monitor construction of new library space
- Finalize storm and sanitary servicing
- Explore opportunities for Public Safety Building project in conjunction with McLoughlin amenity funds

## **Support revitalization and beautification initiatives along Esquimalt Road**

- Explore further opportunities under the Revitalization Tax Incentive Program
- Enhance intersection safety and explore parking options

## **Boost investment in the local economy and promote the growth and diversity of businesses**

- Review short and long term options for increased focus on economic development including update of Economic Development Strategy, resourcing options and development of marketing strategy
- Consider option to work with South Island Prosperity on an Economic Development Assessment Framework and Business Investment Toolkit
- Work with the Chamber of Commerce to increase engagement with local business
- Facilitate budget discussion to assess readiness for additional business investment and growth
- Utilize relationship with Urban Design Institute and South Vancouver Island Economic Development Association as additional input and resource for economic development
- Provide options to complete a development capacity assessment



# LOCAL SERVICES AND INFRASTRUCTURE

## **Identify infrastructure repair and proactively plan for replacement needs**

- Implementation of Inflow and Infiltration management plan and evaluation of underground infrastructure
- Continued implementation of sidewalk master plan
- Continued implementation of roadway master plan
- Continued implementation of street lighting improvements and upgrades
- Explore local initiatives for other waste streams

## **Identify long term financial requirements for local services and infrastructure**

- Complete and update infrastructure and asset inventory
- Development of asset management strategy and plans

## **Promote opportunities to share services where operationally and financially beneficial**

- Develop management plan with the Department of National Defence and Public Works Canada for storm drain spill events

## **Work to achieve equitable costing and optimization of policing in Esquimalt**

- Explore all possibilities to ensure compliance with Victoria and Esquimalt Police Framework Agreement
- Review all alternatives for provision of police services to the community
- Clarify and establish Esquimalt position on the Framework Agreement with Victoria & Esquimalt Police Board

## **Support ongoing improvements to transportation corridors**

- Evaluate transportation corridors for opportunities and options to enhance

## **Plan for continuity of core local services and infrastructure in the event of an emergency**

- Research Opportunities for public alert system
- Review existing plans and update for business continuity and update as necessary

## **Support Chief Administrative Officer to maintain an organizational culture of collaboration, learning and engagement consistent with the Township's core values**

- Ensure hiring practices incorporate core values
- Ensure regular performance evaluations are completed throughout the organization and are reflective of the Core Values

## **Ensure capacity is adequate to support the goals in the Strategic Plan**

- Assess capacity in the organization and develop succession plans
- Work with senior leadership team to develop operational strategies and budgets to achieve strategic goals
- Promote leadership development within the organization

## **Engage, respect and respond to the needs of our community**

- Consider improvement to user services on website to make more accessible
- Explore feasibility of enhanced online services
- Coordinate information and opportunities to improve awareness of financial processes





## **Township of Esquimalt**

### **Our Vision**

The Township of Esquimalt is a vibrant, distinct and diverse community for people to discover and belong.

### **Our Mission**

The Township of Esquimalt works to make our economic, cultural, social and environmental community a better place for today and for the future.

### **Our Core Values**

#### **Accountability**

We are transparent and take responsibility for our policies, our decisions and our actions.

#### **Integrity**

We practice high standards of ethical behaviour and open communication that inspires trust.

#### **Respect**

We value people and treat everyone with dignity and fairness.

#### **Service Excellence**

We meet community needs and achieve high-quality results through teamwork, partnerships, innovation and creativity.

#### **Passion**

We approach our work with conviction and enthusiasm.