



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

ADVISORY PLANNING COMMISSION AGENDA

TUESDAY APRIL 16, 2019

7:00 P.M.

COUNCIL CHAMBER, MUNICIPAL HALL

- I. CALL TO ORDER
- II. LATE ITEMS
- III. ADOPTION OF AGENDA
- IV. ADOPTION OF MINUTES – March 19, 2019
- V. STAFF REPORTS

1) REZONING APPLICATION

615 Bryden Court

[PID 005-340-004 Lot A, Section 11, Esquimalt District, Plan 9543]

Purpose of Application:

The applicant is requesting a change in zoning from the current RD-3 [Two Family/ Single Family Residential] zone to a Comprehensive Development District zone [CD] to accommodate two new single family dwellings.

Evaluation of this application should focus on issues relevant to zoning such as the proposed height, density, massing, unit sizes, siting, setbacks, lot coverage, usable open space, the building's relation to adjacent and surrounding sites, and whether the proposed uses are appropriate and consistent 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. If the rezoning application is approved, a Development Permit governing 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 considered by Council at a future date.

Recommendation:

The Esquimalt Advisory Planning Commission recommends that the rezoning application, authorizing two new single family dwellings sited in accordance with the BCLS Site Plan prepared by Wey Mayenburg Land Surveying Inc., stamped "Received January 31, 2019", and incorporating height and massing consistent with the architectural plans provided by T-Square Design & Consulting, stamped "Received January 31, 2019", detailing the proposed development at 915 Bryden Court [PID 005-340-004 Lot A, Section 11, Esquimalt District, Plan 9543] be forwarded to Council with a recommendation **to either approve, approve with conditions, or deny the application including reasons for the chosen recommendation.**

2) **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]

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, purpose built rental, 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 Advisory Planning Commission 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. ADJOURNMENT



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

**ADVISORY PLANNING COMMISSION
MINUTES OF MARCH 19, 2019
COUNCIL CHAMBERS, MUNICIPAL HALL**

PRESENT:	Michael Angrove Fil Ferri Duncan Cavens	Helen Edley Chris Munkacsi
ABSENT:	Graeme Dempster and Marie Fidoe	
STAFF:	Bill Brown, Director of Development Services, Staff Liaison Karen Hay, Planner Alex Tang, Planner Fred Billingham, Planning Technician Pearl Barnard, Recording Secretary	
COUNCIL LIAISON:	Councillor Jacob Helliwell	

I. CALL TO ORDER

Mike Angrove, Vice Chair, called the Advisory Planning Commission meeting to order at 7:00 p.m.

II. LATE ITEMS

Chair to attend the Committee of the Whole Meeting April 15, 2019 at 5:45pm

III. APPROVAL OF THE AGENDA

Moved by Chris Munkacsi seconded by Fil Ferri: That the agenda be approved as amended with the inclusion of the late item. **Carried Unanimously**

IV. ADOPTION OF MINUTES

Moved by Fil Ferri seconded by Helen Edley: That the minutes of February 19, 2019 be adopted as circulated. **Carried Unanimously**

V. STAFF REPORTS

**1) DEVELOPMENT PERMIT and DEVELOPMENT VARIANCE PERMIT
1129 Munro Street**

- The applicant withdrew the application from this agenda.

**2) DEVELOPMENT VARIANCE PERMIT
1336 Wood Street**

Jake Wenaus, Applicant / Owner provided an overview of the Development Variance Permit Application for 1336 Wood Street.

Commission comments and questions included (*response in italics*):

- Did you receive any objection from the neighbours? *No, neighbours have been supportive*

RECOMMENDATION:

Moved by Duncan Cavens, seconded by Chris Mukacsi: The application for a Development Variance Permit allowing external alterations to the existing property at 1336 Wood Street, as illustrated in the architectural drawings prepared by Adapt Design, stamped “Received January 22, 2019”, sited as detailed on the survey plan prepared by Wey Mayenburg, stamped “Received January 22, 2019”, and including the following variances for the property located PID 006-375-294, Lot 59, Suburban Lot 37, Esquimalt District, Plan VIP 2854 [1336 Wood Street] be forwarded to Council with a recommendation by the Esquimalt Advisory Planning Commission to approve; as the proposal is a relatively minor change and does not affect the streetscape too much:

Zoning Bylaw, 1992 No.2050, Section 34 (9)(a)(i)- Siting Requirements- Primary Building- Front Setback: A 4.3m reduction in the requirement that no principal building be located within 7.5m of the Front Lot Line, specifically for the front of the building to be extended and front steps relocated towards the Front Lot Line [set back to be changed from 7.5m to 3.2m]” **Carried Unanimously**

Helen Edley declared a conflict of interest with the next agenda item, as she owns a business in the building, and left the meeting at 7:10 pm.

**3) DEVELOPMENT VARIANCE PERMIT
1234 Esquimalt Road [Action Motorcycles]**

Kerri Wilk, Action Motorcycles, Nicole Parker, Keay Architecture Ltd., provided an overview of the Development Variance Application for 1234 Esquimalt Road, and responded to questions from the Committee.

Commission comments and questions included (*response in italics*):

- What is the average parking ratio for car to motorcycle use? *Today there were three cars, the rest were motorcycles.*
- The number of businesses in that location is being reduced; therefore fewer parking spaces should be required.
- A bicycle rack is needed at the front of the building.

RECOMMENDATION:

Moved by Duncan Cavens, seconded by Chris Munkacsi: That the Development Variance Permit to legitimize the existing parking as illustrated in the Parking Plan provided by Keay Architecture Ltd., stamped “Received February 14, 2019”, by authorizing the following variance to the Parking Bylaw 1992, No. 2011, for the property 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 by the Esquimalt Advisory Planning Commission to approve;** as it is a relatively minor change:

Parking Bylaw, 1992, No. 2011, Part 5 – Parking Requirements, Section 13 – Number of Off-Street Parking Spaces (b) Commercial (uses Retail, Restaurant, Other – repair shop) – Allow a reduction in the number of spaces, from 56 vehicle spaces required, to 18 vehicle spaces and 40 motorcycle parking spaces. **Carried Unanimously**

Helen Edley returned to the meeting at 7:15 pm.

**4) OFFICIAL COMMUNITY PLAN AMENDMENT AND REZONING APPLICATION
616 Constance Avenue; 620 Constance Avenue; 619 Nelson Street; 623 Nelson Street;
and 1326 Miles Street**

Troy Grant, Sierra Land Construction Inc. and Vance Harris, DIALOG provided an overview of the Official Community Plan Amendment and Rezoning Application for 616 and 620 Constance Avenue, 619 and 623 Nelson Street and 1326 Miles Street, and responded to questions from the Committee.

Commission comments and questions included (*response in italics*):

- Members liked the design but questioned if this was the right location and fit for the community. Members questioned the vision of this neighbourhood.
- Concerns with the height.
- Members had mixed opinions regarding the provision of commercial space at the subject property. Members debated the merit of having commercial activity in this location and whether it would be more suitable to a main corridor like Esquimalt Road and Admirals Road. As the adjacent properties are currently residential, members were unsure about the addition of commercial use in that location.
- Suggestion to put the daycare on the first floor and add more residential units to the second floor.
- Like the variety of units, the green space and its usability.
- Questioned the parking and handicap parking especially for the accessible units. *There will be designated handicap parking spaces and the studio units do not have parking spaces.*
- Like the idea of the collaboration with a non profit organization.
- Questioned the green standards in relation to Corvette Landing and passive house. *Will try to build to passive house standards. Goal for carbon neutral is partially achieved by the use of mass timber.*
- The density bonus amenities need to be detailed.

RECOMMENDATION:

Moved by Duncan Cavens, seconded by Helen Edley: That the application for an Official Community Plan Amendment and Rezoning, authorizing a 45 metre [12 storeys], 109 unit, commercial mixed use, multiple family residential building, sited in accordance with the BCLS Site Plan provided by McElhanney Consulting Services, Ltd., stamped “Received March 12, 2019”, and incorporating height and massing consistent with the architectural plans provided by DIALOG, stamped “Received March 12, 2019”, detailing the development proposed to be located at 616 Constance Avenue [PID 000-713-465 Lot 95, Suburban Lot 44, Esquimalt District, Plan 2854], 620 Constance Avenue [PID 000-819-832 Lot 4, Suburban Lot 44, Esquimalt District, Plan 3135], 619 Nelson Street [PID 006-393-608 Lot 84, Suburban Lots 44 and 45, Esquimalt District, Plan 2854], 623 Nelson Street [PID 006-278-647 Lot 3, Suburban Lot 44, Esquimalt District, Plan 3135], and 1326 Miles Street [PID 006-375-723 Lot 96, Suburban Lot 44, Esquimalt District, Plan 2854] + [PID 006-375-693 Lot 85, Suburban Lot 44, Esquimalt District, Plan 2854] **be forwarded to Council with a recommendation by the Esquimalt Advisory Planning Commission to approve; subject to:** That staff investigate whether the proposed amenity is suitable given the extra density. Reason: The proposed development corresponds well with approved developments in the neighbourhood. **Motion Carried** (2 opposed Mike Angrove and Fil Ferri)

VI. REVIEW OF DRAFT STRATEGIC PRIORITIES AND GOALS WITH OPERATIONAL STRATEGIES 2019 – 2023

Commission comments included:

- Would have been helpful to have a Mission and Vision Statement.
- Would like to see the Township develop design guidelines.
- Concerns that there is a lot to accomplish, would like to see more prioritizing.

VII. CHAIR TO ATTEND COTW MEETING APRIL 15, 2019 AT 5:45 PM

Commission comment:

- Commend staff on the new rezoning signs.
- Would like the Staff Reports to include questions for members to consider.

VIII. ADJOURNMENT

The meeting adjourned 8:45 p.m.

CERTIFIED CORRECT

CHAIR, ADVISORY PLANNING COMMISSION
THIS 16th DAY OF APRIL 2019

ANJA NURVO, CORPORATE OFFICER

DRAFT



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

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

APC Meeting: April 16, 2019

STAFF REPORT

DATE: April 11, 2019

TO: Chair and Members of the Advisory Planning Commission

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

SUBJECT: REZONING APPLICATION
615 Bryden Court
[PID 005-340-004 Lot A, Section 11, Esquimalt District, Plan 9543]

RECOMMENDATION:

The Esquimalt Advisory Planning Commission recommends that the rezoning application, authorizing two new single family dwellings sited in accordance with the BCLS Site Plan prepared by Wey Mayenburg Land Surveying Inc., stamped "Received January 31, 2019", and incorporating height and massing consistent with the architectural plans provided by T-Square Design & Consulting, stamped "Received January 31, 2019", detailing the proposed development at 915 Bryden Court [PID 005-340-004 Lot A, Section 11, Esquimalt District, Plan 9543] be forwarded to Council with a recommendation **to either approve, approve with conditions, or deny the application including reasons for the chosen recommendation.**

BACKGROUND:

Purpose of the Application:

The applicant is requesting a change in zoning from the current RD-3 [Two Family/ Single Family Residential] zone to a Comprehensive Development District zone [CD] to accommodate two new single family dwellings.

Evaluation of this application should focus on issues relevant to zoning such as the proposed height, density, massing, unit sizes, siting, setbacks, lot coverage, usable open space, the building's relation to adjacent and surrounding sites, and whether the proposed uses are appropriate and consistent 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. If the rezoning application is approved, a Development Permit governing 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 considered by Council at a future date.

Context**Applicant:** Mike Barbon**Owner:** Tyler Carlo Barbon, Carol Patricia Barbon, and Mike Barbon Construction Ltd.,
Inc.No. BC0518987**Property Size:** Metric: 780 m² Imperial: 8396 ft²**Existing Land Use:** Single Family Residential**Surrounding Land Uses:**

North: Single Family Residential

South: Single Family Residential

West: Single Family Residential

East: Multiple Family Residential Apartment

Proposed OCP Land Use Designation: Low Density Residential [No change required]**Existing Zoning:** RD-3 [Two Family/Single Family Residential]**Proposed Zoning:** CD [Comprehensive Development District]**Zoning**

Density, Lot Coverage, Height and Setbacks: The following chart compares the floor area ratios, lot coverage, setbacks, height and parking of this proposal with the requirements of the RS-1 [Single Residential Zone]:

	Proposed Comprehensive Development Zone	RS-1 [Single Family Residential]
Minimum Parcel Size	2 Parcels at 385 m ² each	530 m ²
Floor Area Ratio	0.35	0.35
Lot Coverage	30%	30%
Setbacks		
• Front	7.5 m	7.5 m
• Rear	7.45 m	7.5 m
• Lot 1 Side [North]	3.0 m	3.0 m
• Lot 1 Side [South]	1.5 m	1.5 m
• Lot 2 Side [North]	1.5 m	1.5 m
• Lot 2 Side [South]	3.0 m	3.0 m
Building Height	7.3 m	7.3 m
Off Street Parking	1 space/dwelling unit	1 space/dwelling unit

In general, the proposed comprehensive development zone has been created to correspond to the RS-1 zone. Consequently, the applicant has also designed this proposed development to comply with the standards of the RS-1 zone.

The main differences between the proposed comprehensive development zone and the RS-1 zone are as follows:

- Minimum parcel size of 385 m² compared to 530 m²
- Rear setback of 7.45 m compared to 7.5 m
- Minimum lot width of 13.6 m compared to 16 m

Official Community Plan

The proposed development for two single family dwellings is consistent with the Proposed Land Use Designation of 'Low Density Residential' at 915 Bryden Court. The two proposed single family dwellings do not include a secondary suite.

OCP Section 5.1 General: Anticipated Housing Needs in the Next Five Years states an objective to support expansion of housing types within Esquimalt while addressing concerns such as tree protection, parking, traffic, noise, effects on neighbouring properties, and neighbourhood character..

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

- 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 5.2 Low Density Residential Development states an objective to strive for redevelopment and infill development that improves and enhances the appearance and livability of neighbourhoods and the community as a whole.

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

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

Green Building Features

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

Comments From Other Departments

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

Building Inspection: Building to be constructed to requirements of BC Building Code 2018 and municipal bylaws. Applicant must address all issues contained within the Township Development Protocol should application be approved. Plans will be reviewed for compliance with BC Building Code upon submission of a Building Permit application.

Engineering Services: Engineering staff has completed a preliminary evaluation of Works and Services that would be required at 615 Bryden Court. 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 Bryden Court. 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: A tree cutting permit is required for any tree removal. Tree protection fencing set up at the drip line to be provided for all the trees to be retained, prior to commencement of site preparation, demolition and construction.

Fire Services: Fire Services staff has completed a preliminary review of the proposed plans and have no concerns at this time.

Public Notification

As this is a Rezoning application, should it proceed to a Public Hearing, notice would be mailed to tenants and owners of properties within 100m (328ft) of the subject property. A sign indicating that the property is under consideration for a change in zoning has been installed on the Bryden Court frontage. This sign would be updated to include the date, time, and location of the Public Hearing.

ALTERNATIVES:

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



GREEN BUILDING CHECKLIST

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

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

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

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

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

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

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

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



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

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

Green Building Standards

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

- 1 Are you building to a recognized green building standard? 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.
- 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.
- 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? LOOKING INTO IT
 For which parts of the building (e.g. framing, roof, sheathing etc.)? BO FRAMING + SHEATHING
- 8 Can alternatives to Chlorofluorocarbon’s and Hydro-chlorofluorocarbons which are often used in air conditioning, packaging, insulation, or solvents] be used in this project? If so, please describe these. _____ 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. _____ 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? 65-70 %

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? Yes No N/A
2 - APPLE TREES
 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? _____ 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 daylighting? 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? 50 % 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. HRAI Pump
If you are considering a heat pump, what measures will you take to mitigate any noise associated with the pump? PLAC IN A LOCATION + BUY A QUIET UNIT 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.
- 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 | <input type="radio"/> 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 checked="" type="radio"/> Yes | <input type="radio"/> No | <input type="radio"/> N/A |
| 48 | Will the building have windows that occupants can open? | <input checked="" type="radio"/> Yes | <input type="radio"/> No | <input type="radio"/> N/A |
| 49 | Will hard floor surface materials cover more than 75% of the liveable floor area? | <input type="radio"/> Yes | <input checked="" type="radio"/> No | <input type="radio"/> N/A |
| 50 | Will fresh air intakes be located away from air pollution sources? | <input checked="" type="radio"/> Yes | <input type="radio"/> No | <input type="radio"/> N/A |

Solid Waste

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

- | | | | | |
|----|--|--------------------------------------|--------------------------|--------------------------------------|
| 51 | Will materials be recycled during demolition of existing buildings and structures?
If so, please describe. <u>FURNACE, PLUMBING & ELECTRICAL FIXTURES</u> | <input checked="" type="radio"/> Yes | <input type="radio"/> No | <input type="radio"/> N/A |
| 52 | Will materials be recycled during the construction phase?
If so, please describe. <u>PAPER-CARD BOARD - METAL - PLASTIC</u> | <input checked="" type="radio"/> Yes | <input type="radio"/> No | <input type="radio"/> 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 | <input type="radio"/> N/A |
| 54 | For new commercial development, are you providing waste and recycling receptacles for customers? | <input type="radio"/> Yes | <input type="radio"/> No | <input checked="" type="radio"/> 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 type="radio"/> Yes | <input type="radio"/> No | <input checked="" type="radio"/> N/A |
| 56 | For commercial developments, are pedestrians provided with a safe path[s] through the parking areas and across vehicles accesses? | <input type="radio"/> Yes | <input type="radio"/> No | <input checked="" type="radio"/> N/A |
| 57 | Is access provided for those with assisted mobility devices? | <input type="radio"/> Yes | <input type="radio"/> No | <input checked="" type="radio"/> N/A |
| 58 | Are accessible bike racks provided for visitors? | <input type="radio"/> Yes | <input type="radio"/> No | <input checked="" type="radio"/> N/A |
| 59 | Are secure covered bicycle parking and dedicated lockers provided for residents or employees? | <input type="radio"/> Yes | <input type="radio"/> No | <input checked="" type="radio"/> N/A |
| 60 | Does your development provide residents or employees with any of the following features to reduce personal automobile use [check all that apply]: | | | |
| | <input type="checkbox"/> transit passes | | | |
| | <input type="checkbox"/> car share memberships | | | |
| | <input type="checkbox"/> shared bicycles for short term use | | | |
| | <input type="checkbox"/> weather protected bus shelters | | | |
| | <input type="checkbox"/> plug-ins for electric vehicles | | | |

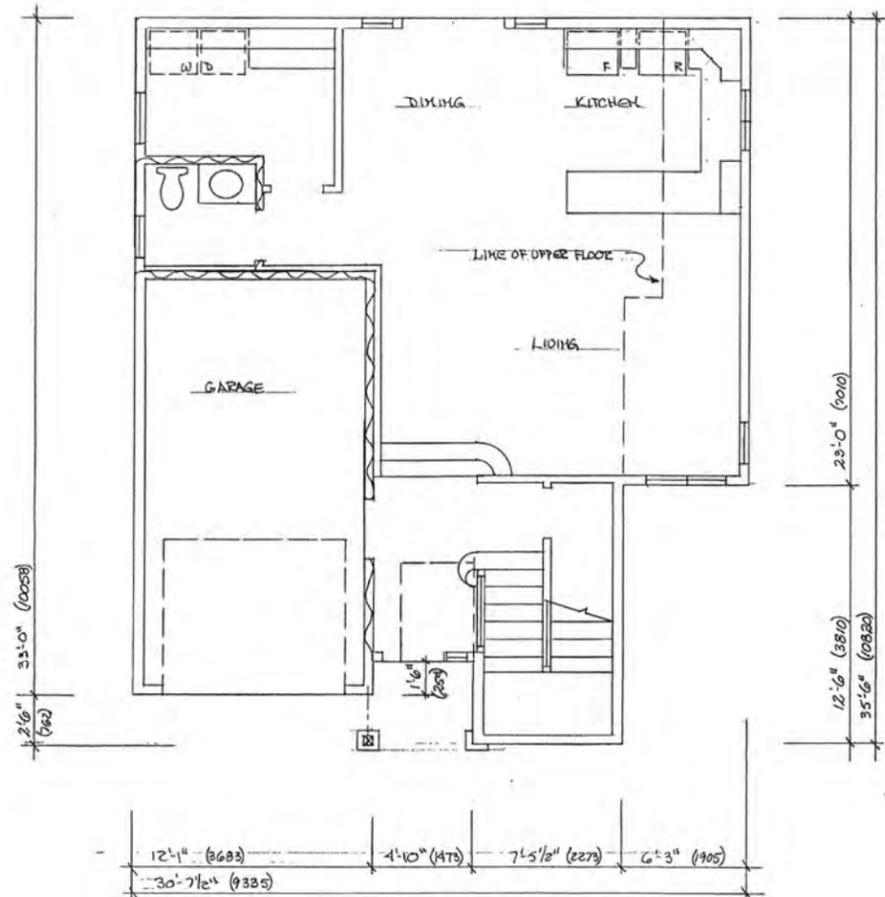
Is there something unique or innovative about your project that has not been addressed by this Checklist? If so, please add extra pages to describe it.



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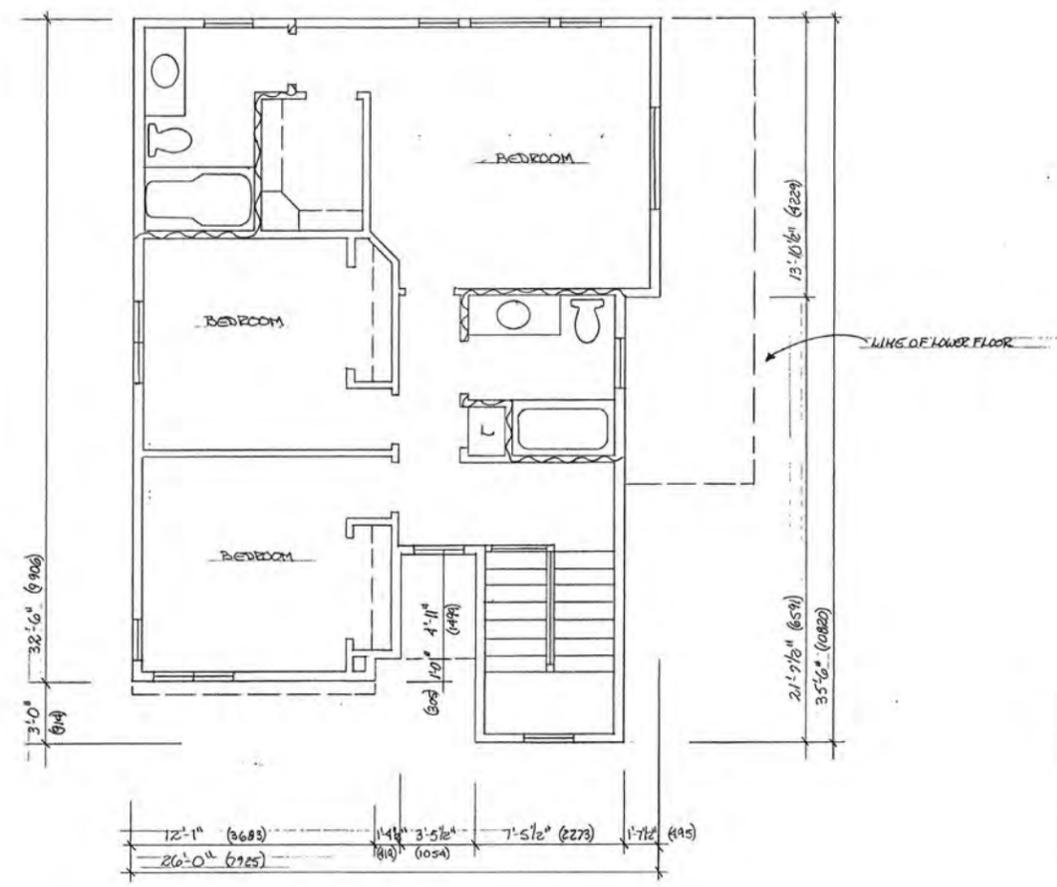
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BARBON CONSTRUCTION	 T-SQUARE	T-SQUARE Design & Consulting 2850 Lakehurst Drive, Victoria, BC design@tsquare.ca 250-382-2893
		DATE: _____ DESIGNED BY: D.L.
		SCALE: 1/8"=1'-0" DRAWN BY: D.L.
		DRAWING No: 292-1



MAIN FLOOR PLAN

1/4"=1'-0"	730.95#	(68.46m ²)
FGAR	222.58#	(20.67m ²)
F.A.R.	670.83#	(62.32m ²)



UPPER FLOOR PLAN

1/4"=1'-0"	815.89#	(75.74m ²)
F.A.R.	747.75#	(69.40m ²)

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BARON CONSTRUCTION LOT 1		T-SQUARE Design & Consulting 2850 Lakehurst Drive, Victoria, BC design@tsquare.ca 250-382-2893
		DATE: _____ DESIGNED BY: <u>D.L.</u> SCALE: <u>AS SHOWN</u> DRAWN BY: <u>D.L.</u> DRAWING No: <u>398-1</u>

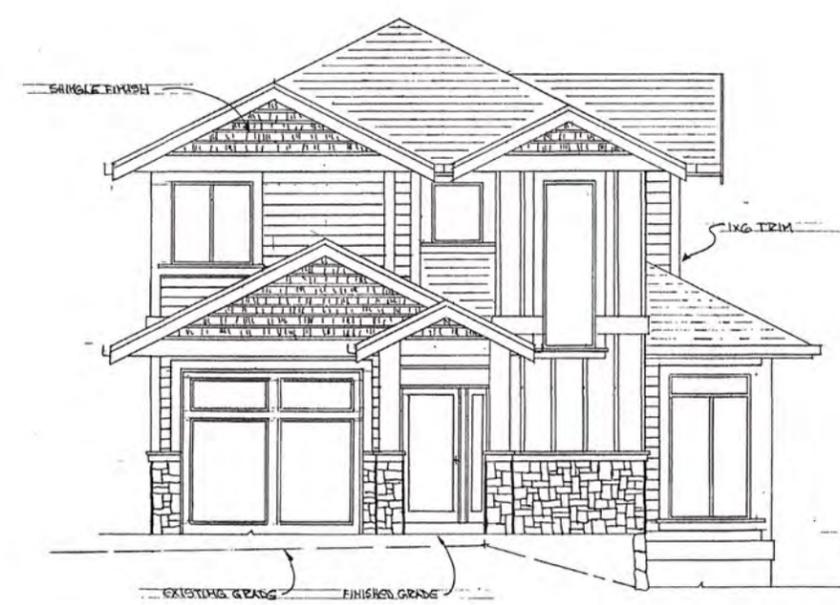
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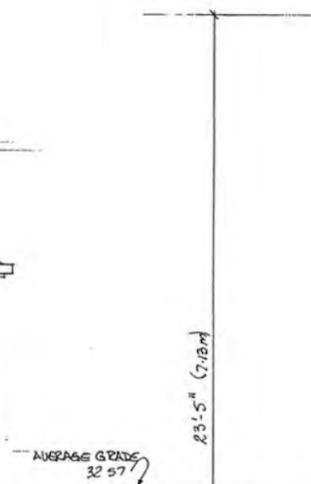
SIDE (EAST) ELEVATION
 1/4" = 1'-0"



REAR ELEVATION
 1/4" = 1'-0"



FRONT ELEVATION
 1/4" = 1'-0"



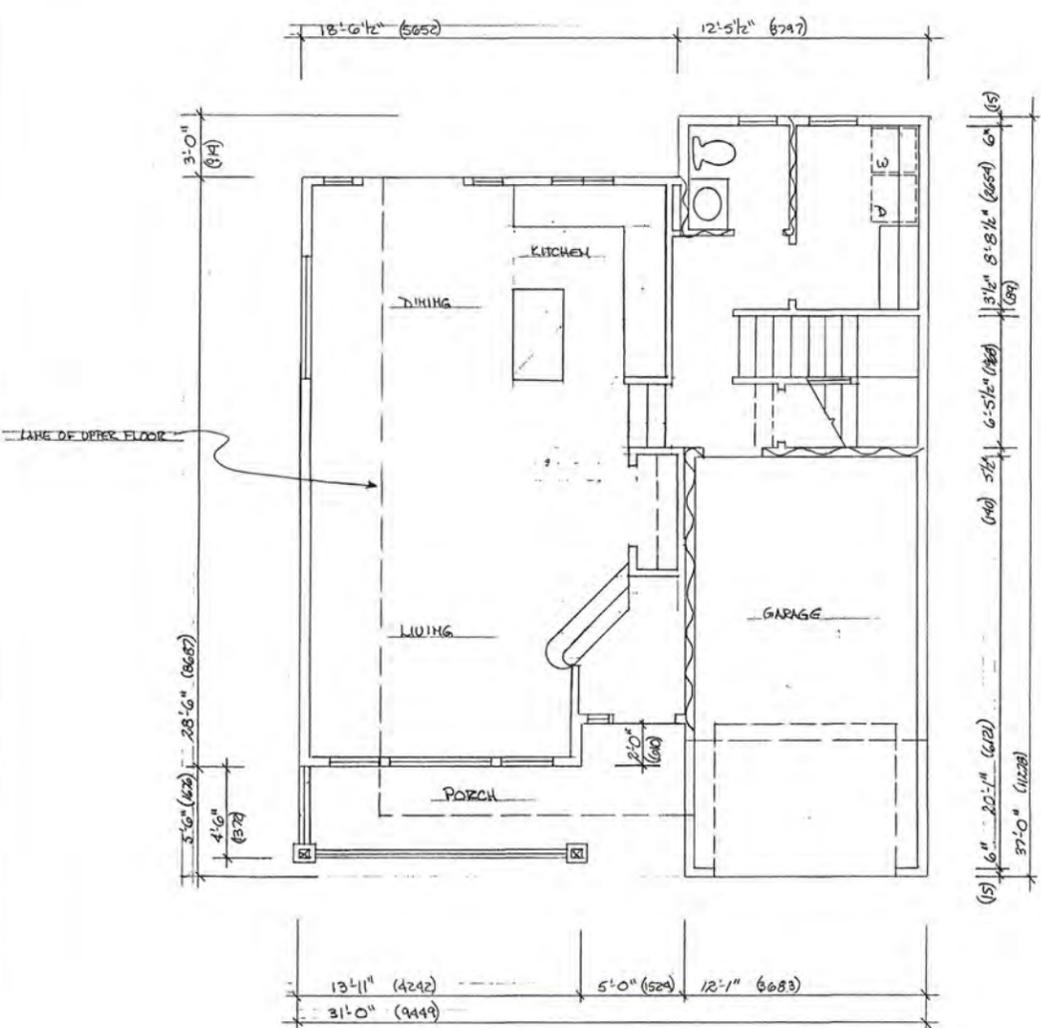
SIDE (WEST) ELEVATION
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BARBON CONSTRUCTION
 LOT 1

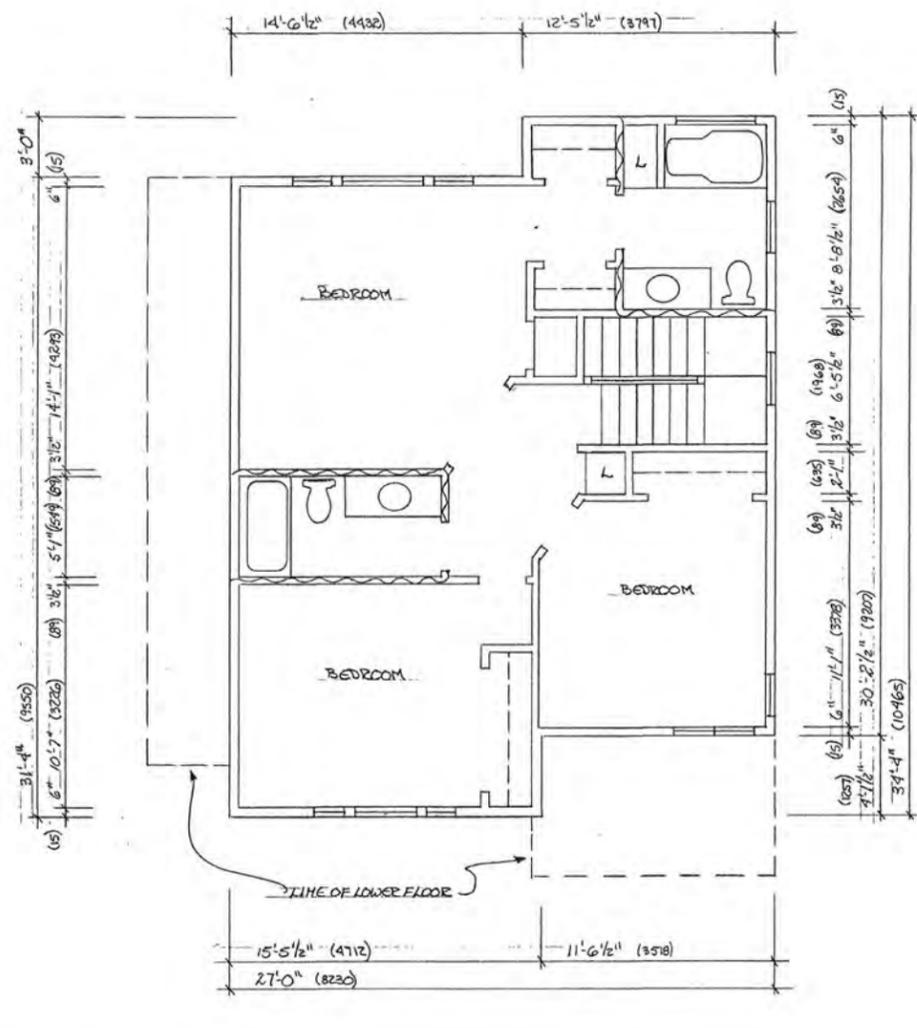


T-SQUARE Design & Consulting 2850 Lakehurst Drive, Victoria, BC design@tsquare.ca 250-382-2893	
DATE	DESIGNED BY: DL
SCALE: AS SHOWN	DRAWN BY: DL
DRAWING No: 292	



MAIN FLOOR PLAN

1/4"=1'-0"	254.75#	(70.11m ²)
F.G.A.R.	222.58#	(20.67m ²)
F.A.R.	255.25#	(61.14m ²)



UPPER FLOOR PLAN

1/4"=1'-0"	835.77#	(77.64m ²)
F.A.R.	775.48#	(72.04m ²)

BARBOH CONSTRUCTION

LOT R

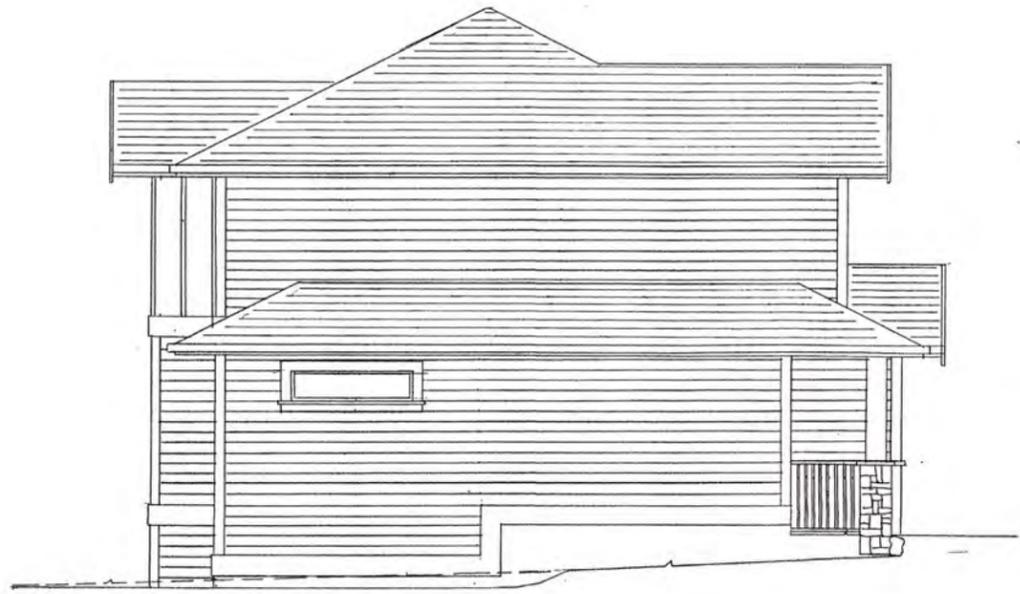


T-SQUARE Design & Consulting design@tsquare.ca	
2850 Lakehurst Drive, Victoria, BC 250-382-2893	
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SCALE: AS SHOWN	DRAWN BY: D.L.
DRAWING No: 298-1	

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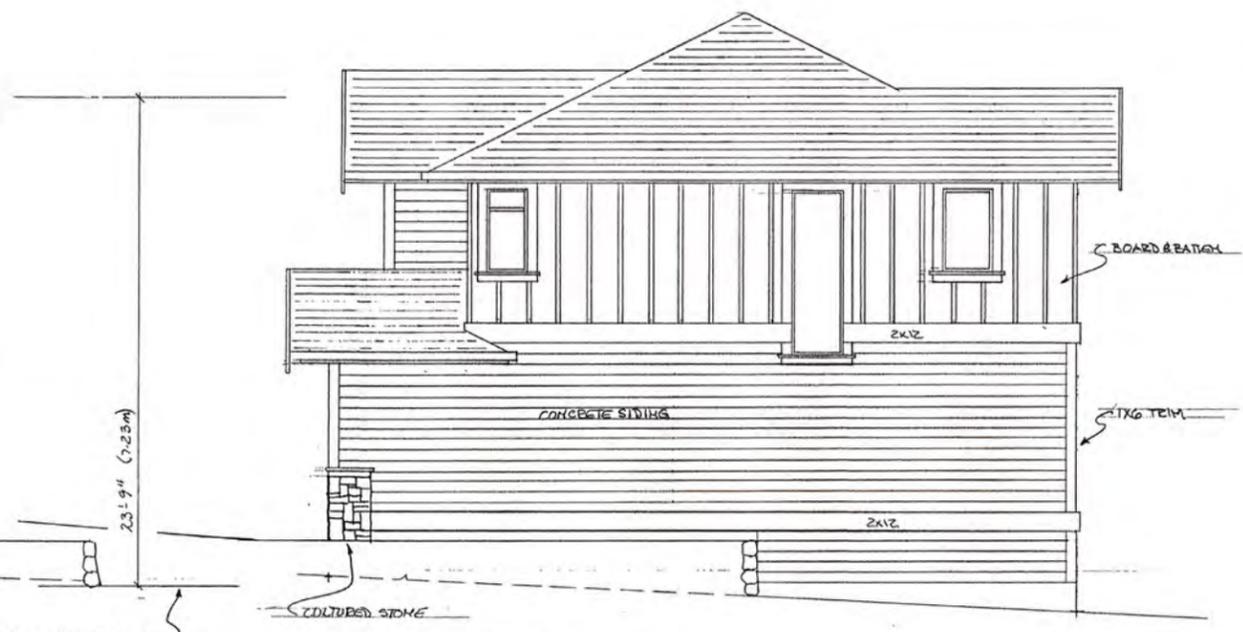
Side (West) Elevation
 74' x 150'



Rear Elevation
 74' x 150'



Front Elevation
 74' x 150'

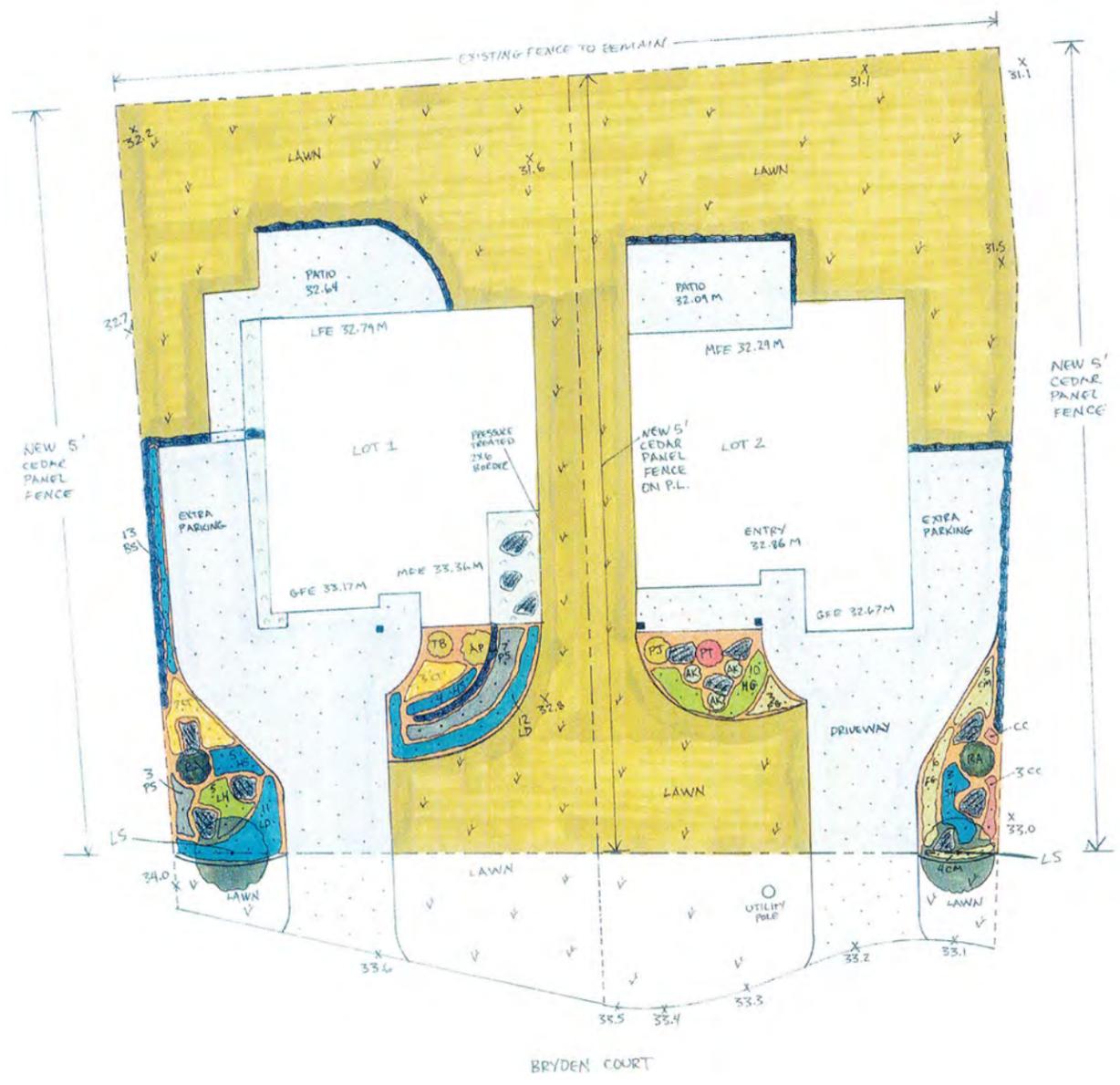


Side (East) Elevation
 74' x 150'

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BARBON CONSTRUCTION		T-SQUARE Design & Consulting 2850 Lakehurst Drive, Victoria, BC design@tsquare.ca 250-382-2893	
LOT 2		DATE: _____	DESIGNED BY: DL
		SCALE: AS SHOWN	DRAWN BY: DL
		DRAWING No: 202	2016





PLANT LIST

LOT 1

TREES

- 1 AP ACER PALMATUM DISSECTUM 'CRIMSON QUEEN'
- 1 LS LIQUIDAMBAR STYRACIFLUA 'WORPLESDON'

SHRUBS & GRASSES

- 13 BS BUXUS SEMPERVIRENS
- 10 CT CAREX TESTACEA 'PARIC FIR'
- 9 HS ERICA X DARLEYENSIS 'SILBERSCHMELZE'
- 23 LD LITHODORA DIFFUSA 'GRACE WARD'
- 5 LH LAVANDULA ANGUSTIFOLIA 'HIDCOTE'
- 10 PS POTENTILLA FRUITICOSA 'SUTTER'S GOLD'
- 1 TB TAXUS BACCATA 'FASTIGIATA'
- 1 RA RHODODENDRON 'ANAH KRUSCHKE'

- JAPANESE MAPLE #15
- WORPLESDON SWEET GUM 5cm CAL W.B.

- COMMON BOXWOOD #3
- NEWZEALAND ORANGE SEDGE #1
- SILBERSCHMELZE HEATH #1
- GRACE WARD LITHODORA #1
- ENGLISH LAVENDER #1
- SUTTER'S GOLD SHRUBBY CINQUEFOIL #3
- IRISH YEW 1-2 M B&B #5
- RHODODENDRON #5

LOT 2

TREES

- 1 LS LIQUIDAMBAR STYRACIFLUA 'WORPLESDON'

SHRUBS & GRASSES

- 3 AK AGASTACHE 'KUDOS MANDARIN'
- 4 CC CAREX TENUCULMIS 'CAPPUCCINO'
- 9 CM CAREX MORROWII 'AUREA-VARIEGATA'
- 9 FG FESTUCA GLAUCA 'ELIJAH BLUE'
- 20 HG ERICA X DARLEYENSIS 'GHOST HILLS'
- 1 PJ PIERIS JAPONICA 'FOREST FLAME'
- 1 PT PHORMIUM ATROPURPUREUM
- 1 RA RHODODENDRON 'ANAH KRUSCHKE'
- 3 SH SALVIA X JAMNENSIS 'HOT LIPS'

- WORPLESDON SWEET GUM 5cm CAL W.B.

- MANDARIN HUMMINGBIRD MINT #1
- COFFEE SEDGE #1
- VARIEGATED JAPANESE SEDGE #1
- ELIJAH BLUE FESTUCE #1
- GHOST HILLS HEATH #1
- LILY OF THE VALLEY BUSH #5
- BRONZE NEWZEALAND FLAX #5
- RHODODENDRON #5
- HOT LIPS SAGE #1

LEGEND

- C.I.P. CONCRETE SURFACE EXPOSED AGGREGATE FINISH
- RIVER ROCK OVER LANDSCAPE FABRIC (2" Ø COBBLES)
- LAWN AREA
- MORTARED ROCK RETAINING WALL
- LOOSE PLACED BOULDER 2'X2'X3'

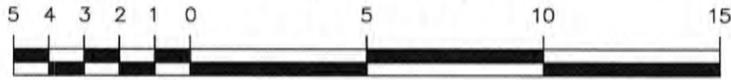
NOTES

- DRAWING NOT TO BE SCALED - OWNER MUST VERIFY ALL DIMENSIONS, DATUMS, AND LEVELS PRIOR TO COMMENCEMENT OF WORK.
- ALL BUILDING LAYOUT, SETBACK DIMENSIONS, ALL SURVEY INFORMATION (INCLUDING BASE GEODETIC ELEVATIONS) SUPPLIED BY WEY MAYENBURG LAND SURVEYING INC.
- PLANTING MATERIAL, INSTALLATION, AND MAINTENANCE TO CONFORM TO BCSLA/BCLNA STANDARD
- ALL GROWING MEDIUM IN SHRUB BEDS TO BE MIN. 450MM IN DEPTH, LAWN AREAS TO BE MIN. 150MM IN DEPTH
- ALL GROWING MEDIUM TO COMPLY TO BCSLA/BCLNA STANDARD DESIGNATION "1P - LEVEL 1 WELL GROOMED AREAS"



Koi Dragon Enterprises Ltd. 924 Mesher place Victoria BC V9A 6Z1 phone 250-383-0285 cell 250-704-8338	scale: 1:100 date: DEC 10 2018 drawn by: BL
proposed landscape for: BARBON CONSTRUCTION BRYDEN COURT	

Proposed Subdivision Plan Of:
Lot A, Section 11,
Esquimalt District, Plan 9543.
P.I.D. 005-340-004



Scale = 1:200

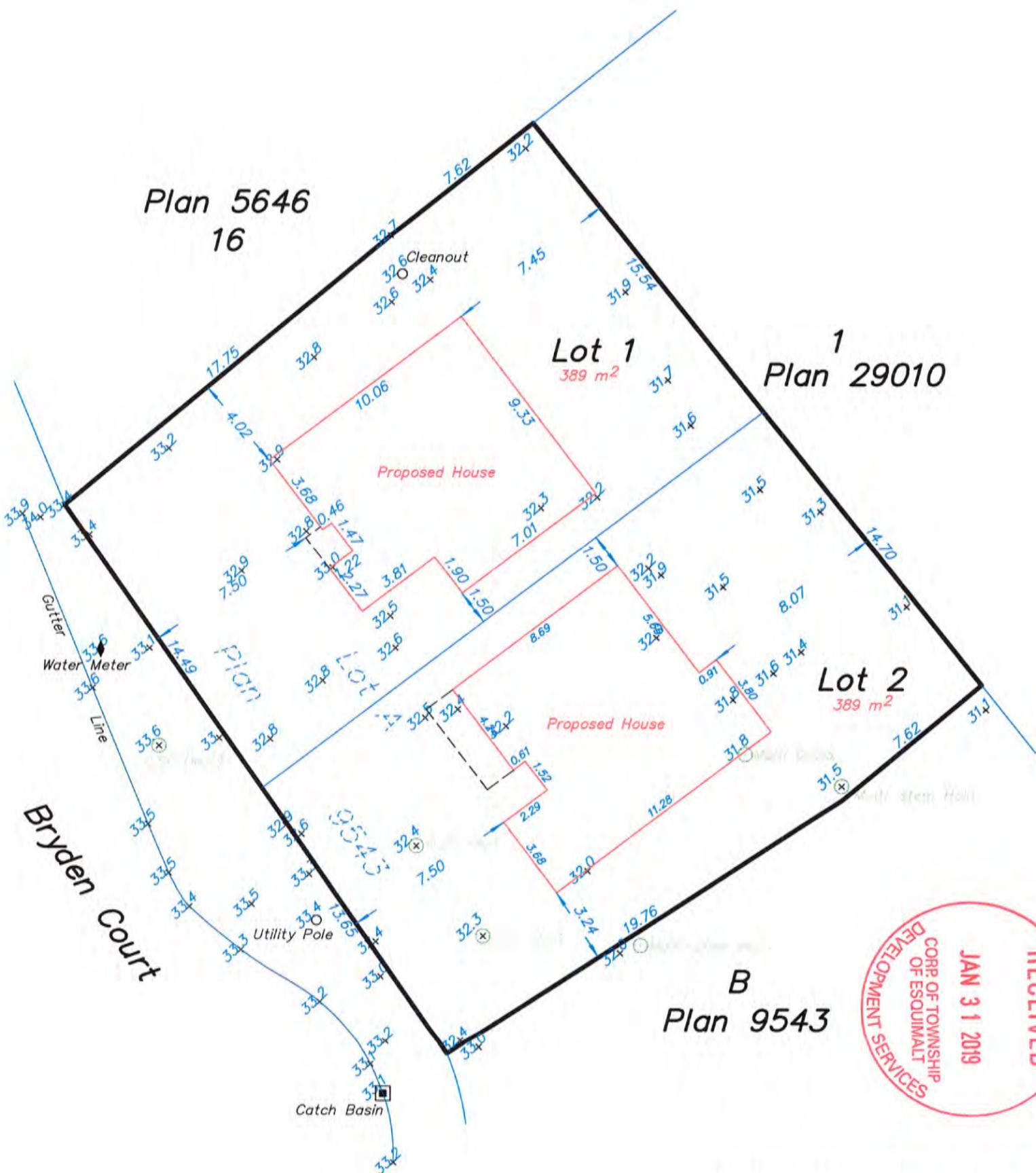
Dated this 23rd day of April, 2018

Distances and elevations shown are in metres.

Elevations are based on geodetic datum CVD28BC and derived from OCM 87H3783.

This site plan is for building and design purposes and is for the exclusive use of our client.

This document shows the relative location of the surveyed structures and features with respect to the boundaries of the parcel described above. This document shall not be used to define property lines or property corners.



B
Plan 9543

Wey Mayenburg Land Surveying Inc.

www.weysurveys.com
 #4-2227 James White Boulevard
 Sidney, BC V8L 1Z5
 Telephone (250) 656-5155
 File: 180110A\PRO\BM

The subject property is affected by the following registered documents:
[M76301](#), [118728G](#).



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

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

APC Meeting: April 16, 2019

STAFF REPORT

DATE: April 11, 2019

TO: Chair and Members of the Advisory Planning Commission

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]

RECOMMENDATION:

That the Esquimalt Advisory Planning Commission 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, purpose built rental, 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 m² Imperial: 16307 ft²

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 as an amenity 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 Modo car shares for the residents of the proposed development, on site parking for 1 Modo car and 6 electric vehicle charging stations 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.

	Proposed Comprehensive Development Zone
Residential Units	50
Residential Floor Area Ratio	2.18
Lot Coverage	79.8%
Lot Coverage at or above Parking Level	46.6%
Parking Structure Setbacks	
• Front [West]	2.1 m
• Rear [East]	0.0 m
• Interior Side [North]	0.75 m
• Interior Side [South]	0.50 m
Building above Setbacks	
• Front [West]	10.6 m
• Rear [East]	4.5 m
• Interior Side [North]	7.0 m
• Interior Side [South]	3.7 m
Building Height	19.7 m [6 storeys]
Off Street Parking	44 spaces
Usable Open Space	297 m ² [19.6%]
Bicycle Parking	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 m² [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 reducing the parking spaces required, 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 53% [i.e. from 22 to 23 spaces].

The applicant is proposing Modo car shares for the residents of the building in addition to a Modo electric vehicle parking space on site to compensate for the parking reduction.

Green Building Features

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

Comments from the Design Review Committee

This application was considered at the regular meeting of the Design Review Committee held on April 3, 2019.

Members expressed concerns with the vehicular circulation and parking variance of the proposed development. They also had concerns with the livability and the size of the three bedroom units. The committee stated that they wanted more contextual information relating to the rear setback and the distance to the existing building to the northeast. Furthermore, they would like supplementary drawings that would better illustrate the proposed building's context as it relates to the neighbourhood.

Hence, the Design Review Committee resolved that the application be forwarded to Council with a recommendation that the application be referred back to the Design Review Committee with additional context information including site context, sections and shadow studies.

In response to the Design Review Committee, the applicant has included additional drawings and a shadow study to aid in illustrating the context of the proposed development.

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 2018 and municipal bylaws. 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 completed a preliminary review of the proposed plans and has required that a hydrant be installed within 45 metres [148 ft] of the proposed building.

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

674

672

675

1270

1266

1262

1258

Subject Property Map:
681/685 Admirals Road



ADMIRALS RD

GRENVILLE AVE

WOODWAY RD

685

681

674

672

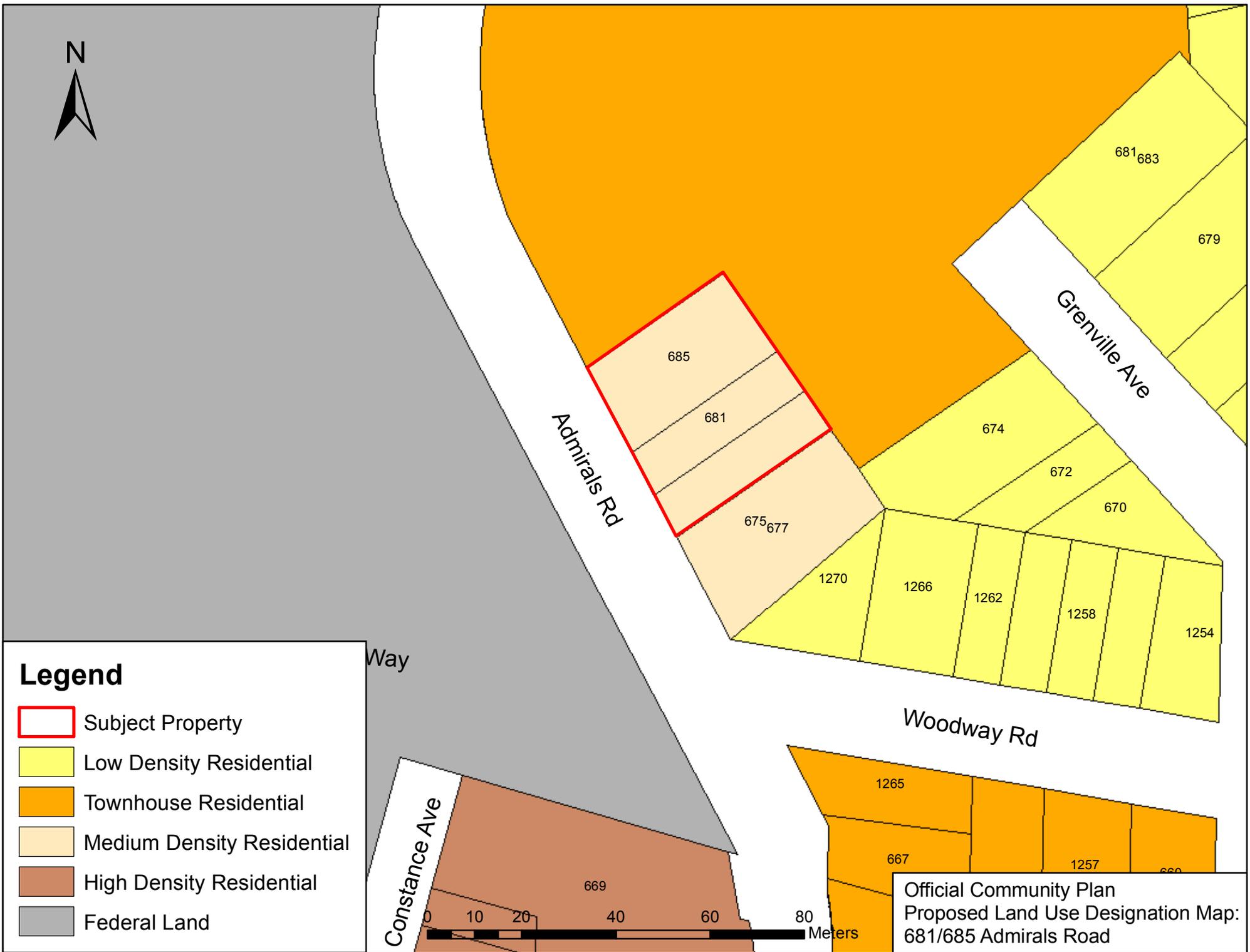
675

677

1270

1266

1262



Legend

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

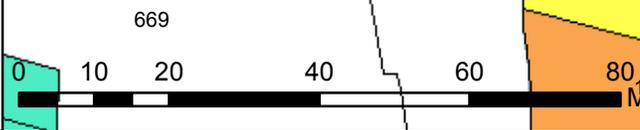


Official Community Plan
Proposed Land Use Designation Map:
681/685 Admirals Road

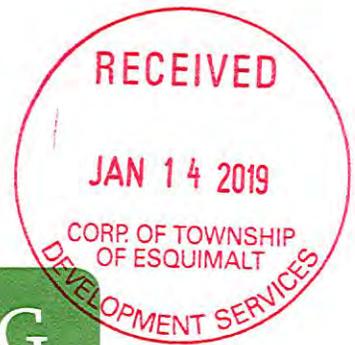


Legend

-  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 *Mulple 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



“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 | <u>N/A</u> |
| 18 | Will this project eliminate or reduce inflow and infiltration between storm water and sewer pipes from this property? | <u>Yes</u> | No | N/A |
| 19 | Will storm water run-off be collected and managed on site (rain gardens, wetlands, or ponds) or used for irrigation or re-circulating outdoor water features? If so, please describe. _____ | <u>Yes</u> | No | N/A |
| 20 | Have you considered storing rain water on site (rain barrels or cisterns) for future irrigation uses? | Yes | <u>No</u> | N/A |
| 21 | Will surface pollution into storm drains will be mitigated (oil interceptors, bio-swales)? If so, please describe. <u>oil interceptors</u> . | <u>Yes</u> | 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 | <u>No</u> | 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 | <u>N/A</u> |
|----|--|-----|----|------------|

Natural Features/Landscaping

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

- | | | | | |
|----|--|-----|----|-----|
| 25 | Are any healthy trees being removed? If so, how many and what species?
<u>refer to 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
- 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

PO Box 2203, Sidney BC V8L-3S8

Phone: (250) 893-9056, email: butcherlodi@aol.com

GST # 777095324 RC001

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.

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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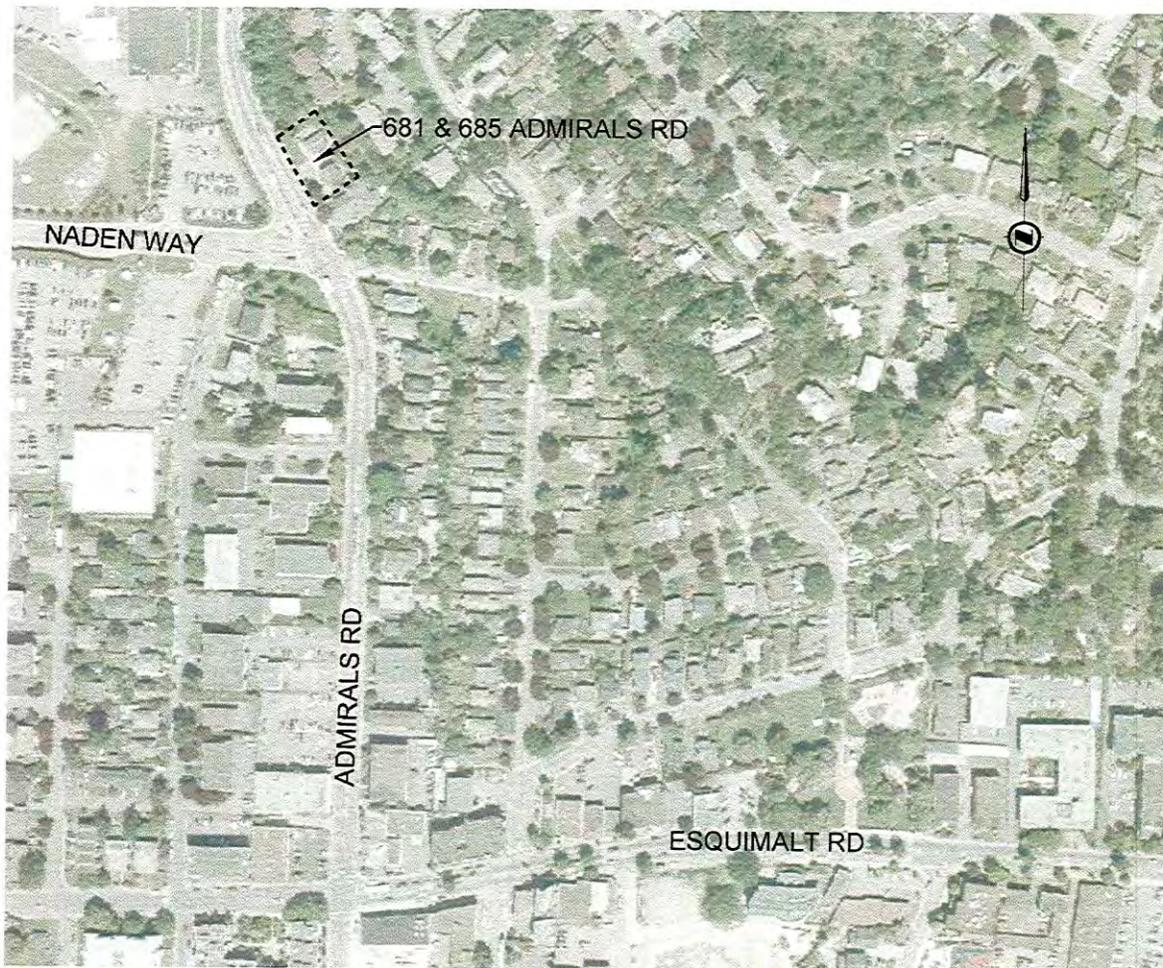
1.0 INTRODUCTION

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 Plan¹ identifies Admirals Road as a "Frequent Transit Corridor"² 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 Walkscore³ of 74, which suggests most errands can be accomplished on foot.

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

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

³ 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 COMPOSITION⁴

Number of Bedrooms	Quantity
Studio Bedroom	9
One Bedroom	18
Two Bedroom	17
Three Bedroom	6
Total	50

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. 2011⁵ 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).

⁴ Unit composition information per email correspondence from Praxis Architects, received September 18 2017

⁵ The Township's Zoning Bylaw is available online at: 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 85th percentile of 0.72 vehicles per unit, with rates ranging from 0.45 to 0.73 vehicles per unit. See **Table 2**. The 85th 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
Average			0.59		0.61
85th Percentile			0.65		0.72

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.⁶ 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 DAY⁷

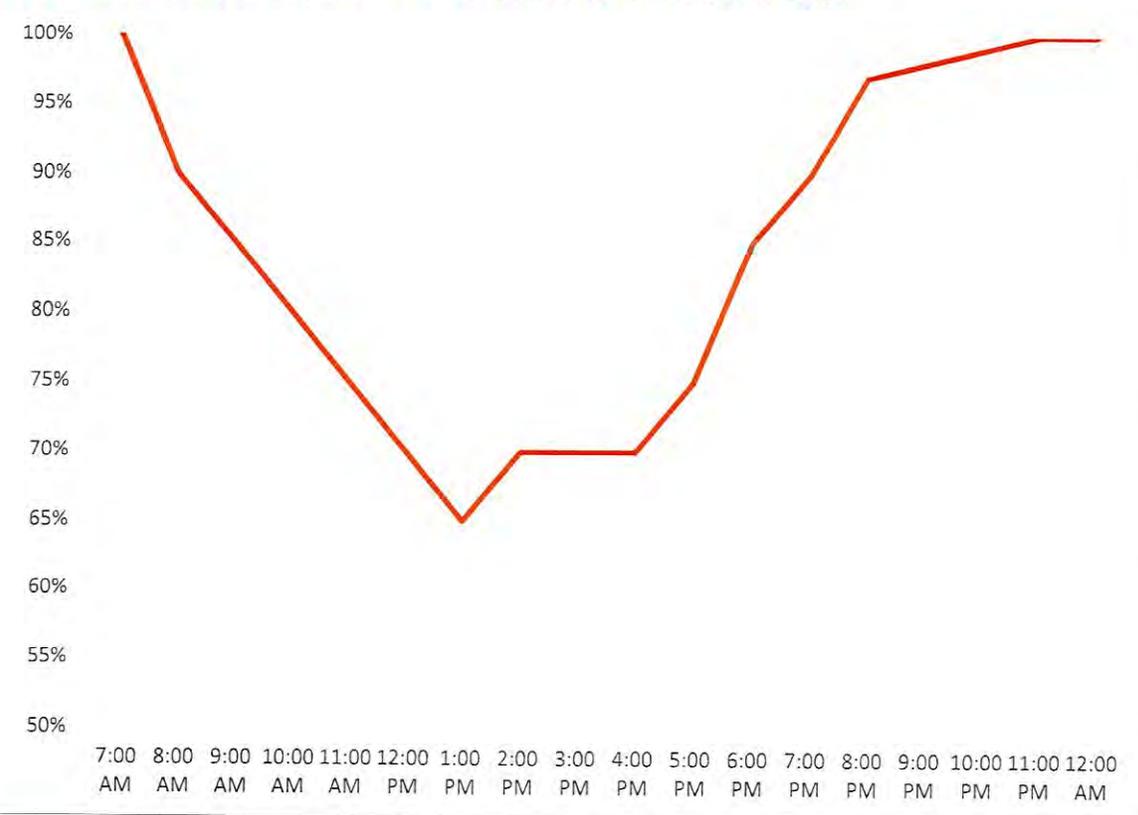


Table 3 shows the difference between the observed parking demand and the adjusted parking demand rate, reflecting the 10% increase for “missed vehicles.” The average observed demand rate increased from 0.59 to 0.70 vehicles per unit.

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

⁷ 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
Average			0.59	0.70

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 site⁸; and
3. The assumed “ratio differences” in parking demand between each unit type based on the King County Metro⁹ 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.

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

⁹ 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
Average	0.70	0.47	0.55	0.88	1.02

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.¹⁰ More recent research found a visitor parking demand rate of 0.1 across 16 multi-family residential sites in proximity to downtown Victoria.¹¹

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.

¹⁰ 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

¹¹ 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

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	5
	One-Bedroom Units	18 units	10
	Two-Bedroom Units	17 units	16
	Three-Bedroom Units	6 units	7
	Visitor Parking	50 units	5
Total Expected Parking Demand			43 vehicles

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.



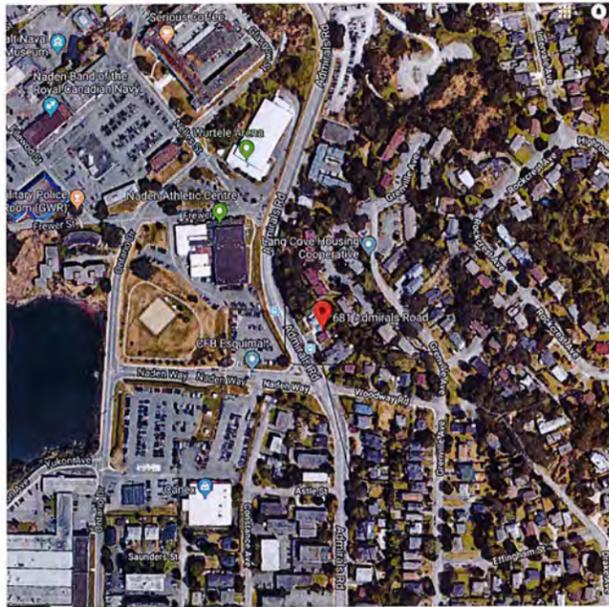
FEBRUARY 2019

SET NO.

REISSUED FOR REZONING

 **THUJA**
architecture + design





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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 778 746 7514
 dsmith@mcelhanney.com

PROJECT DATA

LEGAL ADDRESS:

CIVIC ADDRESS:
 681 & 685 ADMIRALS WAY ESQUIMALT BC

ZONING:

CD?
 +/- 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.

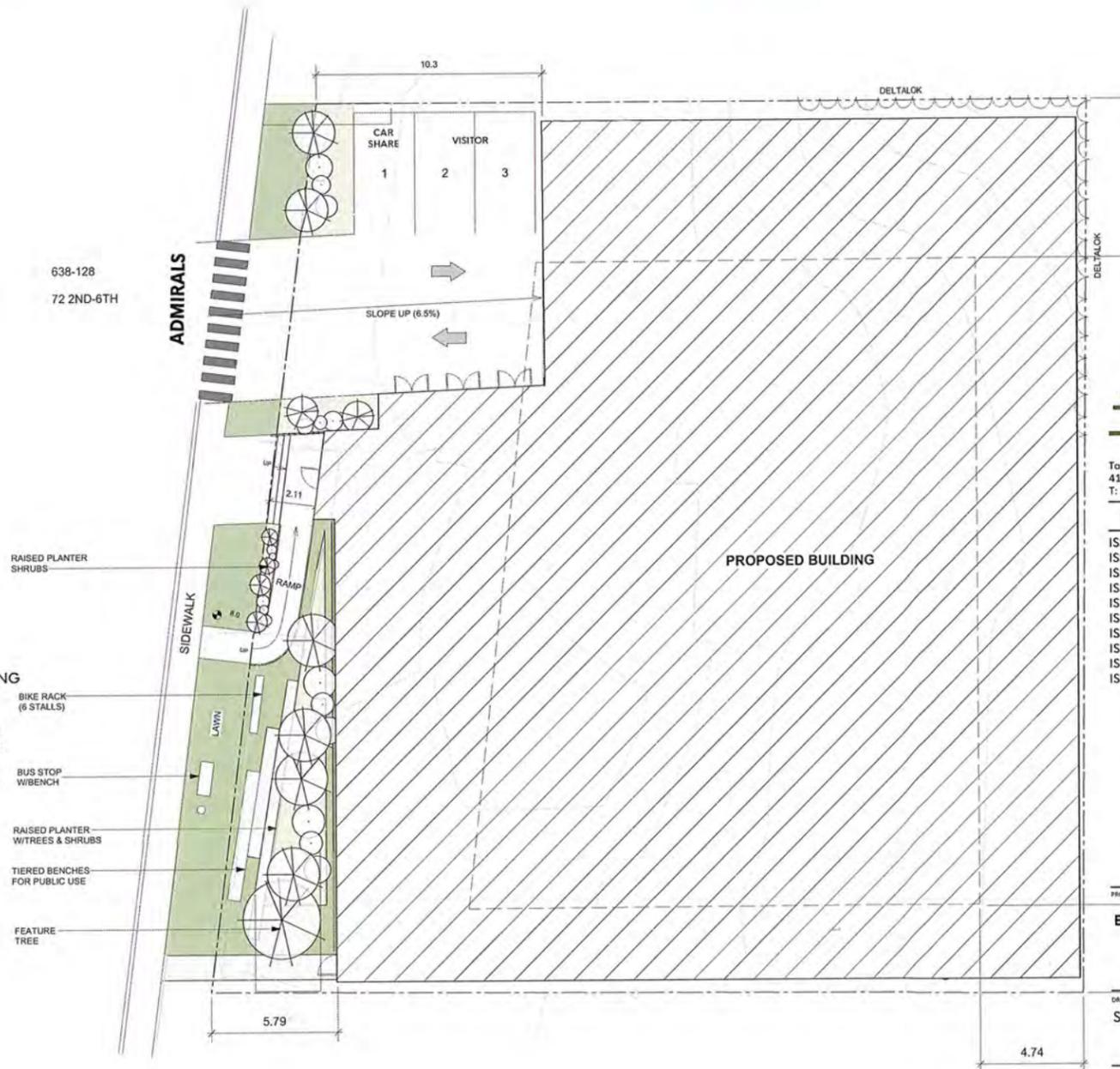
BUILDING HEIGHT:
 6 STOREYS
 19.25M FROM NATURAL AVERAGE GRADE (AS NOTED ON SITE PLAN)

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

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



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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			



SITE PLAN

SCALE: 1:128 METRIC

PR1



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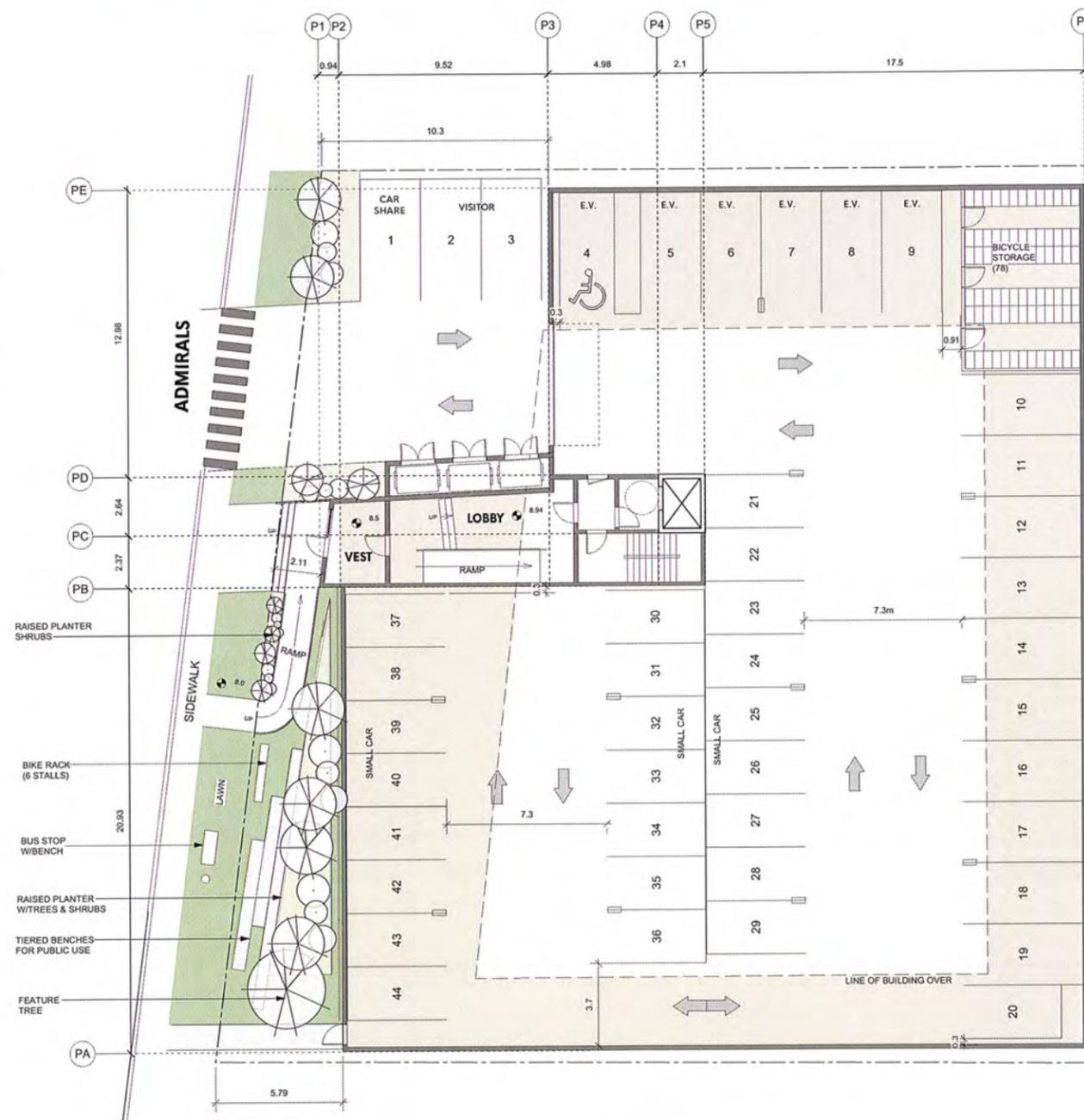
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DEVELOPMENTS INC.
1-1170 Shoppers Row Campbell River, BC V9W 2C8



PROPOSED FLOOR PLAN - MAIN

SCALE: 1:128 METRIC
8 UNITS



PARKADE PLAN

SCALE: 1:128 METRIC



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PROJECT
ESQUIMALT APARTMENT

DRAWING
SCHEMATIC FLOOR PLANS

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

PR2

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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



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PROJECT
ESQUIMALT APARTMENT

DRAWING
PROPOSED FLOOR PLANS

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

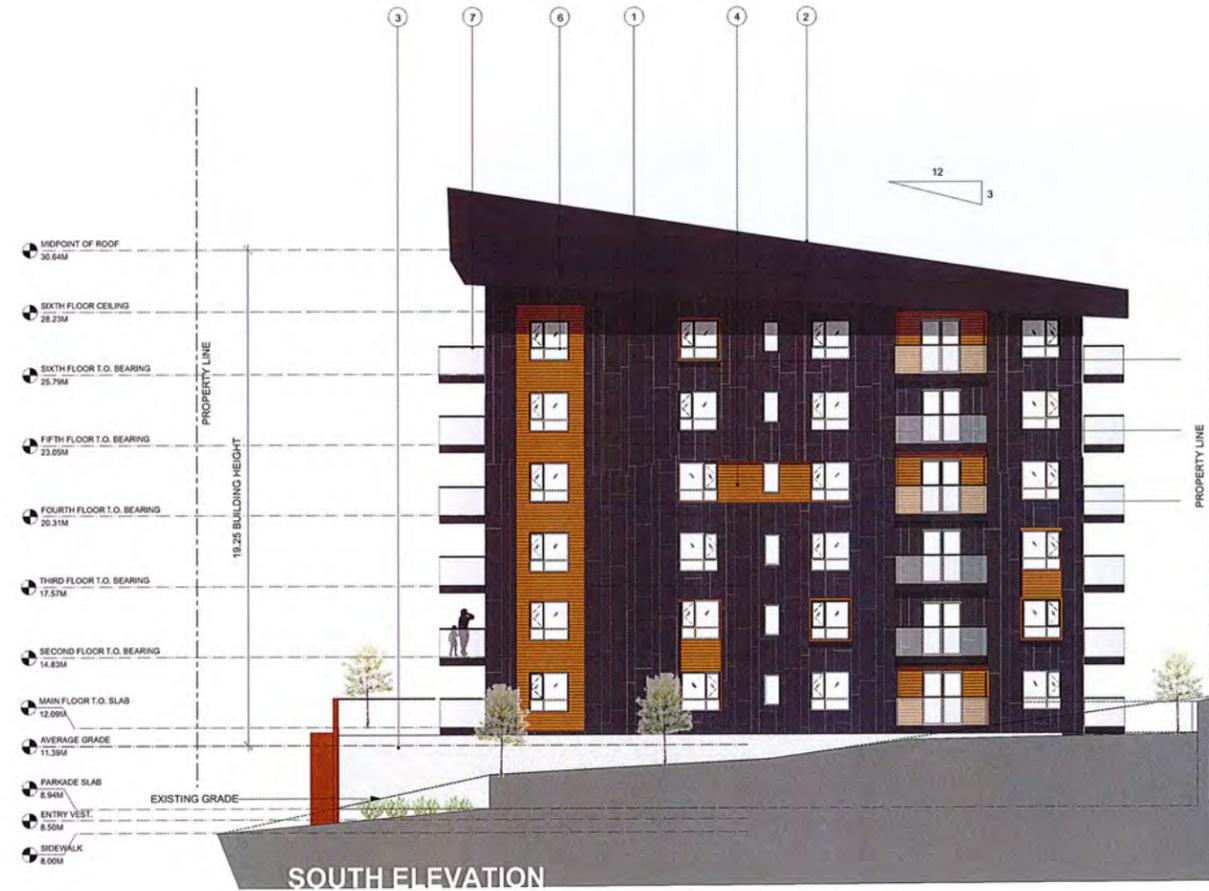
PR3

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 m ²):	98.4m ²	159.6m ²	56.8m ²	92.8m ²
ENCLOSED AREAS (TOTAL m ²):	485m ²	475m ²	375m ²	385m ²
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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DEVELOPED BY:

WESTURBAN DEVELOPMENTS

1-1170 Shoppers Row Campbell River, BC V9W 2C8



VINES ON SCREEN W/TREES IN FRONT



PERFORATED BACKLIT SCREEN FOR GROWING MEDIUM



TIERED BENCH SEATING AT BUS STOP



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PROJECT
ESQUIMALT APARTMENT

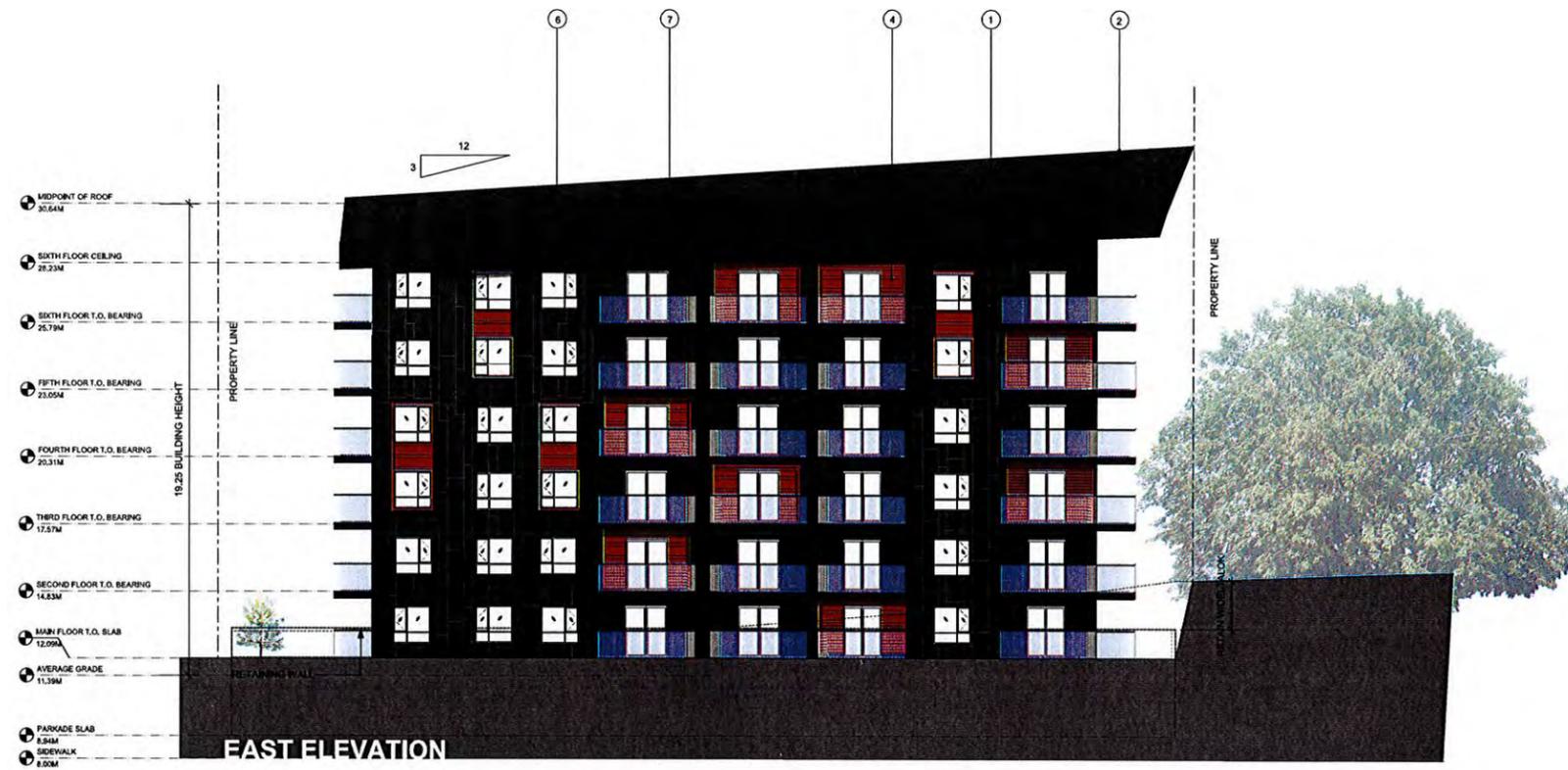
DRAWING
PROPOSED ELEVATIONS

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

PR4



- 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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DEVELOPED BY:

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

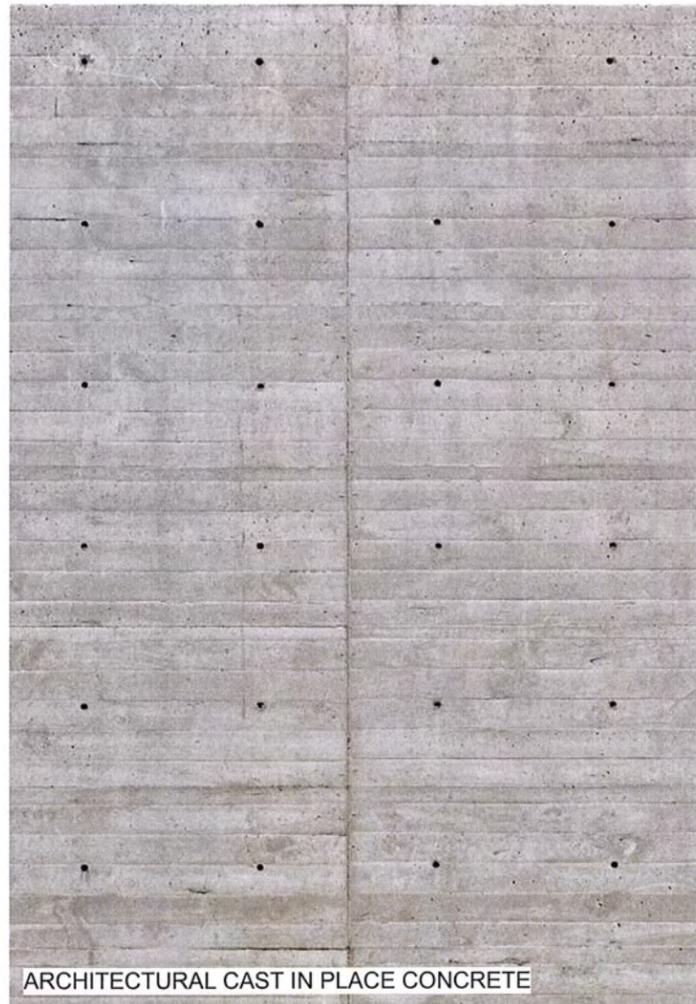
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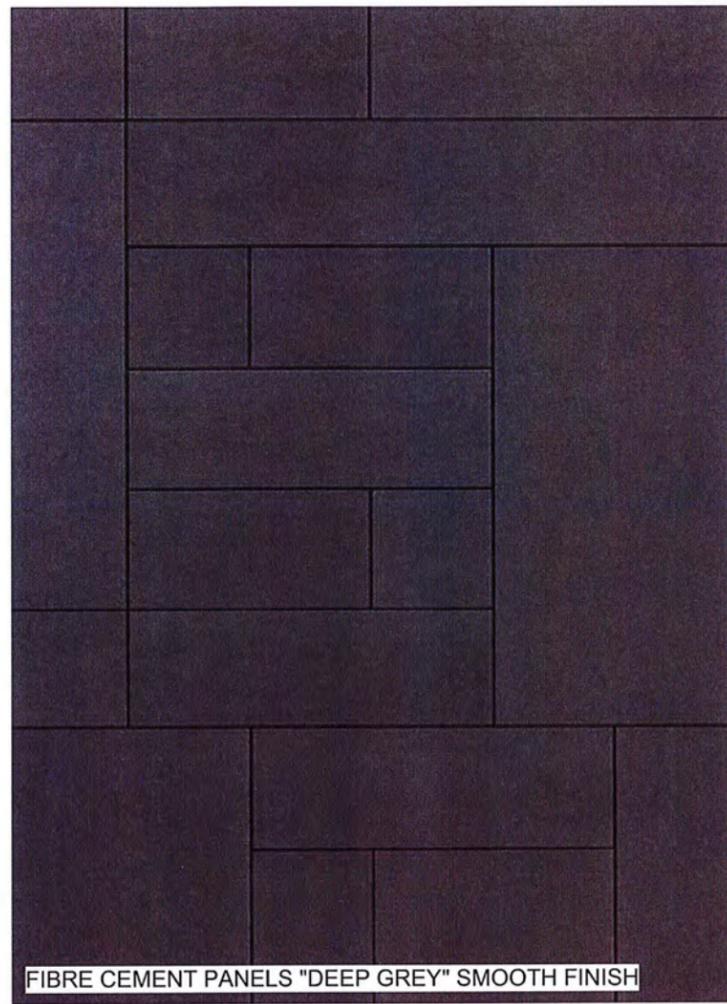
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ISSUED FOR REVIEW	DEC. 21, 2018
ISSUED FOR REZONE	JAN. 06 2019
ISSUED FOR REZONE	FEB. 07 2019
ISSUED FOR REZONE	FEB. 14 2019

PROJECT	
ESQUIMALT APARTMENT	
DRAWING	
PROPOSED ELEVATIONS	
SCALE AS NOTED	PROJECT NO. 18--
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SHEET	

PR5



ARCHITECTURAL CAST IN PLACE CONCRETE



FIBRE CEMENT PANELS "DEEP GREY" SMOOTH FINISH



CORTEN PERFORATED SCREEN



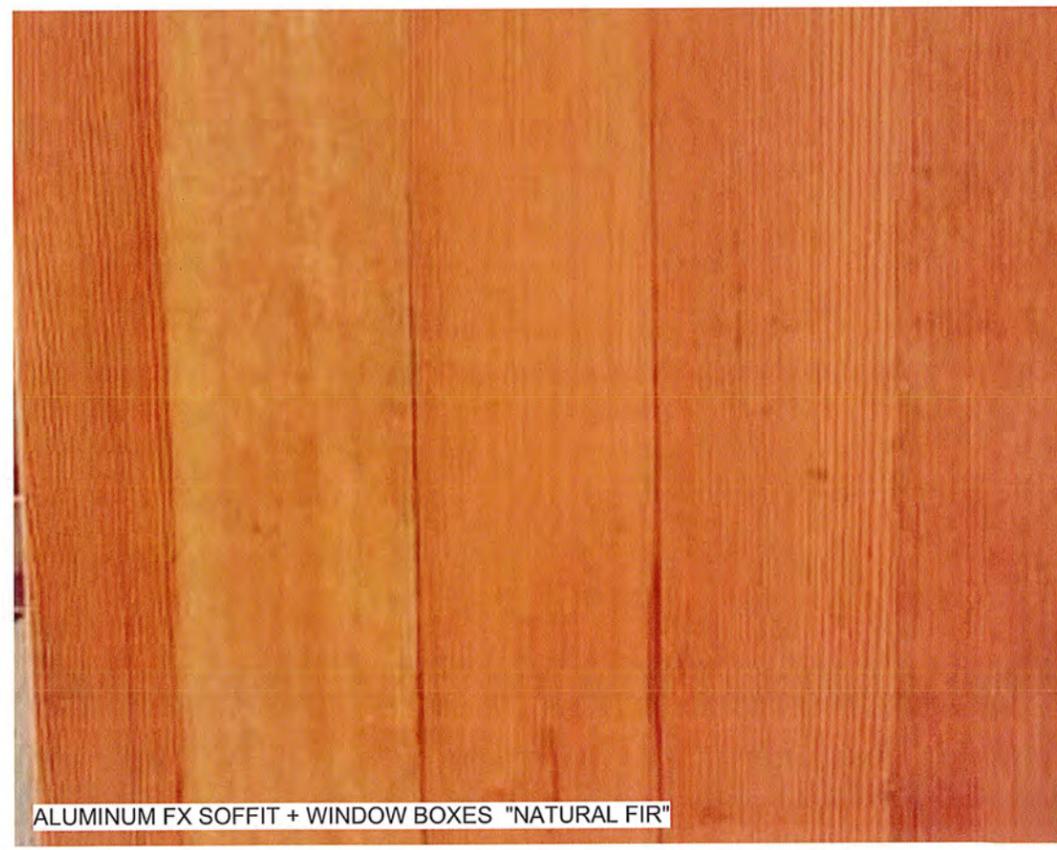
HANDRAILS + FASCIAS PAINTED "DEEP GREY"



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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ISSUED FOR REZONE	FEB. 14 2019

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
SHEET			

PR8

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PROJECT
ESQUIMALT APARTMENT

DRAWING
RENDERINGS

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

PR9





COLUMNAR STREET TREES ON GRASS BOULEVARD



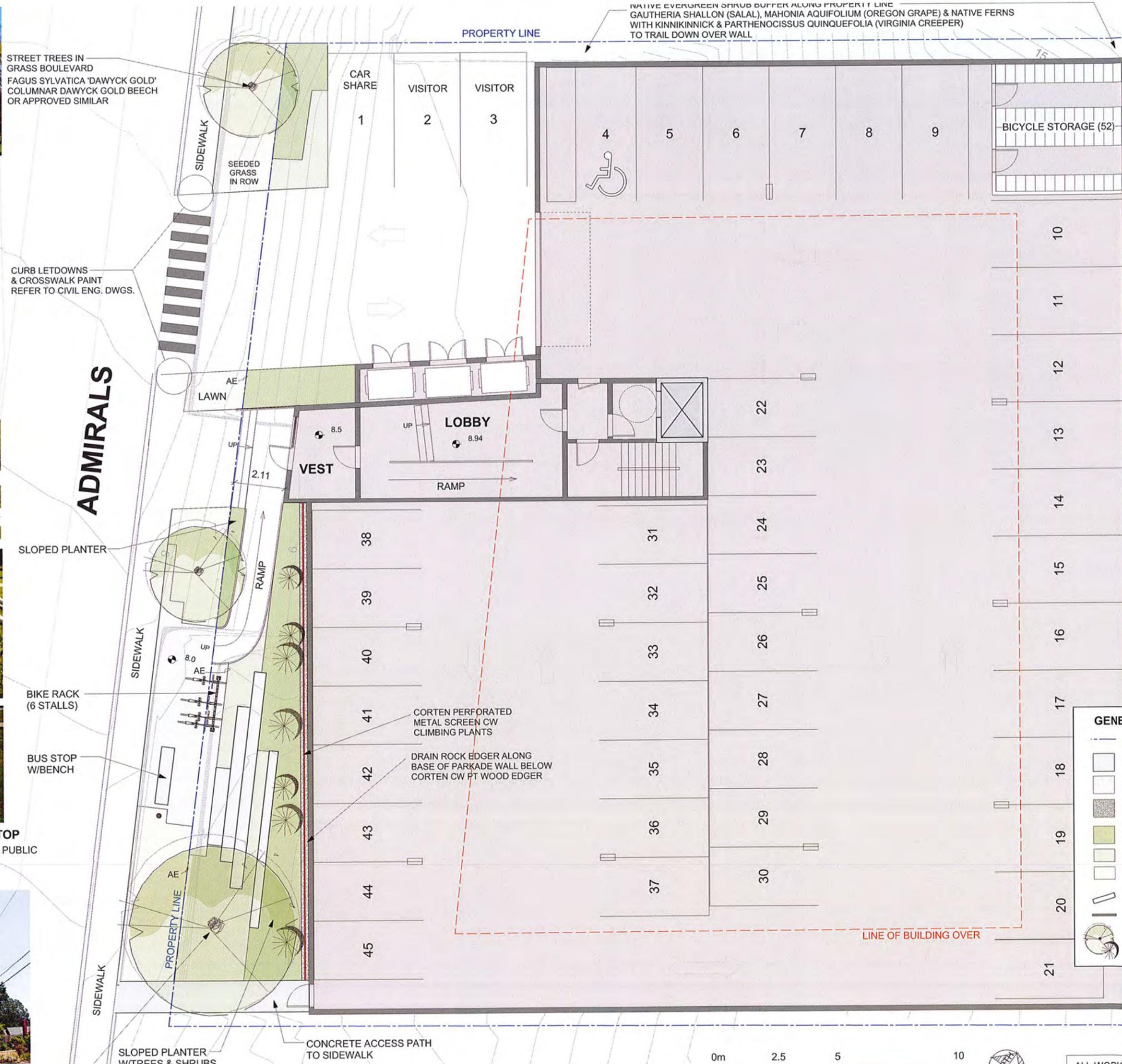
CLIMBING VINES ON METAL SCREEN
PARthenocissus quinquefolia (VIRGINIA CREEPER) & *Lonicera ciliosa* (TRUMPET HONEYSUCKLE)



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



LARGE FEATURE TREE IN PLANTING BED



Date	Revisions	By
01.01.2019	ISSUE FOR REVIEW	LS
01.07.2019	ISSUE FOR RE ZONING	LS
02.18.2019	LANDSCAPE REVISION FOR REVIEW	LS

LAZZARIN SVISDAHL
 LANDSCAPE ARCHITECTS
 205-1300 1st Avenue, Prince George B.C. V2L 2Y3
 250-563-6158 www.lslb-landarch.com

Project
WESTURBAN DEVELOPMENTS
 681 & 685 Admirals Way
 Esquimalt, BC

Sheet Title
LANDSCAPE PLAN
 GROUND FLOOR
 PARKADE LEVEL ENTRY

Date
 January 1, 2019

Scale
 1:75 METERS

Drawn By
 LS

Project No.

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Drawing No.

L1

GENERAL LEGEND

- PROPERTY LINE
- CONCRETE WALKWAY SURFACE BRUSHED FINISH OR APPROVED ALTERNATIVE
- CRUSH AGGREGATE WALKWAY SURFACE OVER PARKADE LIME ROCK OR SIMILAR (WATERPROOFING BY ARCHITECT)
- WASHED DECORATIVE ROCK / PEA GRAVEL 100MM DEPTH
- PLANTING BEDS CW MIN 450 MM DEPTH APPROVED GROWING MEDIUM (750 MM DEPTH FOR TREES)
- NATIVE GROUNDCOVER (GRASS ALTERNATIVE) ON 300 MM GROWING MEDIUM
- SEEDING GRASS AREAS ON 150 MM DEPTH APPROVED GROWING MEDIUM
- CONCRETE SLAB BENCH SEATING
- RETAINING WALL REFER TO ARCHITECT DWGS.
- PROPOSED TREES



ALL WORK AND MATERIALS SHALL BE TO BC SLA / CNLA LANDSCAPE STANDARD



WIDE WOOD LOUNGE SEATING FEATURES ON UPPER DECK TERRACE



WOOD PLANTERS & SLAB BENCHES STAIN TO MATCH ARCHITECTURAL



GENERAL LEGEND

- PROPERTY LINE
- CONCRETE WALKWAY SURFACE BRUSHED FINISH OR APPROVED ALTERNATIVE
- CRUSH AGGREGATE WALKWAY SURFACE OVER PARKADE LIME ROCK OR SIMILAR (WATERPROOFING BY ARCHITECT)
- WASHED DECORATIVE ROCK / PEA GRAVEL 100MM DEPTH
- OPPORTUNITY FOR RAISED SEASONAL PLANTERS FOR RESIDENCE 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.



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

RETAINING WALL CW RAILING

PROPERTY LINE



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.

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

Date	Revisions	By
01.01.2019	ISSUE FOR REVIEW	LS
01.07.2019	ISSUE FOR RE-ZONING	LS
02.18.2019	LANDSCAPE REDESIGN FOR REVIEW	LS

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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



- EXISTING BUILDINGS
- PROPOSED BUILDING
- VIEW CONE

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ISSUED FOR REZONE	FEB. 07 2019
ISSUED FOR REZONE	FEB. 14 2019
REISSUED FOR REZONE	MAR29 2019

PROJECT
ESQUIMALT APARTMENT

DRAWING
 SITE SECTION/CONTEXT

SCALE	AS NOTED	PROJECT NO.	18--
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PR10

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SOUTH ELEVATION

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WEST ELEVATION

ESQUIMALT APARTMENT

PROJECT	
DRAWING	
SITE SECTION/CONTEXT	
SCALE AS NOTED	PROJECT NO. 18--
DATE	DRAWN BY TS
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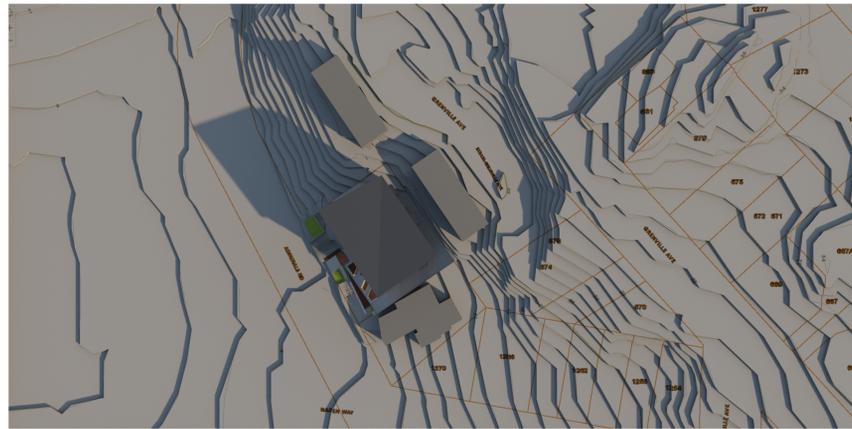
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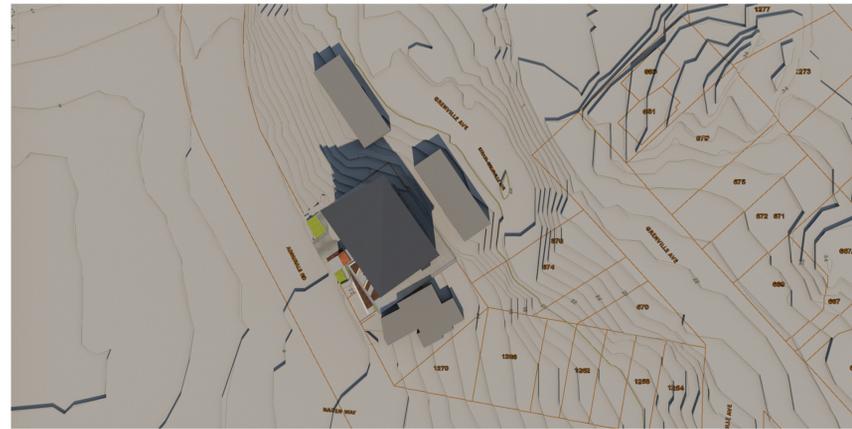
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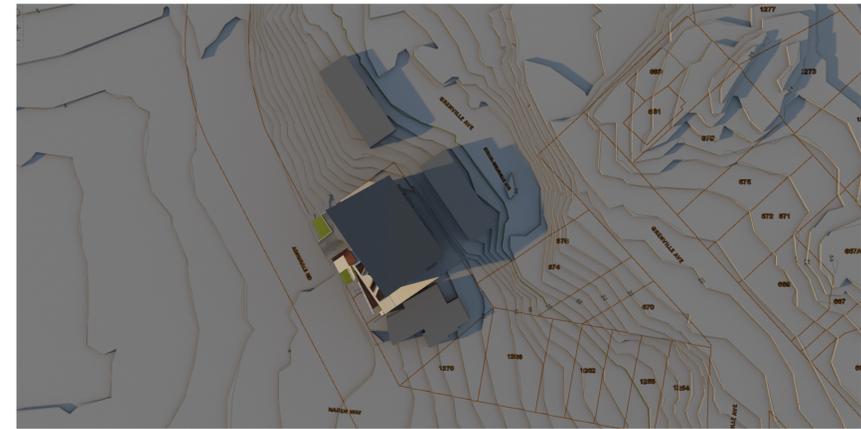
 1-1170 Shoppers Row Campbell River, BC V9W 2C8



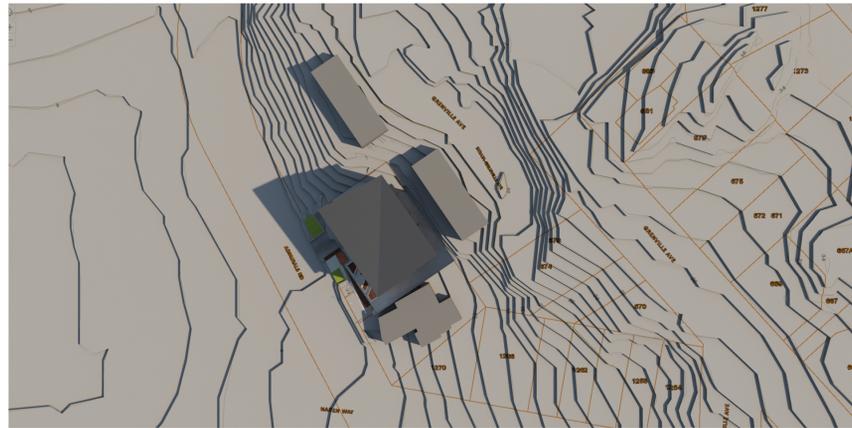
March 21 st 9:00 am



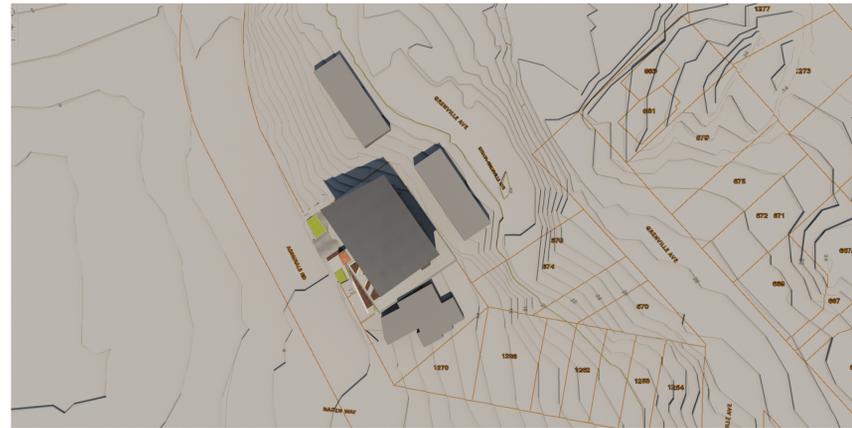
March 21 st 12:00 pm



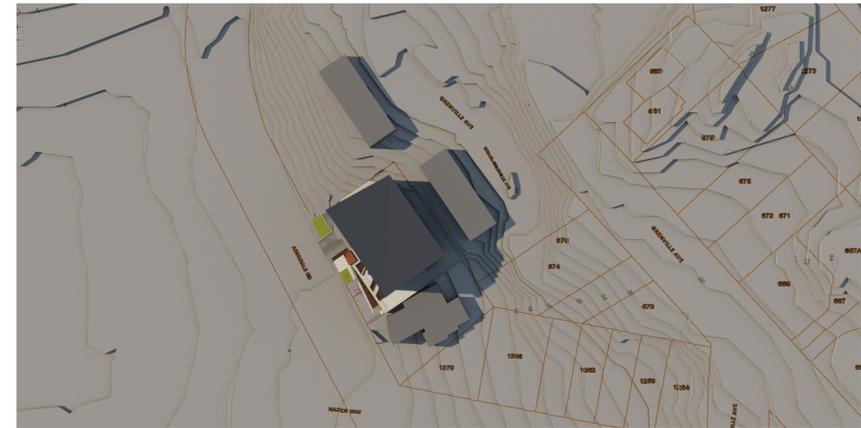
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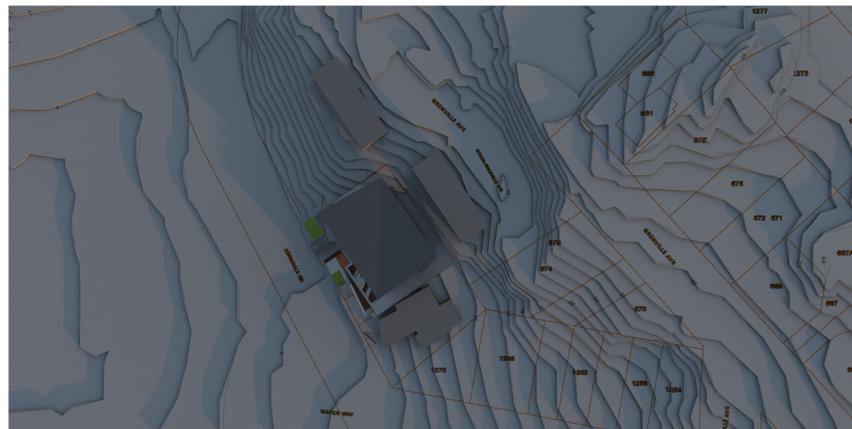
June 21 st 9:00 am



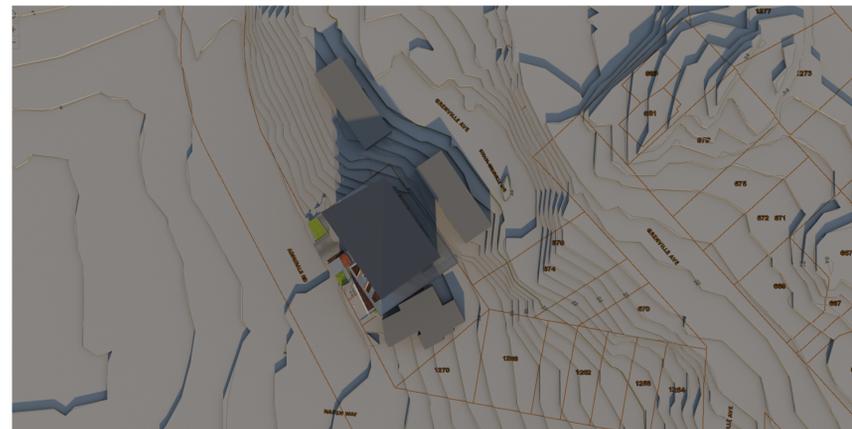
June 21 st 12:00 pm



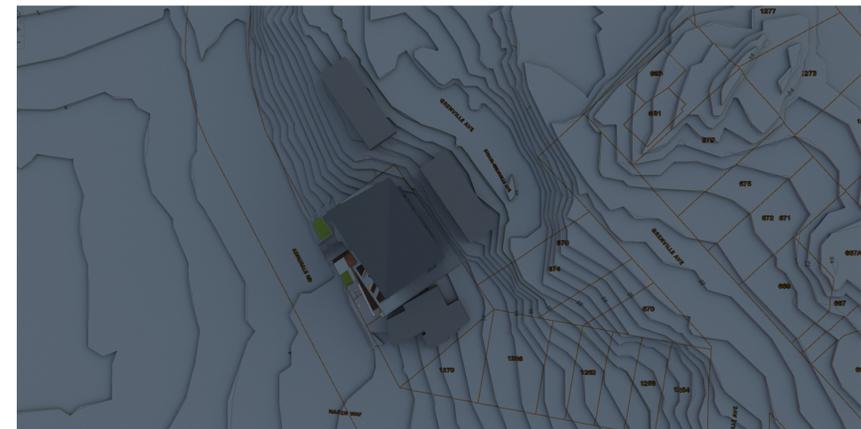
June 21 st 5:00 pm



Dec 21 st 9:00 am



Dec 21 st 12:00 pm



Dec 21 st 5:00 pm

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PROJECT
ESQUIMALT APARTMENT

DRAWING
 SHADOW STUDY

SCALE	AS NOTED	PROJECT NO.	18--
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PR12