



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

ADVISORY PLANNING COMMISSION AGENDA TUESDAY DECEMBER 20, 2016 7:00 P.M. ESQUIMALT COUNCIL CHAMBERS

MEMBERS: Nick Kovacs David Schinbein
Lorne Argyle Christina Hamer
Berdine Jonker Graeme Dempster
Amy Higginbotham

COUNCIL LIAISON: Councillor Tim Morrison
Councillor Susan Low

STAFF LIAISON: Trevor Parkes, Senior Planner

SECRETARY: Pearl Barnard

- I. **CALL TO ORDER**
- II. **LATE ITEMS**
- III. **ADOPTION OF AGENDA**
- IV. **ADOPTION OF MINUTES – AUGUST 16, 2016**
- V. **STAFF REPORTS**

1) TEMPORARY USE PERMIT - RENEWAL

856 Esquimalt Road and 858 Esquimalt Road

PID 026-691-418, Lot A Section 11 Esquimalt District Plan VIP80973

PID 002-925-966, Lot 2, Section 11, Esquimalt District, Plan 23904

Purpose of the Application

The applicant is requesting renewal of the Temporary Use Permit [TUP00002] that was approved by Council on February 1, 2016, as it will expire on February 17, 2017. The applicant is requesting an additional two years. The permit renewal would continue the legitimization of the use of the northern portion of the existing parking lot at 856 Esquimalt Road for the parking of large commercial trucks [moving trucks] not associated with the Cambie Pub and Liquor Store. And also the northern portion of 858 Esquimalt Road for the parking of large commercial trucks [moving trucks] associated with the business currently located at this address [2 Burley Men Moving Ltd.].

RECOMMENDATION:

That the Advisory Planning Commission recommends to Council that the application for renewal of the Temporary Use Permit [TUP00002- attached to this report], authorizing the Commercial/Industrial Parking use, for Moving Trucks on the northern portion of the properties located at 856 Esquimalt Road [PID 026-691-418, Lot A Section 11 Esquimalt District Plan VIP80973] and 858 Esquimalt Road [PID 002-925-966, Lot 2, Section 11, Esquimalt District, Plan 23904], be forwarded to Council with a recommendation **to either approve, approve with additional/ different conditions, or deny the application.**

2) ZONING APPLICATION

101 Island Highway

[PID 000-025-569, Lot A, Section 2, Esquimalt District, Plan 39273]

Purpose of the Application:

The applicant is requesting a change in zoning from the current C-5A [Tourist Commercial] zone to a Comprehensive Development zone [CD]. This zoning amendment is required to accommodate changes to the uses permitted on the property as well as refine parking requirements to accommodate the proposed uses.

The EconoLodge site has a long history of providing tourist accommodations on the property. Changes in the tourism economy have resulted in challenges continuing the motel business model on this site. Significant demand for affordable rental units exists and is expected to continue due to critically low vacancy rates across the region. To maintain the vitality of this site and to meet market demand, the new owners are proposing to convert the existing buildings to residential units while maintaining a commercial use on the site ensuring consistency with the OCP Land Use Designation. The applicant plans include retaining a 145 square metre restaurant/ coffee shop on the site, to be run by an independent operator, and reduce the total accommodations on the site to 96 rental units.

Should the rezoning application be approved, the form of the buildings would remain unchanged however the character would be noticeably altered through substantial changes to paint and exterior cladding of the buildings. This change of use and associated renovations constitute “redevelopment” on the site therefore approval of a Development Permit for form and character as well as for enhancement/ rehabilitation of the foreshore area would be required.

RECOMMENDATION:

That the Esquimalt Advisory Planning Commission [APC] recommends to Council that the application for rezoning authorizing a change in use from the currently permitted Motel use to Mixed Commercial Residential uses for the “EconoLodge Inn and Suites”, sited in accordance site plan provided by Brad Cunnin Land Surveyor stamped “Received November 23, 2016”, and incorporating height and massing consistent with the architectural plans provided by Hillel Architecture Inc., stamped “Received November 23, 2016”, detailing the building located at PID 000-025-569, Lot A, Section 2, Esquimalt District, Plan 39273 [101 Island Highway], be forwarded to Council with a recommendation **to either approve, approve with conditions, or deny the application including reasons for the recommendation**

VI. PLANNER’S STATUS REPORT

1) Nominations for New Stop of Interest Signs

VII. COUNCIL LIAISON

VIII. INPUT FROM APC TO STAFF

X. NEXT REGULAR MEETING

Tuesday, January 17, 2017

XI. ADJOURNMENT



CORPORATION OF THE TOWNSHIP OF ESQUIMALT
ADVISORY PLANNING COMMISSION MEETING MINUTES
HELD ON
TUESDAY, AUGUST 16, 2016
ESQUIMALT COUNCIL CHAMBERS

MEMBERS PRESENT: David Schinbein Lorne Argyle
Christina Hamer Amy Higginbotham
Graeme Dempster Berdine Jonker

REGRETS: Nick Kovacs

STAFF LIAISON: Trevor Parkes, Senior Planner

COUNCIL LIAISON: Councillor Tim Morrison
Councillor Susan Low

SECRETARY: Pearl Barnard

I. CALL TO ORDER

The Vice Chair called the meeting to order at 7:03 p.m.

II. LATE ITEMS

No late items

III. ADOPTION OF AGENDA

Moved by Lorne Argyle seconded by Graeme Dempster that the agenda be adopted. The Motion **CARRIED UNANIMOUSLY.**

IV. ADOPTION OF MINUTES – July 19, 2016

Moved by Lorne Argyle seconded by Graeme Dempster that the minutes of the Advisory Planning Commission held July 19, 2016 be adopted as distributed. The Motion **CARRIED UNANIMOUSLY.**

V. BUSINESS FROM MINUTES

There was no outstanding business from the Minutes.

VI. STAFF REPORTS

1) REZONING APPLICATION

455 Nelson Street

[PID 003-378-748, Lot A, Suburban Lot 49, Esquimalt District, Plan 22014]

Trevor Parkes outlined that the applicant is requesting a change in zoning from the current RS-3 [Single Family Waterfront Residential] zone to a Comprehensive Development Zone [CD] which would allow for two new single family residences, each on a fee simple parcel. The existing house would be retained on the southern lot in the short term, to be replaced at an undetermined date. A new home would be constructed on the proposed northern small lot. Should the rezoning be approved, the form and character of the northern building

and landscaping would be controlled by a development permit that would be considered by Council at a future date. The future development of the southern lot would not be subject to a Development Permit; only a building permit would be required to construct the new house.

Ally Dewji, applicant/owner was in attendance.

Ally Dewji presented the application. Mr. Dewji advised that he currently lives in Esquimalt and purchased the subject property in October 2015. He outlined that he is proposing to change the current zoning to allow for a two lot subdivision on the subject property. The existing home would remain and a new single family dwelling would be built. Mr. Dewji advised that there are two significant trees on the site that would be retained. He feels the proposed development would enhance the streetscape and is consistent with the Town's Official Community Plan for small-scale development.

The Vice Chair thanked the applicant for his presentation

APC Questions and Comments:

- Members had the following comments: like the look of the proposed development, two single-family homes are better than a big mansion, applauded the applicant for his efforts in considering the form and character of the neighbourhood and the Official Community Plan.
- A Member asked if the applicant had given any thought or had any discussion with the neighbours to the north regarding the impact the proposed development would have on their view. Mr. Dewji replied that the project would have an impact on the northern property owners and advised that he has been consistent in terms of communication with the neighbours. He feels this development will enhance the streetscape overall.
- A Member asked about the setback on the north property line. Mr. Dewji advised there is a 2 metre setback on the north property line.
- A Member asked if the proposed new home would have a secondary suite. Mr. Dewji advised that he plans to use the entire house as a family home and is prepared to enter into a covenant to restrict secondary suites.
- A Member asked if the basement in the new dwelling is below ground level and if there are any windows. Mr. Dewji advised the basement is below ground level and does have windows as well as window wells.

RECOMMENDATION:

Moved by Graeme Dempster, seconded by Amy Higginbotham that the Advisory Planning Commission recommends to Council that the application for rezoning, authorizing two new single family dwellings sited in accordance with the site plan prepared by Inhabit Design, stamped "Received July 25, 2016", and incorporating height and massing consistent with the architectural plans provided by Inhabit Design detailing the development proposed to be located at PID 003-378-748, Lot A, Suburban Lot 49, Esquimalt District, Plan 22014 [455 Nelson Street], stamped "Received July 25, 2016", be forwarded to Council **with a recommendation of approval as the proposal meets the form and character of the neighbourhood and is consistent with the Official Community Plan. The Motion CARRIED UNANIMOUSLY**

2) ZONING TEXT AMENDMENT, HERITAGE ALTERATION PERMIT AND DEVELOPMENT VARIANCE PERMIT, COVENANT REVISIONS

429 Lampson Street

[PID 023-009-331, Lot B, Esquimalt District, Plan VIP60066]

Karen Hay, Planner outlined that the property owner is proposing a multi-phased commercial and residential development.

Ms. Hay explained that this is a fairly complex application; therefore Staff has divided the application into 4 recommendations.

Lenny Moy, Aragon (Lampson) Properties Ltd., Graham Fligg, Merrick Architecture, Tim Judge, Project Architect, Merrick Architecture, Julian Dunster, Arborist, Dunster & Associates and Mairi Bosomworth, Watt Consulting Group were in attendance.

Graham Fligg presented the application. Mr. Fligg outlined that the property was rezoned to a comprehensive development zoning and at that time, it was anticipated that the property would be subdivided and there would be two separate owners, one for Site A (the Inn), and another for Site B. He explained that Aragon (Lampson) Properties Ltd. currently owns the entire property, which has been advantageous for them in terms of refining the design.

ZONING TEXT AMENDMENT

Mr. Fligg outlined the changes to the Floor Area Ratio – (Density) and parcel sizes for both Site A and Site B of the proposed development

APC Members comments:

- The applicant had given a good explanation of why the Floor Area Ratio was increasing and expressed no concerns as it doesn't significantly increase the massing of Site A.
- Appreciate the desire to make the Inn viable, as it is a real asset to Esquimalt.

RECOMMENDATION:

Moved by Amy Higginbotham, seconded by Graeme Dempster that the Advisory Planning Commission recommends to Council that the application for the following **Text Amendment** for the proposed new development as illustrated in the architectural drawings prepared by Merrick Architecture, stamped "Received August 9, 2016", for the property at PID 023-009-331, Lot B, Esquimalt District, Plan VIP60066 [429 Lampson Street] be forwarded to Council **with a recommendation of approval;**

Zoning Bylaw 1992, No. 2050 Section 67.71 A. Site A – An increase to the size of Site A, from a 0.458 hectare parcel to a 0.4963 hectare parcel.

Zoning Bylaw 1992, No. 2050 Section 67.71 A. Site A (2) Parcel Size - A 113 square metre decrease to the 4580 square metre minimum Parcel size required for subdivision. [i.e. from 4580 square metres to 4467 square metres]

Zoning Bylaw 1992, No. 2050 Section 67.71 A. Site A (3) Floor Area Ratio – [Density] – A 0.07 increase to the maximum permitted 0.40 Floor Area Ratio. [i.e from 0.40 to 0.47].

Zoning Bylaw 1992, No. 2050 Section 67.71 B. Site B – A decrease to the size of Site B, from a 1.31 hectare parcel to a 1.2690 hectare parcel.

Zoning Bylaw 1992, No. 2050 Section 67.71 A. Site B (12) Parcel Size - A 1679 square metre decrease to the 13,100 square metre minimum Parcel size required for subdivision [i.e. from 13,110 square metres to 11,421 square metres].

Zoning Bylaw 1992, No. 2050 Section 67.71 A. Site B (13) Floor Area Ratio – [Density] – A 0.22 decrease to the maximum permitted 1.6 Floor Area Ratio. [i.e from 1.6 to 1.38].

For the following reason:

1. That it doesn't unduly increase the massing on the Site A. **The Motion CARRIED UNANIMOUSLY**

HERITAGE ALTERATION PERMIT

Mr. Fligg explained that the entire Inn, except for the north wing, has been designated as heritage. Overtime, the original Inn has been modified and about 40% of the building has been added too.

APC Members comments and questions:

- A Member advised that even though the Inn is designated as heritage, that doesn't necessary mean all pieces have to be treated as historical features that need to be conserved. The Member then explained that they are only obligated to consider the character defining elements that are listed in the Heritage Value Statement and are limited to looking at the pieces that are original Samuel McClure design elements. The Member then asked if the back staircase is an original Samuel McClure design element. Mr. Fligg advised that the staircase is original.
- The member then commented that it should not be removed or altered if it is a character defining element as stated in the Heritage Value Statement, some careful consideration needs to be put into how that is going to be treated. Whether that staircase is as grand as the rest of the home, it is a Samuel McClure design and has embodied heritage value because it is listed in the statement of significance [Heritage Value Statement]. If you are planning to remove original elements that is in contravention of what the municipality has approved as the character defining elements in the statement of significance [Heritage Value Statement].
- Mr. Fligg clarified that the staircase is completely invisible, in that it had been added to and altered.
- A member asked if there was a way to introduce the new staircase without negatively impacting the existing staircase. Mr. Fligg advised, no. The member then commented, that if there is no alternative to losing the staircase then the applicant needs to make sure that the additions reflect the *Standards and Guidelines for the Conservation of Historic Places in Canada* and are conscious of the statement of significance [Heritage Value Statement, and keep the pieces conserved effectively so that the record of the original design is not lost.
- The member commented that additions need to be distinguishable from and complementary to the historic fabric of the building, i.e. distinguishable upon close inspection and complementary. If it is a modern piece don't try and give up all sense of history in the addition; a really important aspect of having a successful addition. It is very exciting to a see a viable and sustainable use going into the building and the development of the rest of the property.
- Member asked for clarification on the process for taking out the staircase. Another Member advised that the *Standards and Guidelines* state that alterations need to be documented.

RECOMMENDATION:

Moved by Berdine Jonker, seconded by Christina Hamer that the Advisory Planning Commission recommends to Council that the application for a **Heritage Alteration Permit** for the proposed changes to the heritage designated [English Inn] building as illustrated in the architectural drawings prepared by Merrick Architecture, stamped “Received August 9, 2016”, for the property at PID 023-009-331, Lot B, Esquimalt District, Plan VIP60066 [429 Lampson Street] be forwarded to Council **with a recommendation of approval; with the assurance that any additions and alternations to the building follow the *Standards and Guidelines for the Conservation of Historic Places In Canada* and also respect the Heritage Value Statement for the property. The Motion CARRIED UNANIMOUSLY**

RESTRICTIVE COVENANT

Mr. Fligg advised that since the tree covenant was first written some of the subject trees have died so that in itself has provoked some adjustments that have to be made. The particulars of the covenant had been modified in direct response to the needs of the project and the needs of the trees.

Arborist Julian Dunster gave an overview of the tree retention and removal plan for the site. He outlined the salvage plan to move and replant trees.

Vice chair thanked Mr. Dunster for his presentation

APC Members comments and questions:

- What is the chance a mature tree will survive if it is moved? Mr. Dunster advised that they wouldn't move them if they didn't think they had a chance at success.
- Great that they are not demolishing everything green on the site.
- A Member commented that retaining the trees is really enhancing to the heritage values identified in the value statement. The mature landscaping contributes to a sense of place of this new development and has some of the tone of what the original intent of the Samuel McClure design. I think it is great.

RECOMMENDATION:

Moved by Amy Higginbotham, seconded by Lorne Argyle that the Advisory Planning Commission recommends to Council that the changes to the **Restrictive Covenant** [tree protection] for the proposed new development, as outlined in the arborist report prepared by Dunster & Associates, stamped “Received June 30, 2016” and illustrated in the architectural drawings prepared by Merrick Architecture, stamped “Received August 9, 2016”, for the property at PID 023-009-331, Lot B, Esquimalt District, Plan VIP60066 [429 Lampson Street] be forwarded to Council **with a recommendation of approval; as the applicant has done a very good job of maintaining the mature landscaping for the site. The Motion CARRIED UNANIMOUSLY**

DEVELOPMENT VARIANCE PERMIT

Mr. Fligg gave an overview of the variances requested.

APC Members comments and questions:

- What is the setback on the other side of the fence line? Mr. Fligg advised that

directly north of the existing inn, there is a 1970's apartment building, to the right of that there is a garage / accessory building for a private home.

The intent is that even though the new wing will be close to the property line, it is going to be enhanced with greenery and there is going to be light penetration between it and the Inn. It is a priority to save the Garry Oak and the Fir tree by being close to the property line.

- A member asked if they are requesting a specific number of units to be less than the 60 square metres. Mr. Fligg explained that the variance would allow for up to 8% of the dwelling units to have less than 60 square metres of floor area. Another member commented that they would like to see a minimum number of the smaller units and thought that an exact number would be more appropriate. Member also commented that they are not personally convinced about micro suites. Mr. Fligg advised that there is a possibility that these units could be used as amenity suites for guests to stay in. He also added that they have no interest in offering micro suites on this development.
- What will the landscaping overtop the parkade look like? Mr. Fligg advised that it would be a formal lawn courtyard, a common use area for the Strata.
- What is the neighbouring property to the south of the townhomes? Mr. Fligg advised that it is a single family home. Another member asked if the trees between the townhouses and the existing house would be retained. Mr. Fligg advised that some of the trees would be retained and some new trees would be added.
- Concern that the setback on the north property line will have an impact on the neighbours. Mr. Fligg advised that the existing wing is too narrow to accommodate viable hotel rooms, and went on to explain that if they moved the entire wing further south they would have had to remove some trees and the mature gardens that are there.
- A Member asked why the corridors were put on the exterior of the buildings and when you are in the rooms do you see the grounds instead of the walkways. Mr. Fligg advised that you would see the grounds and the exterior corridors giving the experience of being outdoors.
- A Member expressed concerns about the impact the shade would have on the houses to the north and asked if a shadow study had been done. Mr. Fligg advised that a scientific shading study had not been done but the original rezoning took into account angles of light and shadowing in the setback requirements.
- A Member asked how the HandyDart bus would ingress / egress the site. Mr. Fligg advised that the bus would enter and exit along the main driveway.
- A Member commented on the number of disabled parking spaces for the site, 8 out of 300+ is not a lot. Mr. Fligg advised that they meet the Bylaw requirement for disabled spaces.
- Parking numbers were discussed. Staff clarified that the application meets the Parking Bylaw requirements for the number of parking spaces.
- A member commented that this was a really big and complex application and thanked the applicant for taking so much time to inform them of the project. Another member commented that the Inn is a great asset to the community.

RECOMMENDATION:

Moved by Berdine Jonker, seconded by Lorne Argyle that the Advisory Planning Commission recommends to Council that the application for a **Development Variance**

Permit for the proposed new development as illustrated in the architectural drawings prepared by Merrick Architecture, stamped “Received August 9, 2016”, and including the following relaxations to Zoning Bylaw 1992, No. 2050 and Parking Bylaw, 1992, No. 2011, for the property at PID 023-009-331, Lot B, Esquimalt District, Plan VIP60066 [429 Lampson Street]; be forwarded to Council **with a recommendation of approval**;

Zoning Bylaw 1992, No. 2050 Section 67.71 A. Site A (7) Siting Requirements (a) Principal Building – A variation to the perimeter of the existing principal building as shown in the Land Surveyor’s Certificate prepared by McElhanney Consulting Services, stamped ‘Received September 9, 2013’ by substituting the B.C. Land Surveyor’s Certificate prepared by McElhanney Consulting Services, stamped ‘Received June 30, 2016’.

Zoning Bylaw 1992, No. 2050 Section 67.71 - B. Site B (15) Unit Size – A decrease to the minimum Floor Area required for each Multiple Family dwelling unit, allowing up to 8% of dwelling units to have less than 60 square metres of floor area.

Zoning Bylaw 1992, No. 2050 Section 67.71 - B. Site B (17) Lot Coverage (a) – An increase to the requirement that all Principal Buildings, Accessory Buildings and Structures combined shall not cover more than 50 % of the Area of Site B for the building foundations and underground parking structure, allowing those structures that are sunk into land to cover 65 % of Site B.

Zoning Bylaw 1992, No. 2050 Section 67.71 - B. Site B (18) Siting Requirements (c) - (iv) Eastern Lot Line setback – A decrease to the 3.5 metre minimum setback requirement for Building elements up to 11 metres in height; allowing building elements up to 14.8 metres in height with a minimum setback of 3.5 metres from the Eastern lot line for the eastern most end of the ‘South Building’. [i.e. from 11 metres to 14.8 metres]

Zoning Bylaw 1992, No. 2050 Section 67.71 - B. Site B (18) Siting Requirements (c) – (iii) Northern Lot Line setback - A decrease to the 4.5 metre minimum setback requirement for Building elements up to 11 metres in height; allowing building elements up to 16.0 metres in height with a minimum setback of 4.5 metres from the Northern lot line to allow for the exterior corridor, balcony and stairs along the ‘North Building’. [i.e. from 11 metres to 16.0 metres]

Zoning Bylaw 1992, No. 2050 Section 67.71 - B. Site B (18) Siting Requirements (c) - (iv) Southern Lot Line setback – A decrease to the 4.5 metre minimum setback requirement for Building elements up to 11 metres in height; allowing building elements up to 15.4 metres in height with a minimum setback of 4.5 metres from the Southern lot line to allow for the southern most portion of the ‘South Building’. [i.e. from 11 metres to 15.4 metres]

Zoning Bylaw 1992, No. 2050 Section 67.71 - B. Site B (18) Siting Requirements (c) - (iv) Southern Lot Line setback – A decrease to the 4.5 metre minimum setback requirement for Building elements up to 11 metres in height; allowing building elements up to 11 metres in height with a minimum setback of 3.0 metres from the Southern lot line, to allow for the south end of the southwestern ‘Townhouse’ building. [i.e. from 4.5 metres to 3.0 metres]

Zoning Bylaw 1992, No. 2050 Section 67.71 - B. Site B, (20) Fencing – A reduction to the requirement that fencing is prohibited within 36.7 metres of the Front Lot Line to allow a fence within 0.3 metres of the southern most property line. For certainty, within this area and subject to Section 22, no fence shall exceed a Height of 1.2 metres in front of the front face of a Principal Building and no fence shall exceed a Height of 2 metres behind the front face of the Principal Building.

Zoning Bylaw 1992, No. 2050 Section 16. SITING EXCEPTIONS (1) - A 0.3 metre increase to the siting exception allowing setbacks to be reduced by not more than 0.6 metres for certain features to project into a Setback, allowing portions of the gutters, sills and eaves of buildings, and ornamental features [heavy timber trellis elements] to project 0.9 metres into the required Setbacks. [i.e. from 0.6 metres to 0.9 metres].

Parking Bylaw, 1992, No. 2011, Section 14. (4) DIMENSIONS OF OFF-STREET PARKING SPACES – An exemption to the requirement that where any Parking Space abuts any portion of a fence or Structure, the minimum stall width shall be increased by 0.3 metres for that Parking Space for those Parking Spaces abutting a structural column.

Parking Bylaw, 1992, No. 2011, Section 14. - DIMENSIONS OF OFF-STREET PARKING SPACES - TABLE 2 – A 0.65 metre reduction to the width of the maneuvering isle adjacent to 90° angle parking from 6.75 metres to 6.1 metres for the maneuvering isle adjacent to the ‘Townhouse’ garages.

For the following reason:

1. The variances will have minimal impact on the surrounding area and overall it is a successful design for the property. **The Motion CARRIED UNANIMOUSLY**

VII. STAFF LIAISON

616/620 Lampson Street: [Rzn 12 unit TH] The Public Hearing occurred March 7, 2016 and Council read the bylaw a third time. Adoption of the amendment bylaw remains outstanding pending the registration of a S.219 covenant that is the responsibility of the applicant. Once the registration is confirmed staff hopes to return the bylaw to Council for consideration of adoption in September.

910 McNaughton Ave: [Rzn to allow 2 Infill SFDs] APC recommended approval to Council on July 19, 2016. Rezoning Application is scheduled to be presented to Council on August 22, 2016.

A Member asked about the vacant space on the corner of Head Street and Esquimalt Road. Mr. Parkes advised that there have been some inquiries in the past, but Staff have not received any applications for that property.

VIII. COUNCIL LIAISON

Councilor Low advised that Council has just come back from summer recess.

IX. INPUT FROM APC TO STAFF

None

X. NEW BUSINESS

None

XI. NEXT REGULAR MEETING

Tuesday, September 20, 2016

XII. ADJOURNMENT

On motion the meeting adjourned at 9:45 P.M.

CERTIFIED CORRECT:

CHAIR, ADVISORY PLANNING COMMISSION

THIS DAY OF DECEMBER 20, 2016

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: December 20, 2016

STAFF REPORT

DATE: December 15, 2016

TO: Chair and Members of the Advisory Planning Commission

FROM: Karen Hay, Planner
Bill Brown, Director of Development Services

SUBJECT: TEMPORARY USE PERMIT - RENEWAL
856 Esquimalt Road and 858 Esquimalt Road
PID 026-691-418, Lot A Section 11 Esquimalt District Plan VIP80973
PID 002-925-966, Lot 2, Section 11, Esquimalt District, Plan 23904

RECOMMENDATION:

That the Advisory Planning Commission recommends to Council that the application for renewal of the Temporary Use Permit [TUP00002- attached to this report], authorizing the Commercial/Industrial Parking use, for Moving Trucks on the northern portion of the properties located at 856 Esquimalt Road [PID 026-691-418, Lot A Section 11 Esquimalt District Plan VIP80973] and 858 Esquimalt Road [PID 002-925-966, Lot 2, Section 11, Esquimalt District, Plan 23904]], be forwarded to Council with a recommendation **to either approve, approve with additional/ different conditions, or deny the application.**

BACKGROUND:

Purpose of the Application:

The applicant is requesting renewal of the Temporary Use Permit [TUP00002] that was approved by Council on February 1, 2016, as it will expire on February 17, 2017. The applicant is requesting an additional two years. The permit renewal would continue the legitimization of the use of the northern portion of the existing parking lot at 856 Esquimalt Road for the parking of large commercial trucks [moving trucks] not associated with the Cambie Pub and Liquor Store. And also the northern portion of 858 Esquimalt Road for the parking of large commercial trucks [moving trucks] associated with the business currently located at this address [2 Burley Men Moving Ltd.].

Context:

Applicant: Scott Burley, 2 Burley Men Moving Limited

Owner: Esquimalt Holdings Corp., Inc. No. 600168 / Sam Yehia

Property Size: 856 Esquimalt Rd.: Metric: 5923 m² Imperial: 63756 ft²
858 Esquimalt Rd.: Metric: 1109 m² Imperial: 11937 ft²

Existing Land Use:

856 Esquimalt Road: Licensed Liquor Establishment/ Liquor Store, Ice cream trailer;
858 Esquimalt Road: Business and Professional Office, 1 residential unit;
Plus Commercial/Industrial Parking of moving trucks until February 17, 2017

Surrounding Land Uses:

North: Multiple Family Residential
South: Multiple Family Residential
East: Multiple Family Residential
West: Commercial/ Institution (Victor Brodeur playing field) and Drive-in Restaurant

Existing Zoning: CD-80 [Comprehensive Development District]

Temporary Use:

The building at 858 Esquimalt Road is currently occupied by 2 Burley Men Moving Ltd., who are operating a business office, with onsite storage space used solely for their goods and services (not clients). They are using the parking lot for the parking of up to four [4] moving trucks at any time, for their late arrivals and early departures; a use authorized by the temporary use permit. There is also one residential dwelling unit located upstairs in this building that is independent of the business.

The building at 856 Esquimalt Road is used as a Licensed Liquor Establishment, [Cambie Pub and Liquor Store]; with a food truck/trailer parked at this location, Carly's Cool Creamery, which is permitted as a restaurant. Through the temporary use permit there is also parking for up to twenty-seven [27] moving trucks permitted at this location, with a condition that limits the times for access and egress from this property in order to reduce the level of truck noise experienced by occupants of the neighbouring residential properties.

The Esquimalt Official Community Plan and the Zoning Bylaw allow Council to consider approving a commercial or industrial land use, on a temporary basis, for a period of up to two years, with appropriate notifications (as required by the *Local Government Act*). At the request of the property owner the permit [TUP00002] was originally issued for one year. The permit may be renewed for a two year term; however, the *Local Government Act* allows only one renewal.

The *Local Government Act* allows the local government to 'specify conditions under which the temporary use may be carried on'. Staff are recommending the conditions of the permit would remain unchanged if the permit were renewed for the additional two years.

PUBLIC NOTIFICATION:

As this application is for the renewal of a Temporary Use Permit, should it proceed to Council, a notice will be mailed to tenants and owners of properties within 100 metres (328 feet) of the subject property. A notice would also be placed in one edition of the Victoria News; as required by the *Local Government Act*.

ALTERNATIVES:

1. Forward the application for a Temporary Use Permit to Council with a **recommendation of approval**.
2. Forward the application for a Temporary Use Permit to Council with a **recommendation of approval with additional/ different conditions**.
3. Forward the application for a Temporary Use Permit to Council with a **recommendation of denial**.

CORPORATION OF THE TOWNSHIP OF ESQUIMALT

TEMPORARY USE PERMIT

NO. TUP00002

Owners: Esquimalt Holdings Corp., Inc. No. 600168
400-525 Seymour St
Vancouver BC
V6B 3H7

Lands: PID 026-691-418, Lot A, Section 11, Esquimalt District, Plan
VIP80973, and
PID 002-925-966, Lot 2, Section 11, Esquimalt District, Plan 23904

Address: 856 and 858 Esquimalt Road, Esquimalt, B.C.

Conditions:

1. This Temporary Use Permit is issued subject to compliance with all of the bylaws of the Municipality applicable thereto, except as specifically varied or supplemented by this Permit.
2. In accordance with section 493 of the *Local Government Act*, this Temporary Use Permit has been issued to allow the use 'Commercial and Industrial Parking' on a temporary basis, more specifically, the parking of 'Moving Trucks' is permitted on the northern portion of the properties at:

856 Esquimalt Road [PID 026-691-418, Lot A Section 11 Esquimalt District Plan VIP80973] and

858 Esquimalt Road [PID 002-925-966, Lot 2, Section 11, Esquimalt District, Plan 23904]

(collectively the "Subject Properties").
3. In accordance with Section 493(2)(b) and 495 of the *Local Government Act*, the following conditions and owner's undertakings apply to the permitted temporary use:
 - a. A 'Business office with associated storage' for the moving business located at 858 Esquimalt Road shall occupy no less than 125 square metres of the building at this location;

- b. That the sixty-seven [67] parking spaces required for the Cambie Pub and Liquor Store at 856 Esquimalt Road shall be maintained at all times, and not be used by the Moving Trucks or the moving business associated with this Permit;
- c. That two [2] parking spaces for the business office located at 858 Esquimalt Road shall be maintained at 856 Esquimalt Road during the hours of 7:00 a.m. to 7:00 p.m. daily, and not be used by the Moving Trucks associated with this Permit;
- d. That the Moving Trucks will be located away from the neighbouring residential properties and toward the northern and western most property lines;
- e. That no trucks weighing over 10,000 kg, no semi-trailers or tandem axle trucks, shall be parked on the Subject Properties;
- f. That all vehicles parked on the Subject Properties overnight will be single axle, fully licensed for road transit, and in operational condition;
- g. That no more than twenty-seven [27] Moving Trucks will be parked on the 856 Esquimalt Road property at any time, and only on the northern portion;
- h. That no more than four [4] Moving Trucks will be parked on the 858 Esquimalt Road property at any time, and only on the northern portion;
- i. That a maneuvering aisle will be maintained adjacent to the rear of the Cambie Pub and Liquor Store building, allowing for fire truck access at all times;
- j. Moving Truck access and egress from the northern portion of the property at 856 Esquimalt Road would be limited by the Esquimalt Maintenance of Property, Unightly Properties and Nuisance Bylaw, Bylaw No. 2826;
 - (i) Notwithstanding Bylaw No. 2826, the Moving Trucks will only be operated:
 - (a) Saturdays: 9:00 am to 7:00 pm;
 - (b) Sundays and Statutory Holidays: 9:00 am to 5:00 pm; and
 - (c) Weekdays: 7:00 am to 7:00 pm;


- k. Moving Truck access and egress from the northern portion of the property at 858 Esquimalt Road shall be permitted 24 hours a day 7 days per week;
- l. No commercial activity associated with or operating from the Moving Trucks (ie. no selling from the vehicles) is permitted;
- m. No washing or maintenance of Moving Trucks or other vehicles is permitted on the Subject Properties;
- n. No fuel storage, or storage of waste fluids for the vehicles is permitted on the Subject Properties;
- o. No parking or storage of vehicles containing 'dangerous goods', as defined by the *Transport of Dangerous Goods Act* [Federal] is permitted on the Subject Properties;
- p. Within fourteen days [14] of Council's approval of this Permit, the parking lots of both Subject Properties must have signs posted, delineating spaces dedicated for the Moving Trucks and other current uses of the subject properties, or the Permit will not be issued;
- q. Within fourteen days [14] of Council's approval of this Permit, a security deposit in the sum of \$5000.00 (five thousand dollars) must be deposited with the Township of Esquimalt, to guarantee performance to the Terms and Conditions of the Permit, including as outlined below, or the Permit will not be issued;
- r. Within fourteen days [14] of Council's approval of this Permit a sum of \$604.96 [\$350.44 (three hundred and fifty dollars and forty-four cents) for advertising + \$254.52 (two hundred and fifty four dollars and fifty two cents) for postage] will be paid to the Township of Esquimalt, to reimburse the cost of notification associated with the Permit, or the Permit will not be issued;
- s. All 'Moving Trucks' shall be removed from the Subject Properties prior to the expiry of the Temporary Use Permit, and the Owner undertakes to restore the Lands and demolish and remove anything associated with the temporary use permitted under this Permit;
- t. This Permit does not permit buildings or other structures unless specifically referenced above;

- u. This Permit is not valid until approved by the Municipal Council and issued by the Director of Development Services and it expires one (1) year from the date of issuance.
- 4. In accordance with Section 501(2) of the *Local Government Act*, the lands subject to this permit shall be operated strictly in accordance with this permit and the plans attached as 'Schedule A'.
- 5. In accordance with Section 496 and 502 of the *Local Government Act*, all or part of the security deposit may be forfeit if the Bylaw Management Officer and the Director of Development Services determine there has been a default under the Permit, as evidenced by non-compliance with any of the above noted conditions.
 - (1) Each day that an offence against the conditions of this permit continues or exists shall be deemed to be a separate and distinct offence.
 - (2) Each non-compliance or default under this Permit results in a \$250.00 forfeiture from the security deposit, per occurrence, and the Township shall, prior to the expiry of this Permit, advise the Owner of the amount forfeited, the applicable dates and the evidentiary basis for the determination of the default.
- 6. For the purposes of this Temporary Use Permit, the holder of the Permit shall be the owner(s) of the lands.
- 7. This permit is issued for a term of February 17, 2016 to February 17, 2017 subject to sections 3(p), (q) and (r) of this Permit. The permit holder may apply to have this permit renewed once, in accordance with Section 497 of the *Local Government Act*.

APPROVED BY MUNICIPAL COUNCIL RESOLUTION ON THE 1st DAY OF February, 2016.

ISSUED BY THE DIRECTOR OF DEVELOPMENT SERVICES THIS 17th DAY OF February, 2016.


Director of Development Services


Corporate Officer
Corporation of the Township
of Esquimalt

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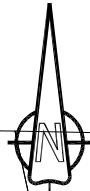
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OLD ESQUIMALT RD



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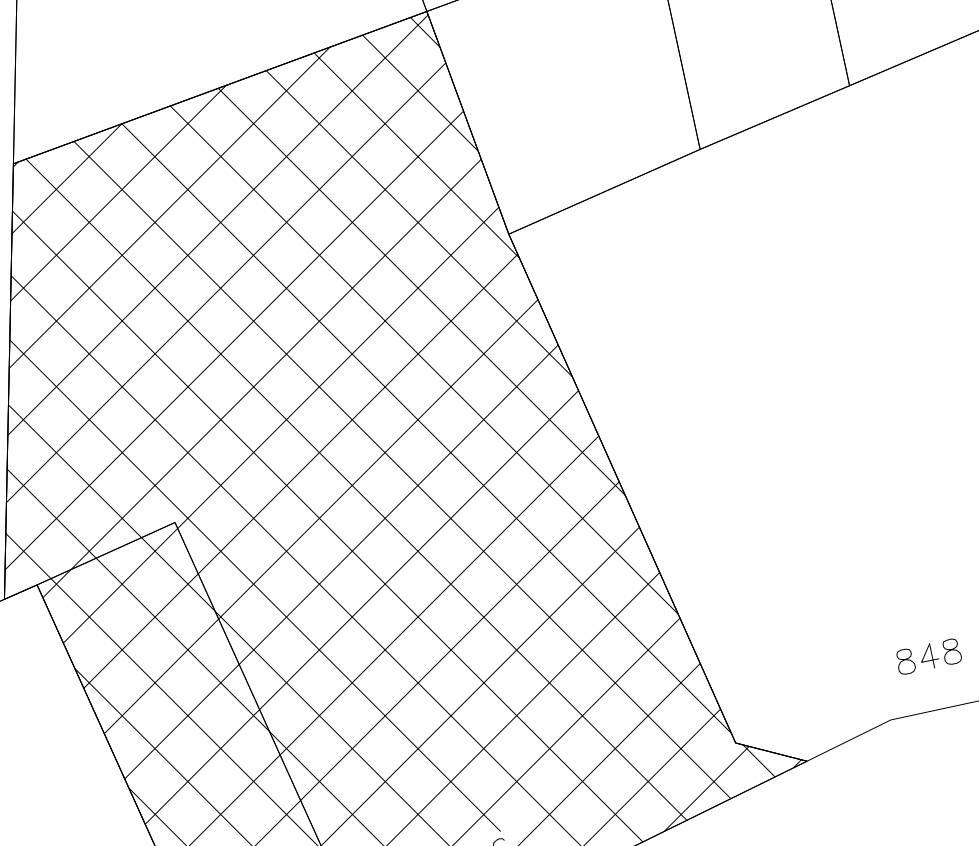
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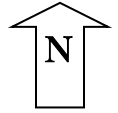
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**SUBJECT PROPERTY MAP
856-858 ESQUIMALT ROAD**

856 and 858 Esquimalt Road



67.67 COMPREHENSIVE DEVELOPMENT DISTRICT NO. 80 [CD NO. 80]

In that Zone designated as CD No. 80 [Comprehensive Development District No. 80] no Building or Structure or part thereof shall be erected, constructed, placed, maintained or used and no land shall be used except in accordance with and subject to the regulations contained in or incorporated by reference into this Part.

(1) **Permitted Uses**

The following Uses and no others shall be permitted:

- (a) Dwelling – Apartment
- (b) Dwelling - Townhouse
- (c) Home Occupation
- (d) Business and Professional Office
- (e) Financial Institution
- (f) Personal Service Establishment
- (g) Retail Store
- (h) Restaurant
- (i) Entertainment
- (j) Video Store
- (k) Liquor Store
- (l) Group Children’s Daycare

(2) **Prohibited Uses**

- (a) Adult Entertainment Uses
- (b) Adult Motion Picture Studio
- (c) Adult Theatre
- (d) Adult Video Store
- (e) Escort Services

(3) **Floor Area Ratio**

The Floor Area Ratio shall not exceed 2.0.

(4) **Unit Size**

The minimum Floor Area for each Dwelling Unit shall not be less than 35 square metres.

(5) **Commercial Space**

The minimum Floor Area dedicated to Commercial Uses shall not be less than 934 square metres.

(6) **Building Height**

No Principal Building shall exceed a Height of 36 metres.

(7) **Lot Coverage**

All Principal Buildings and Structures combined shall not cover more than 39% of the Area of a Parcel.

(8) **Siting Requirements**

Principal Buildings

- (a) No Building shall be located within 3 metres of the Front Lot Line.
- (b) The eastern wing of the southern Building shall not be located within 7.5 metres of the eastern Interior Side Lot Line.
- (c) The northwestern wing of the southern Building shall not be located within 8.9 metres of the western Interior Side Lot Line.
- (d) The southwestern wing of the southern Building shall not be located within 9.9 metres of the western Interior Side Lot Line.
- (e) The northernmost Building shall not be located within 6.9 metres of the eastern Interior Side Lot Line nor within 10.7 metres of the western Interior Side Lot Line.
- (f) No Building shall be located within 3.2 metres of the Rear Lot Line.
- (g) The separation between the eastern wing of the southern Building and the northernmost Building shall not be less than 14 metres.
- (h) The separation between the northwestern wing of the southern Building and the northernmost Building shall not be less than 22 metres.
- (i) The separation between the northwestern wing of the southern Building and the southwestern wing of the southern Building shall not be less than 12 metres.

(9) **Landscaping and Open Space**

Landscaping and Open Space shall be provided as shown on the landscape plan approved as part of the active Development Permit.

(10) **Off Street Parking**

Notwithstanding Section 13 of Parking Bylaw, 1992, No. 2011 (as amended), the minimum number of required off street parking spaces shall be provided as follows:

- (a) Commercial Use = 46 spaces (plus 1 Loading Space).
- (b) Dwelling – Apartment Use (Southernmost Building) = 110 spaces including no less than 26 Visitor Spaces.
- (c) Dwelling – Townhouse Use (Southernmost Building) = 8 spaces.

- (d) Dwelling – Apartment Use (Northernmost Building) = 91 spaces including no less than Nineteen (19) Visitor Spaces (plus one [1] Loading Space).
- (e) Dwelling – Townhouse Use (Northernmost Building) = 22 spaces.



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: December 20, 2016

STAFF REPORT

DATE: December 16, 2016
TO: Chair and Members of the Advisory Planning Commission
FROM: Trevor Parkes, Senior Planner
SUBJECT: REZONING APPLICATION
101 Island Highway
[PID 000-025-569, Lot A, Section 2, Esquimalt District, Plan 39273]

RECOMMENDATION:

That the Esquimalt Advisory Planning Commission [APC] recommends to Council that the application for rezoning authorizing a change in use from the currently permitted Motel use to Mixed Commercial Residential uses for the "EconoLodge Inn and Suites", sited in accordance site plan provided by Brad Cunnin Land Surveyor stamped "Received November 23, 2016", and incorporating height and massing consistent with the architectural plans provided by Hillel Architecture Inc., stamped "Received November 23, 2016", detailing the building located at PID 000-025-569, Lot A, Section 2, Esquimalt District, Plan 39273 [101 Island Highway], be forwarded to Council with a recommendation **to either approve, approve with conditions, or deny the application including reasons for the recommendation.**

BACKGROUND:

Context

Applicant/ Owner: Jordon Milne [The Gorge Apartments Limited Partnership]

Property Size: Metric: 10,800 m² Imperial: 116,250 ft²

Existing Land Use: Tourist Commercial [Motel]

Surrounding Land Uses:

North:	Gorge Waterway
South:	Townhouse Residential
West:	Institutional [Craigflower Farm]
East:	Single Family Residential

Existing OCP Designation: Commercial Mixed Use [No change required]

Existing Zoning: C-5A [Tourist Commercial]

Proposed Zoning: CD [Comprehensive Development District]

Purpose of the Application:

The applicant is requesting a change in zoning from the current C-5A [Tourist Commercial] zone to a Comprehensive Development zone [CD]. This zoning amendment is required to accommodate changes to the uses permitted on the property as well as refine parking requirements to accommodate the proposed uses.

The EconoLodge site has a long history of providing tourist accommodations on the property. Changes in the tourism economy have resulted in challenges continuing the motel business model on this site. Significant demand for affordable rental units exists and is expected to continue due to critically low vacancy rates across the region. To maintain the vitality of this site and to meet market demand, the new owners are proposing to convert the existing buildings to residential units while maintaining a commercial use on the site ensuring consistency with the OCP Land Use Designation. The applicant plans include retaining a 145 square metre restaurant/ coffee shop on the site, to be run by an independent operator, and reduce the total accommodations on the site to 96 rental units.

Should the rezoning application be approved, the form of the buildings would remain unchanged however the character would be noticeably altered through substantial changes to paint and exterior cladding of the buildings. This change of use and associated renovations constitute “redevelopment” on the site therefore approval of a Development Permit for form and character as well as for enhancement/ rehabilitation of the foreshore area would be required.

Comments From Other Departments

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

Engineering Services: Engineering staff have completed a preliminary evaluation of Works and Services that would be required to accommodate the conversion of the motel located at 101 Island Hwy to one commercial unit and 96 rental apartments. Staff have no concerns at this time regarding existing services.

ISSUES:**Zoning**

Height, Lot Coverage, Setbacks and Parking: The following chart compares the setbacks, height and lot coverage of this proposal with the requirements of the C-5A [Tourist Commercial] zone:

	C-5A (Tourist Commercial)	Proposed CD Zone (Mixed Commercial/ Residential)
Floor Area Ratio	N/A [OCP up to 3.0]	0.46
Building Height	9.0 m	6.1 m
Lot Coverage	40%	41%
Setbacks		
• Front	7.5 m	6.7 m
• Rear	7.5 m	12.0 m
• Interior Side	4.5 m	0.0 m
• Exterior Side	7.5 m	4.2 m

Off Street Parking	125 Residential spaces 13 Commercial spaces	98 Residential spaces 13 Commercial spaces
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Parking

Parking Bylaw, 1992, No. 2011 requires parking be provided based on the combination of uses occurring on a commercial mixed-use site. The applicant proposes that a 145 square metre restaurant commercial space will be contained in the West Block in addition to office space ancillary to the residential use. The combination of these commercial spaces, based on the proposed uses, generates a need for 13 parking spaces which the applicant has agreed to provide.

A ratio of 1.3 parking spaces per unit is the current bylaw requirement for multiple family residential units which would generate a need for 125 spaces on-site including visitor spaces. The applicant has provided a Parking Study which concludes that the expected demand for parking at this site, based on the residential use and various unit sizes will be a total of 87 spaces, consisting of 77 residential spaces and 10 visitor spaces. The applicant is proposing to provide a total of 98 residential and visitor spaces thereby exceeding the expected demand.

Should the application be forwarded with a favourable recommendation, staff will craft a CD zone which address relaxations to residential and visitor parking provisions.

Tsunami

As this parcel has a significant frontage on the Gorge Waterway it is prudent to consider the possible impacts a tsunami may have on the site in the event of a major earthquake affecting the capital region.

The applicant has provided a Tsunami Report which concludes that risk to life and structures may occur below 1.3 metres geodetic elevation at this site. Analysis of the property indicates that all residential units are located above this elevation.

Official Community Plan

This proposal is consistent with the current Land Use Designation applied to the subject property, "Commercial Mixed-Use".

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

Section 2.2.4.1 Multi-Unit Residential Policies are intended to provide more predictability for residents and give direction to design teams preparing development proposals. This proposal for 96 rental apartments and one commercial unit is consistent with the policies contained in this section.

Section 2.3.2 – General Commercial-Mixed Use Policies support the creation of commercial mixed use sites with commercial on the ground floor and residential uses above that contribute positively to the visual and aesthetic character of the site, setting and surrounding properties. The proposed application is consistent with policies in this section.

Section 3.3.1(a) Affordable Housing Objectives states that the Township should

encourage a range of housing by type, tenure and price to ensure that people of all ages, household types, abilities and incomes have a diversity of housing choice in Esquimalt.

Green Building Features

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

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 (328 ft) of the subject property. Signs indicating that the property is under consideration for a change in zoning and giving the time have been installed on the Admirals Road and Craigflower Road frontages. These signs would be updated to include the date, time and location of the Public Hearing.

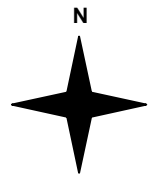
ALTERNATIVES:

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

101 Island Highway



Subject Property Boundary: 



50. TOURIST COMMERCIAL [C-5A]

The intent of this Zone is to accommodate commercial development that caters to the needs of the traveling public.

(1) **Permitted Uses**

The following Uses and no others are permitted:

- (a) Motel
- (b) Accessory Tourist Commercial Use
- (c) Accessory Residential, subject to Section 26

(2) **Building Height**

No Building shall exceed a Height of 9 metres.

(3) **Lot Coverage**

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

(4) **Siting Requirements**

- (a) Front Setback: No Building shall be located within 7.5 metres of a Front Lot Line.
- (b) Side Setback: No Building shall be located within 4.5 metres of an Interior Side Lot Line nor 7.5 metres of an Exterior Side Lot Line.
- (c) Rear Setback: No Building shall be located within 7.5 meters of a Rear Lot Line.

(5) **Screening and Landscaping**

Screening and Landscaping shall be provided in accordance with Section 23.

(6) **Off Street Parking**

Off street parking shall be provided in accordance with the requirements as specified in Parking Bylaw, 1992, No. 2011 (as amended).



GREEN BUILDING CHECKLIST

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

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

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

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

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

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

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

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



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

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

Green Building Standards

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

1	Are you building to a recognized green building standard? If yes, to what program and level?	Yes	No <input checked="" type="checkbox"/>
2	If not, have you consulted a Green Building or LEED consultant to discuss the inclusion of green features?	Yes <input checked="" type="checkbox"/>	No
3	Will you be using high-performance building envelope materials, rainscreen siding, durable interior finish materials or safe to re-use materials in this project? If so, please describe them.	Yes	No <input checked="" type="checkbox"/>
4	What percentage of the existing building[s], if any, will be incorporated into the new building?	<u>100</u> %	
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. <u>No</u>		
6	Have you considered advanced framing techniques to help reduce construction costs and increase energy savings?	Yes	No <input checked="" type="checkbox"/>
7	Will any wood used in this project be eco-certified or produced from sustainably managed forests? If so, by which organization? <u>No</u> For which parts of the building (e.g. framing, roof, sheathing etc.)? _____		
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. <u>No</u>	Yes	No
9	List any products you are proposing that are produced using lower energy levels in manufacturing. <u>N/A</u>		
10	Are you using materials which have a recycled content [e.g. roofing materials, interior doors, ceramic tiles or carpets]?	Yes <input checked="" type="checkbox"/>	No
11	Will any interior products [e.g. cabinets, insulation or floor sheathing] contain formaldehyde?	Yes	No <input checked="" type="checkbox"/>

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	<input type="radio"/>	<input checked="" type="radio"/> No
13	For commercial buildings, do flushes for urinals exceed BC Building Code requirements?	Yes	<input type="radio"/>	<input checked="" type="radio"/> No
14	Does your project use dual flush toilets and do these exceed the BC Building Code requirements?	Yes	<input type="radio"/>	<input checked="" type="radio"/> No
15	Does your project exceed the BC Building Code requirements for maximum flow rates for private showers?	Yes	<input type="radio"/>	<input checked="" type="radio"/> No
16	Does your project exceed the BC Building Code requirements for flow rates for kitchen and bathroom faucets?	Yes	<input type="radio"/>	<input checked="" type="radio"/> 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.]	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
18	Will this project eliminate or reduce inflow and infiltration between storm water and sewer pipes from this property?	Yes	<input type="radio"/> No	<input checked="" type="radio"/> 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	<input type="radio"/> No	<input checked="" type="radio"/> N/A
20	Have you considered storing rain water on site (rain barrels or cisterns) for future irrigation uses?	Yes	<input type="radio"/> No	<input checked="" type="radio"/> N/A
21	Will surface pollution into storm drains will be mitigated (oil interceptors, bio-swales)? If so, please describe. _____	Yes	<input type="radio"/> No	<input checked="" type="radio"/> 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	<input type="radio"/> No	<input checked="" type="radio"/> N/A
23	What percentage of the site will be maintained as naturally permeable surfaces?	<u>N/A</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	<input type="radio"/> No	<input checked="" type="radio"/> N/A
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Natural Features/Landscaping

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

25	Are any healthy trees being removed? If so, how many and what species? _____ Could your site design be altered to save these trees? Have you consulted with our Parks Department regarding their removal?	Yes	<input checked="" type="radio"/> No	N/A
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26	Will this project add new trees to the site and increase our urban forest? If so, how many and what species? _____	Yes	<input checked="" type="radio"/> No	N/A
27	Are trees [existing or new] being used to provide shade in summer or to buffer winds?	<input checked="" type="radio"/> Yes	No	N/A
28	Will any existing native vegetation on this site be protected? If so, please describe where and how. <u>All vegetation in the riparian zone</u>	<input checked="" type="radio"/> Yes	No	N/A
29	Will new landscaped areas incorporate any plant species native to southern Vancouver Island?	Yes	No	<input checked="" type="radio"/> N/A
30	Will xeriscaping (i.e. the use of drought tolerant plants) be utilized in dry areas?	Yes	No	<input checked="" type="radio"/> N/A
31	Will high efficiency irrigation systems be installed (e.g. drip irrigation; 'smart' controls)?	Yes	No	<input checked="" type="radio"/> 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	<input checked="" type="radio"/> N/A
33	Will topsoil will be protected and reused on the site?	Yes	No	<input checked="" type="radio"/> 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	<input checked="" type="radio"/> N/A
35	Have you considered passive solar design principles for space heating and cooling or planned for natural day lighting?	Yes	No	<input checked="" type="radio"/> 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	<input checked="" type="radio"/> 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	<input checked="" type="radio"/> N/A
38	Has the building been designed to be solar ready?	Yes	No	<input checked="" type="radio"/> N/A
39	Have you considered using roof mounted photovoltaic panels to convert solar energy to electricity?	Yes	No	<input checked="" type="radio"/> N/A
40	Do windows exceed the BC Building Code heat transfer coefficient standards?	Yes	No	<input checked="" type="radio"/> N/A
41	Are energy efficient appliances being installed in this project? If so, please describe.	<input checked="" type="checkbox"/>		
42	Will high efficiency light fixtures be used in this project? If so, please describe. <u>LED lighting throughout</u>	<input checked="" type="radio"/> Yes	No	N/A
43	Will building occupants have control over thermal, ventilation and light levels?	<input checked="" type="radio"/> Yes	No	N/A
44	Will outdoor areas have automatic lighting [i.e. motion sensors or time set]?	<input checked="" type="radio"/> Yes	No	N/A
45	Will underground parking areas have automatic lighting?	Yes	No	<input checked="" type="radio"/> N/A

Air Quality

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

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

Solid Waste

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

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

Green Mobility

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

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



22 November 2016

Mayor and Council
Township of Esquimalt, BC

Comprehensive Development Proposal
The rezoning of 101 Old Island Highway
Lot A, Section 2, Esquimalt District, Plan 392773

101 Old Island Highway
Craigflower Road @ Admirals Road,
Esquimalt BC

Hillel
architecture



101 1831 Oak Bay Avenue
Victoria BC V8R - 1C3

phone 250 . 592 . 9198
fax 250 . 592 . 9178

Outline of Proposed Redevelopment

The proposed redevelopment is based on transitioning the transient residential accommodation of the Econolodge Hotel into a new small urban community with sufficient on site features to create an atmosphere of pride, sense of community, of belonging to a larger family of neighbouring residents.

The intention is a reinvigoration of existing buildings without expansion. The transition of a prominent Esquimalt street corner and waterfront property from a transient residential and tourist accommodation – with its inherent implications on neighbouring properties and businesses - to one of a permanent neighbourhood for multi-family residential use. Not enlargement as change, instead a transition as change - to a stable long term new community. A reuse. A redevelopment. A renewal. With new exterior appearance, and new interior finishes throughout.

At a time when more rental units are required, this project brings 96 new rental residences, diverse in size and setting, to the market place.

The Residences

These residences offer a diverse unit type to satisfy differing lifestyles and family needs. Residents in all units are encouraged to use features of the property and buildings as a means of expanding their sense of home, and increasing their interaction with neighbours, and encouraging pride of property and home:

- The existing property has a raised water view pool and surrounding deck space suitable for tables and chairs for those enjoying the pool or panoramic views of the Gorge waterway.*
- At grade level the property contains a waterside grass terrace with tables and chairs that may also host BBQ's for resident use.*
- Along the property edge are several locations for shared seating for conversation and socializing.*
- Extensive outdoor corridor space will provide interaction with neighbours. On both the second floor with waterviews and on the ground floor, these exterior corridors interconnect and at these locations covered outdoor seating areas will permit sheltered areas for quiet conversation and socializing.*
- A second floor common area features a gym and yoga room as a health feature,*
- An onsite laundry room will also be a social lounge for quiet reading and socializing while the machines are busy.*

The “Café”

Previously the patrons of the Econolodge were provided a full menu on site restaurant. As it served only those residents on site its location was designed more internal, focusing on its location for convenience and secondarily for its view over the water. This restaurant space is also going to transition, and is intended to serve the general public with an independent commercial tenant as the operator. This operator is now identified.

The restaurant offers 54 seats inclusive of inside and outside seating, with waterfront views, and an outside grade level terrace. Parking has been allotted to this space in compliance with the zoning bylaw.

Zoning Description

It is expected that this property rezoning would only suit a comprehensive development zone by its very unique nature. Transitioning each permitted land use from its current transient form to a neighbourhood contributing permanent equivalent.

As zoning transitions from this transient use to permanent use of the same occupancy, it does not change current “Use and Occupancy” classifications under the British Columbia Building Code, where Hotels, Motels, and Apartments all fall under Group C Residential occupancies. And where restaurant uses are classified as Group A Public Assembly uses.

Existing Data (the transient use)	Proposed Data (the stable long term use)
<p>Current zone: C-5A Tourist Commercial Permitted Uses</p> <p>Motel (Transient Residential Use) Accessory Tourist Commercial Accessory Residential (as per Section 26)</p> <p>Café (public assembly) as private patron use only</p> <p>Site Area ±10,800m2 / 113,100 ft2</p>	<p>Proposed Zone: C-5A Tourist Commercial transitioned to Comprehensive Development Zone _____ Permitted Uses</p> <p>Motel (Transient Residential Use) to Residential Apartment Accessory Tourist Commercial to Commercial Accessory Residential (as per Section 26) as is</p> <p>Café (public assembly) as public use</p> <p>Site Area ±10,800m2 / 113,100 ft2</p>

Residential Units

The existing buildings were purpose built to suit tourist accommodation needs. The majority of those units therefore are of very limited area intended for short term stays. They also represent a uniformity of unit size which will be transitioned - by joining units - into a more diverse unit type to suit a more diverse and vibrant residential community representing multiple family types, lifestyles, accommodation needs.

Unit footprints for some of those accommodations were designed with shared internal doors. This is permitting joining two studio units of limited space into a larger unit with fully enclosed bedrooms and separate private bathroom spaces. This reduces the number of residents on site therefore reducing parking needs, and impositions on utilities and roads.

This rezoning drawing package purposefully uses the record drawings from the construction of the Econolodge. Each has been verified to match those buildings constructed on site. Portions of on site buildings for which no records exist were recorded by measure masters and verified / incorporated by Hillel Architecture to complete the records. These drawings demonstrate where these units will transition from two adjoining studios into a one bedroom unit. By demonstrating the original drawings to Mayor and Council we are also demonstrating that this project is reusing the buildings that exist. That no new addition is proposed. That no new floor, no new units, and instead a reduction of units. A gentle easing of pressure on a rapidly growing community, and a transition from short term use by tourists as patrons to a long term, stable contributor to the neighbourhood, local shops and businesses, and adding a caring land steward over a mature landscaped waterfront property.

Residential Use Total Units: original count: 121 West Block 23 Centre Block 39 East Block 16 South Block 34 Waterside Units 10	Residential Use Total Units intended: 96 West Block 14 (reduced) Centre Block 29 (reduced) East Block 16 (existing - unchanged) South Block 28 (reduced) Waterside Units 09 (reduced) Studio 54 1 bedrooms 31 2 bedrooms 10 4 Bedrooms 1
---	---

Commercial Uses

Originally the commercial use – that of the café / restaurant - suited the needs of the motel patrons staying at the Econolodge. This commercial use therefore was designed in a location suited to, and convenient to, that more private and exclusive use. As the location of this commercial space is concealed this will still have initially the majority of its patrons drawn from the residents on site.

To suit the definition of commercial space, and as intended by Esquimalt Planning that a commercial use is encouraged / required on site, this tenant will be permitted to, and encouraged to, serve the general public. Efforts in signage and visual clues will aid exposing the location to the public. We are confident that as the public becomes aware of this location they will adore is quiet waterfront nature. The operator is confident that local clubs, be they biking, hiking or boating, will aid to spread the word.

The restaurant occupancy has been assigned parking according to the Bylaw to ensure it was able to operate independently

Commercial Use Restaurant ±145 m2, 54 seats Ancillary uses on site Office, Reception Housekeeping Facilities, Laundry and Linen Storage Second floor guest library, exercise room and general office space	Commercial Use Restaurant ±145 m2, 54 seats Ancillary uses on site Office, Reception (on site manager's office + 2 assigned parking stalls) Laundry transitions to Lounge and Laundry for residents Second floor exercise room, library, common reading / art room
---	---

Parking Assessment and Planning

The existing transient residential use, by Bylaw, is required to provide one stall per dwelling space. As this building use transitions to a smaller number of units, and those occupants are permanent residents, they will also require parking to accommodate their friends and guests. As these residences are very small in area the medium and high density apartment designation suits these occupancies and requires 1.3 stalls per unit by Bylaw, with 25% of those stalls being assigned for guest use as stated in the Bylaw.

Stated another way: 0.975 stalls per unit, plus 0.375 stalls per unit for guests.

A parking needs assessment was commissioned and is enclosed with this application. In summary, the parking demand assessment reviewed typical multi-family residential developments in this vicinity, in several municipalities, and with both units larger than these and smaller than these. Conclusions drawn on similar projects yielded a parking needs in "average stalls per unit". Studies detailing the parking per unit type based on number of bedrooms werer also included. These statistics both increased the parking demand for multiple bedroom units, and statistically reduced it for studio units. When this research was applied to the unit breakdown planned in this location the parking demand was modestly increased further. The unit's mix of 2 bedrooms and four bedroom units was sufficient to increase net parking, over the number of studio units that was modestly reducing the parking demand.

This parking demand research was undertaken in a similar manor to define the anticipated parking demand for the residential guest parking portion which will be a new parking load on site as a result of transitioning from tourist accommodation to permanent residential use. Both researched numbers were rounded up to whole numbers.

Conclusions: 0.8 stalls per unit for residents, plus .1 stall per unit for residential guests

<p>Vehicle Parking Requirements 124 existing non conforming stalls recorded on site / new survey.</p> <p>Previous use 121 Units x 1.0 stalls per unit = 121 Cars (Hotel / Motel: 1.0 spaces per occupied unit)</p> <p>Restaurant: 145 m2 former area based parking = 10.35 cars (1 space per 14 m2 of gross floor area) 54 existing seats / 5 seats per stall = 11 stalls (1 space per 5 existing seats with a minimum of 10 stalls)</p> <p>This "public seating" not required under this use. Cafe is / was ancillary to existing use: patrons only</p> <p>Office: 59 m2 existing office area = 1.96 stalls (1 space per 30m2 gross floor area) Note: formerly up to 8 Motel staff / housekeeping staff.</p>	<p>Vehicle Parking Requirements 111 total existing non conforming stalls available. Parking Demand Assessment Study included with this submission. Bylaw requirements: 96 Units x 1.30 stalls per unit = 125 Total (Bylaw) 25% of, and included above, as visitor parking = 32 stalls incl above (Bylaw)</p> <p>Demand Study Conclusions Demand Study reviewed parking demand rates for multi-family units, in this vicinity, in several near municipalities, in the unit areas available, and in the bedroom counts available. This study is included with this submission. Conclusions are noted below.</p> <p>Total Residential Assessment 96 Units x .90 stalls per unit = 87 stalls min required .8 stalls per unit for resident use (in excess of ave. data), and .1 stalls per unit for residential guest use (in excess of ave. data)</p> <p>Commercial Use Restaurant: evaluated as per Bylaw 1 space per existing 5 seats (54) = 11 stalls - or - 1 space per 14 m2 of gross m2 (145m2) = 10.35 stalls Therefore 11 stalls assigned to this use for full public access</p> <p>Office: evaluated as per Bylaw 1 space per 30m2 gross floor area / 59 m2 = 2 stalls</p> <p>100 stalls by assessment, 111 stalls available on site.</p>
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The existing parking facilities on site are existing nonconforming. The majority of the existing parking facilities on site meet Bylaw requirements. Minor differences exist in some locations between existing dimensions and bylaw prescribed dimensions for stalls and their maneuvering aisles. Hillel Architecture has adjusted our drawings from existing survey record drawings of today's on site facilities. Designating some stalls to small car use, and deleting the use of some stalls now on site. To first increase safety by ensuring emergency vehicle access for fire departments and related emergency vehicles, and then to increase functional use by increasing the manouvering aisle, turning radii available etc.

Bicycle Parking

<p>Bicycle Parking Requirements Units x 1.5 Class A stalls per unit: N/A Bicycle parking Class I (enclosed in bldg): 1.5 per residential unit as per Esquimalt OCP, Section 2. Managed growth, 2.2.4.1.j, page 16</p> <p>Residential Guest Bike parking: N/A 6 guest bikes as per: Esquimalt OCP, Section 2.3.1.f, page 18</p> <p>Commercial Bicycle Parking: Class II (outdoor racks): N/A 1 per 10 full-time employees as per Esquimalt OCP, Section 2. Managed growth, 2.3.1.f, page 18</p>	<p>Bicycle Parking Requirements 96 Units x 1.5 Class A stalls per unit = 144 stalls req'd / 146 shown Bicycle parking Class I (enclosed in bldg): 1.5 per residential unit as per Esquimalt OCP, Section 2. Managed growth, 2.2.4.1.j, page 16</p> <p>Residential Guest Bike parking / 6 Provided 6 guest bikes as per: Esquimalt OCP, Section 2.3.1.f, page 18</p> <p>Commercial Bicycle Parking: Class II (outdoor racks): min 1 provided 1 per 10 full-time employees as per Esquimalt OCP, Section 2. Managed growth, 2.3.1.f, page 18</p>
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Site Coverage

The intention of the project is to transition exterior appearances and interior finishes without modifying the current buildings. The existing site coverage calculations demonstrate an area in excess of that originally intended by zoning. This extant condition requires documentation to ensure that current buildings, without increase, are compliant with their new zone.

Site Coverage (zoning definition)		Site Coverage (zoning definition)	
40 % permitted: 4203 m ² / 45,240 ft ²	Actual: 4409.43m ²	40 % permitted: Total 4203 m ² / 45,240 ft ²	Actual: 4409.43m ² (no change)
West Block	1287.6 m ²	West Block	1287.6 m ²
Centre Block	858.3 m ²	Centre Block	858.3 m ²
East Block	583.1 m ²	East Block	583.1 m ²
South Block	889 m ²	South Block	889 m ²
Waterside Units (combined)	791.43 m ²	Waterside (combined)	791.43 m ²

Building Area

No planned building volume increase. Existing buildings remain unchanged with their interior uses transitioning to serve their new equivalent in long term use. One exception however is that the lower floor of the south block contains a covered outdoor area for parking which will transition to a weather protective enclosure for long term resident bike storage use.

Building Area (zoning definition)		Building Area (zoning definition)	
Total Building Area: All bldgs combined	4963.52 m ²	Total Building Area: All bldgs combined	4963.52 m ²
West Block	1121.12 m ²	West Block	1121.12 m ²
Centre Block	1357 m ²	Centre Block	1357 m ²
East Block	820 m ²	East Block	820 m ²
South Block	1109 m ²	South Block	1109 m ²
Waterside (combined)	557 m ²	Waterside (combined)	557 m ²

Building Setbacks + Building Ht.

The current Bylaw does not state a minimum permitted building setback on boundaries with municipal road allowances or with the Oceanside property frontage. In order to suit the intended use which required glazing to residential units, these buildings were built with limited setbacks sufficient by building codes to permitted the glazing levels designed. A record of these approximate minimum setbacks are recorded below. Each is a tapered condition varying condition therefore the setbacks shown are the approximate the minimum setback, which increases with the irregular nature of the property.

The existing zoning Bylaw states a maximum permitted building height of 9m and the buildings on site do not approach this height. Their existing building ht. is therefore compliant and no zoning statement change is warranted in this condition.

Existing Siting / Building Setbacks	Siting Requirements / Building Setbacks
(closest approximate extant condition, tapered conditions)	
Front yard N/A @ Craigtower / South Block ±4.2m	Front yard (existing unchanged)*
Side Yard N/A @ Admirals Road, West Block ±6.7m	Side Yard (existing unchanged) *
Side Yard N/A @ East Block to neighbour ±18.9m	Rear yard (existing unchanged)*
Side Yard N/A @ Cottage 5 to neighbour ±11.9m	Waterside (existing unchanged)*
Waterside N/A @ Cottage 5 ±5m	
Waterside N/A @ Pool Deck to West Block ±3.6m	
Building Height	
9m Max: ± 6.1m existing	
	*Please note, recent field survey has demonstrated minor changes to records from original construction documents. Should an actual "setback" need to be stated, new field records will permit surveyor to state accurate current conditions. As no new construction is planned, and current zoning does not state a setback requirement, the existing buildings are compliant with current and planned zoning.
	Building Height
	9m Max (existing unchanged: ±6.1m)

Project Summary

As stated earlier, the proposed redevelopment is based on transitioning the transient residential accommodation of the Econolodge Hotel into a new small urban community with sufficient on site features to create an atmosphere of pride, sense of community, of belonging to a larger family of neighbouring residents.

The intention is a reinvigoration of existing buildings without expansion. The transition of a prominent Esquimalt street corner and waterfront property from a transient residential and tourist accommodation – with its inherent implications on neighbouring properties and businesses - to one of a permanent neighbourhood of a multi-family residential use. Not enlargement as change, instead a transition to stable and long term residents. A new exterior appearance, and inside, new interior finishes. Enclosed with this drawing package designed for a rezoning submission is an expression of new exterior finishes to be used throughout all buildings. Portions being brighter in nature, and portion bolder and richer. A colour scheme to create a new expression, with an increased contrast to make the property attractive in all lighting, at all times of day. It was requested that the public street fronts be rendered in their intended final form. These are enclosed and are viewed alongside their current finishes and rather dramatic current monolithic colour scheme.

We trust that the foregoing provides you with information sufficient for a rezoning application process. Should you require additional information or clarification, please do not hesitate to contact us.

Regards,
Hillel Architecture Inc.,



Peter Hardcastle



101 Old Island Highway
Parking Study

Prepared for: **Gorge Apartments Limited Partnership**
Prepared by: **Watt Consulting Group**
Our File: **2072**
Date: **November 15, 2016**

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Appendix A: Summary of Resident Parking Observations

1.0 INTRODUCTION

Watt Consulting Group was retained by Gorge Apartments Limited Partnership to conduct a parking study for the proposed development at 101 Old Island Highway (101 Craigflower Road) in the Township of Esquimalt. The purpose of this study is to determine if the proposed parking supply will accommodate expected parking demand by considering parking demand at representative sites.

1.1 SUBJECT SITE

The proposed development site is called “Portage West” and is located at 101 Old Island Highway in the Township of Esquimalt and is immediately adjacent to both the District of Saanich and the Town of View Royal (See [Figure 1](#)). The site is currently zoned C-5A Tourist Commercial Zone, a rezoning to Comprehensive Development Zone is being sought.

FIGURE 1. SUBJECT SITE



1.2 SITE CHARACTERISTICS

The site is located in close proximity to various transportation options and services including the following:

Transit. The closest bus stop is immediately adjacent to the subject site and serves route 14 (Vic General/UVic). This route provides service to downtown Victoria and is well connected to additional routes. Route 14 is identified as a future “Frequent Service Corridor” by BC Transit’s Victoria Transit Future Plan. In order to be “frequent”, service must be every 15-minutes or better from 7:00am to 10:00pm, seven days a week.¹ While route 14 is not currently meeting this standard, it is identified as a route that will be by 2035. Current service levels range from every 10 minutes during peak periods to every 30-40 minutes during mornings, evenings, and on Sundays.

Cycling. Craigflower Road has bike lanes on both sides of the road from Skinner Street to the Island Highway (in View Royal). The E & N Rail Trail is less than 1 km from the subject site and, once completed, will provide a direct cycling route to downtown Victoria and the Galloping Goose Regional Trail. Although bike parking is not required, the proposal includes bike parking supplied at a rate of 1.5 spaces per residential unit consistent with Official Community Plan (OCP) policy.

Services. Admirals Walk is immediately southwest of the subject site, offering a variety of large-scale commercial-retail services within walking distance. Residents also have immediate access to schools (Craigflower Elementary is 400m away, Shoreline Middle is 200m away), along with personal services, and a library.

2.0 PROPOSED DEVELOPMENT

The proposed development is for a series of multi-family residential apartment buildings (market rental) comprised of 96 units. Unit breakdown is 54 studio units; 31 one-bedroom units; 10 two-bedroom units, and 1 four-bedroom unit (see [Table 1](#)). Units are expected to target a young demographic. A 54 seat café / restaurant will also be part of the development.

¹ Frequent transit service criteria based on the definition provided in the *Official Community Plan*, pg 259 and BC Transit’s *Transit Future Plan*, pg 5

TABLE 1. SUMMARY OF PROPOSED LAND USES

Land Use*	Quantity
Multi-Family Residential (Market Rental)	
Studio	54 units
One-bedroom	31 units
Two-bedroom	10 units
Four-bedroom	1 units
Total	96 units
Café / Restaurant²	54 seats

*A property manager's office/reception area may be included requiring 1 space per 30m².

2.1 PROPOSED PARKING SUPPLY

The proposed parking supply includes 116 spaces; 105 stalls for residential units (visitors included) and 11 designated for a café / restaurant use. For the multi-family residential use portion of the site, this is a parking supply rate of 1.09 vehicles per unit.

The café / restaurant use will meet the requirements of the Esquimalt Parking Bylaw.

3.0 PARKING REQUIREMENT

The Township of Esquimalt requires parking per Parking Bylaw 1992 Bylaw No. 2011.³ The site is located in the area bounded by Craigflower Road and Admirals Road and is within the C-5A Tourist Commercial Zone. The Parking Bylaw also stipulates that where the calculation of total required spaces results in a fractional number, rounding off to the larger whole number shall apply.⁴

For the use 'apartments within commercial zones', the parking requirement is 1.3 spaces per dwelling unit. This rate is consistent with medium and high density apartments in Multiple Family Residential Zones (RM-4, RM-5).⁵ Applied to this site the required number of parking spaces would be 125 spaces for the residential use. The Parking Bylaw also requires 1 of every 4 required parking spaces to be designated and clearly marked as "Visitor Parking", which would equate to 32 of the 125 required resident spaces. As per Section 11 of the Parking Bylaw, in mixed residential / commercial development, visitor parking spaces may be assigned to commercial uses up to 15% of the space required for the commercial use component.

² At the time of completing this study, the proponent was finalizing the café / restaurant parking requirement with the Township of Esquimalt.

³ The Township's Parking Bylaw (no. 2011) is available online at: https://www.esquimalt.ca/sites/default/files/docs/municipal-hall/bylaws/parking_bylaw_2011_july.pdf

⁴ Ibid. 13(4).

⁵ Ibid. 13(1).

The Parking Bylaw requires restaurant uses to provide 1 space per 5 seats with a minimum of 1 space per 14 m². With 54 proposed seats, the café / restaurant is required to provide 11 parking spaces.

The Township of Esquimalt's Parking Bylaw does not contain bicycle parking requirements. However, the OCP includes policy supporting secure bicycle parking for both residential and commercial uses. The OCP suggests that all new multi-family residential development should provide secure bicycle storage for residents in the ratio of 1.5 storage spaces per dwelling unit, the development proposal includes a supply consistent with the OCP. This is higher than any other local municipality requiring bicycle parking, including the City of Victoria. Bicycle parking (outdoor racks) will also be provided to satisfy the OCP policy for both residential guests and a commercial use.

4.0 EXPECTED PARKING DEMAND

Expected parking demand for the site is estimated in the following sections to determine if proposed parking supply will adequately accommodate demand. Expected parking demand is based on vehicle ownership information, observations, surveys and research.

4.1 RESIDENT PARKING DEMAND

4.1.1 OBSERVATIONS

To determine an appropriate parking demand rate for the subject site, parked vehicles were counted at 13 representative sites in the Township of Esquimalt and the Town of View Royal. Of the representative sites, six are clustered along Craigflower Road approximately 2.5 kilometers (as the crow flies) southeast of the proposed development and in the same area along Selkirk Avenue. Three additional sites are located along Ellery Street near Esquimalt High School. While these sites are not in immediate proximity to the subject site, they share many similar characteristics in terms of walkability to nearby services, and access to transit and cycling facilities. Four more representative sites are located in proximity to the subject site; this includes one directly across Craigflower Road and three at Christie Point Apartments in View Royal.

The representative sites are all market rental buildings located outside of the Township of Esquimalt's town center and Victoria's urban core. In addition, the sites have comparable access to route 14 (Vic General / UVic) and to bike infrastructure including the Galloping Goose and E & N trails. Representative sites have Walk Scores that range from 61 (somewhat walkable) to 45 (car dependent).

All of the representative sites have surface parking, which allowed for fast and efficient counts of parked vehicles. Observations were conducted on Tuesday November 1 and Monday November 7, 2016 between 9:00pm and 10:00pm (representing peak period for residential land uses). See [Table 2](#).

Results suggest an average parking demand of 0.87 vehicles per unit with rates ranging from 0.52 to 1.57 vehicles per unit. If applied to the subject site, this would result in approximately 85 vehicles. [Appendix A](#) provides a summary of the representative sites.

TABLE 2. OBSERVATIONS AT REPRESENTATIVE SITES

Site	Units	Parking Supply	Observed Vehicles*	Demand Rate (vehicles / unit)
899 Craigflower Road	50	70	37	0.74
885 Craigflower Road	73	83	74	1.01
866 Craigflower Road	75	73	47	0.63
843 Craigflower Road	48	55	27	0.56
830 Craigflower Road	32	40	26	0.81
827 Selkirk Avenue	23	20	14	0.61
855 Ellery Street	74	70	47	0.64
831 Ellery Street	31	30	16	0.52
837 Ellery Street	36	49	30	0.83
2891 Craigowan Road	30	53	47	1.57
2931 Craigowan Road	14	19	14	1.00
2951 Craigowan Road	36	60	54	1.50
1441 Craigflower Road	41	41	38	0.93
			Average	0.87

*The observed vehicle count also includes any occupied visitor parking spaces and vehicles parked on-street that could be reasonably attributed to the site.

4.1.2 VEHICLE OWNERSHIP OF REPRESENTATIVE SITES

To confirm if 0.87 vehicles per unit is an appropriate demand rate, vehicle ownership data from other multi-family buildings were reviewed from similar neighbourhoods in the Greater Victoria area. These sites were obtained from an ICBC vehicle ownership data request for past parking studies. All sites share similar characteristics to the subject site including proximity to transit and being located outside of a central business district or downtown (see [Table 3](#)).

Average vehicle ownership among the five representative sites is 0.64 vehicles per unit and ranges from 0.50 vehicles per unit to 0.78 vehicles per unit. If applied to the subject site this would result in approximately 61 vehicles (excluding visitors).

TABLE 3. VEHICLE OWNERSHIP AT REPRESENTATIVE SITES⁶

Site	No. Units	Owned Vehicles	Parking Demand (vehicles / unit)
830 Craigflower Road	32	25	0.78
827 Selkirk Avenue	23	15	0.65
200 Gorge Road	45	34	0.76
3185 Tillicum Road	62	33	0.53
314 Goldstream Avenue	24	12	0.50
		Average	0.64

Two sites, 830 Craigflower Road and 827 Selkirk Avenue, were included in both the observations and vehicle ownership at representative sites. ICBC data had already been collected prior to observations offering the unique opportunity to compare the results from observed data to vehicle ownership data. Observations and ownership data were consistent at these two sites, as illustrated in Table 4 below, suggesting that the observations completed at directly relevant sites (see Table 2) are a good representation of owned vehicles.

TABLE 4. VEHICLE OWNERSHIP AT REPRESENTATIVE SITES⁷

Site	No. Units	Observed Parking Demand (vehicles / unit)	Ownership Rate (vehicles / unit)
830 Craigflower Road	32	0.81	0.78
827 Selkirk Avenue	23	0.61	0.65

4.1.3 VEHICLE OWNERSHIP FROM OTHER STUDIES

To test the findings from above, vehicle ownership information was reviewed from parking studies completed in similar locations.

A parking study was completed for a 147 unit market rental multi-family residential building in Langford with similar characteristics to the subject site. The study reported parking demand to be 0.94 vehicles per unit.⁸ Similar characteristics include proximity to transit, cycling infrastructure, stores, services and public amenities while being located in a suburban area. The Langford site is more suburban than the subject site and as a result, vehicle ownership is expected to be higher.

⁶ Count of actively insured vehicles as of May 31, 2015, provided by ICBC

⁷ Count of actively insured vehicles as of May 31, 2015, provided by ICBC

⁸ Boulevard Transportation, a division of Watt Consulting Group. (2015). Hoylelake Residential Parking Study

Another comparable parking study was conducted in 2010 for a market rental multi-family residential building in Saanich.⁹ This site was approved and constructed with a parking supply rate of 0.59 vehicles per unit. Actual vehicle ownership data for this site was obtained following construction and demonstrated a supply rate of 0.53 vehicles per unit confirming the approved parking supply rate was appropriate.

Another parking study of a market rental multi-family building with ground-floor commercial in Saanich determined an expected demand rate of 0.60 vehicles per unit.¹⁰ The study evaluated vehicle ownership data from 17 sites.

Based on observations, vehicle ownership data, and the research findings from other parking studies of similar sites, a rate of 0.90 vehicles per unit is supported as representative of parking demand among residents and visitors. Applied to the subject site, this results in a total of 87 resident and visitor vehicles. This is primarily based off observations at representative sites. Vehicle ownership data and research findings from similar studies indicate that parking demand will not exceed 0.90 vehicles per unit.

4.1.4 PARKING DEMAND BY NUMBER OF BEDROOMS

The proposed development contains a mix of unit types ranging from 350 sq. ft. (bachelor), 650-750 sq. ft. (one-bedroom), 725-1165 sq. ft. (two-bedroom), and 1450 sq. ft. (four-bedroom). Numerous studies have demonstrated that multi-family parking demand differs by number of bedrooms contained in a unit.^{11,12} A multi-family residential unit with more bedrooms (two-, three, four-bedrooms) will experience higher parking demand than a unit with fewer bedrooms (studio, one-bedroom).

One such study found that studios experience 15% lower parking demand than a one-bedroom, two-bedroom units experience a 60% higher parking demand than a one-bedroom, and units with over three-bedrooms will experience 80% higher parking demand than a one-bedroom (see [Table 5](#)).¹³

⁹ Boulevard Transportation. (2010). 3185 Tillicum Road Parking Study.

¹⁰ Boulevard Transportation, a division of Watt Consulting Group. (2016). 435 Boleskine Road Parking Study.

¹¹ 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>

¹² Metro Vancouver. (2012). Metro Vancouver Apartment Parking Study, Table 31 pg. 50. Available online at: http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Apartment_Parking_Study_TechnicalReport.pdf

¹³ 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 5. ADJUSTMENTS FOR HOUSING UNIT TYPE¹⁴

Studio	One-bedroom	Two-bedroom	Three-bedroom
0.85x	1.0x	1.6x	1.8x

The proposed development consists of a high number of bachelor and one-bedroom units. Research indicates this development will likely experience a lower parking demand than other market rental buildings due to its unit types.

4.2 VISITOR PARKING DEMAND

Studies have concluded that visitor parking tends to be over-supplied in multi-family dwellings. For example, a study from Metro Vancouver interviewed developers who reported that the commonly used minimum visitor parking requirement of 0.2 stalls per apartment unit is excessive. Through observations, the study found that across the region, observed visitor parking demand rates were below 0.1 stalls per unit. While Metro Vancouver has higher densities than the Township of Esquimalt, the finding may still be relevant.¹⁵

The City of Langford may be considered a more representative community to Esquimalt, sharing similarly sized populations and comparable population densities. Langford, however, is more peripheral to the Greater Victoria urban core than Esquimalt. A parking study completed in Langford observed average visitor parking demand to be 0.03 vehicles per unit and no more than 0.06 vehicles per unit.¹⁶ The sites included in Langford study are expected to have a similar visitor parking demand as they have a range of transportation options and services similar to the subject site. Based on the findings above, a visitor parking demand rate of 0.10 vehicles per unit is suggested for site planning purposes, which results in 10 vehicles. Observations at representative sites included counts of visitor parking. Therefore, visitor parking demand of 10 vehicles is included in the overall expected residential parking demand of 87 vehicles.

4.3 COMMERCIAL PARKING DEMAND

A café of approximately 54 seats is planned as part of the proposed development. At the time of this study the developer is working with the Township of Esquimalt to determine and assign required parking for the café as per the bylaw. Up to 15% of the required commercial parking for the café can be used as visitor parking under Esquimalt's parking regulations.

¹⁴ *ibid.*

¹⁵ Metro Vancouver. (2012). Metro Vancouver Apartment Parking Study, Table 31 pg. 50. Available online at: http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Apartment_Parking_Study_TechnicalReport.pdf

¹⁶ Boulevard Transportation Group. (2015). Hoylake Residential Parking Study.

4.4 SUMMARY OF EXPECTED PARKING DEMAND

The total site parking demand is expected to be 98 vehicles (see Table 6). This is 18 less than the proposed parking supply (116 spaces) and 38 less than the parking requirement (136 spaces). The overall rate of 0.90 vehicles per unit is based on observations that included both resident and visitor parking. When adjusted to illustrate resident parking and resident visitor parking separately the rate is 0.80 resident vehicles per unit and 0.10 resident visitor vehicles per unit.

TABLE 6. SUMMARY OF EXPECTED PARKING DEMAND

Land Use	Quantity/Size	Expected Parking Demand Rate	Applied to Subject Site
Multi-Family Residential, Resident	96 units	0.80 vehicles per unit	77
Multi-Family Residential, Visitor	96 units	0.10 vehicles per unit	10
Restaurant / Café Use	54 seats	1 space per 5 seats with a min. 1 space per 14m ² of GFA	11
Total Expected Parking Demand			98

5.0 SUMMARY

The proposed development at 101 Old Island Highway (Portage West) is for a series of multi-family market rental buildings comprised of 96 units and a 54 seat café / restaurant. The proposed total parking supply includes 116 spaces; 105 spaces for residential units and residential guests, and 11 for a restaurant / café use. This is a parking supply rate of 1.09 vehicles per unit for the residential portion.

Expected parking demand was generated based on observations of representative sites in the Township of Esquimalt and Town of View Royal, vehicle ownership information from representative sites, and research from past parking studies. The expected residential parking demand was determined to be 87 vehicles – 77 resident and 10 visitor. This is 18 residential spaces less than the proposed resident parking supply (105 spaces). A small office for a property manager may be included in the proposal. The findings of this report indicate that surplus resident parking could be used to provide a required space for this office. The parking rate for the restaurant / café will meet the parking bylaw requirements.

5.1 RECOMMENDATIONS

This study concludes that the proposed parking supply (116 spaces) will meet site parking demand.

APPENDIX A: SUMMARY OF RESIDENT PARKING OBSERVATIONS

Summary of Observation Sites - 101 Old Island HWY Parking Study Observations

Address	Units	Parking Supply	Visitor Parking	Observed Vehicles	Observed Visitor Vehicles	On-Street Parking - Observed	Total Observed*	Demand Rate
899 Craigflower Road	50	70	10	34	3	N/A	37	0.74
886 Craigflower Road	73	83	9	65	9	N/A	74	1.01
843 Craigflower Road	48	73	8	36	7	4	47	0.63
830 Craigflower Road	32	40	5	24	3	N/A	27	0.56
827 Salterk Ave	23	32	7	21	5	N/A	26	0.81
855 Ellery Street	74	70	N/A	14	N/A	N/A	14	0.61
837 Ellery Street	36	49	19	41	N/A	6	47	0.64
2891 Craigowen Road	30	30	6	27	3	N/A	30	0.83
831 Ellery Street	31	30	N/A	14	N/A	2	16	0.52
2931 Craigowen Road	14	53	2	47	0	N/A	47	1.57
1441 Craigflower Road	41	19	5	12	2	N/A	14	1.00
2951 Craigowen Road	36	41	N/A	38	0	na	38	0.93
		60	7	51	3	N/A	54	1.50
							AVG	0.87

**Estimation of Possible Tsunami Heights in Gorge Inlet
At 101 Island Highway, Esquimalt, BC**



A handwritten signature in black ink, appearing to read "B.D. Bornhold".

**Alexander Rabinovich, Isaac Fine and Brian D. Bornhold
ITR Inc.
616 Taylor Crescent
Ladysmith BC V9G 1P8**

October 19, 2016

1. Introduction

Tsunami waves are arriving in Gorge/Portage Waterway from the Pacific Ocean through Juan de Fuca Strait and Victoria Harbour. The Victoria tide gauge located in the harbour is the “beacon station” for tsunamis incoming into Gorge Inlet and may be considered as “input” for the estimation of tsunami wave heights in the area near Craigflower Road, Gorge Inlet (101 Island Highway). This means that the entire problem may be divided into two parts:

- (1) Estimation of the expected tsunami wave heights for Victoria Harbour.
- (2) Analysis of the tsunami transformation in Gorge/Portage Waterway and calculation of the attenuation coefficient in the area of Craigflower relative to the “input” (Victoria Harbour).

For the first part we can use numerous observations of tsunami waves at Victoria based on longterm sea level records at this site and the results of numerical modeling of tsunami waves. For the second part we have the observations of one tsunami event (Tohoku 2011), tidal observations in the waterway and some preliminary results of numerical modeling of tsunami waves in this region.

2. Tide gauge tsunami measurements at Victoria

The continuous tide gauge record at Victoria is approximately 115 years, one of the longest in Canada and North America. Until the end of the 1990’s, analogue (“pen-and-paper”) instruments were used for sea level measurements on the coast of British Columbia. The accuracy of these instruments was a few centimetres. In 1998, a major upgrade of the existing tsunami warning and Permanent Water Level Network (PWLN) stations on the B.C. coast was provided by the Canadian Hydrographic Service (CHS). The new digital instruments were designed to continuously measure sea level variations with much higher precision than the earlier analogue gauges and to store sea level samples every minute. This enabled CHS to record even weak tsunami events that occurred during last 18 years [*Rabinovich and Stephenson, 2004*].

The entire list of tsunamis instrumentally recorded at Victoria includes 26 events [*Stephenson et al., 2007, 2016; Stephenson and Rabinovich, 2009*]. From these, the 8 strongest and most important are shown in Table 1. The moment magnitudes (M_w), locations of the earthquake source areas and trough-to-crest tsunami wave heights are indicated. As is evident from this table, tsunami waves to Victoria arrive from the entire Fire Rim of the Pacific Ocean (Alaska, the Aleutian Islands, Kamchatka, the Kuril Islands, Japan and Chile) and even from the Indian Ocean (2004

Sumatra). This list includes the five strongest earthquakes that have ever been instrumentally recorded: 1960 Chile ($M_w = 9.5$), 2004 Sumatra ($M_w = 9.3$), 1964 Alaska ($M_w = 9.2$), 2011 Tohoku ($M_w = 9.0$) and 1952 Kamchatka ($M_w = 9.0$). The seismotectonic data indicate that the magnitudes of these earthquakes for each of the listed five regions are very close to the natural seismic limits for the corresponding regions, and more powerful earthquakes there are highly unlikely.

Table 1. The list of the most important tsunamis recorded at Victoria Harbour and parameters of the respective earthquakes.

Year	Date (dd/mm)	Location	Magnitude (M_w)	Tsunami trough-to-crest wave height (cm)
1946	01/04	Aleutian Is.	8.6	27
1952	04/11	South Kamchatka	9.0	19.5
1960	22/05	South Chile	9.5	73
1964	28/03	Alaska	9.2	147
2004	26/05	Sumatra	9.3	12
2006	15/11	Kuril Is.	8.3	18
2010	27/02	Central Chile	8.8	23
2011	11/03	Tohoku, Japan	9.0	52

We can use the “safety factor” and add 0.2 to each magnitude (despite the unlikelihood of such events). According to *Gusiakov* [2009], such an increase of M_w amplifies a mean tsunami wave height by 63%. The three highest tsunamis recorded at Victoria were: 1964 (147 cm), 1960 (73 cm) and 2011 (52 cm). In a case when the M_w values are 0.2 higher, the respective tsunami wave heights at Victoria Harbour would be 240, 119 and 85 cm. These values are *trough-to-crest* wave heights; the sea level elevation over the mean sea level (maximum tsunami amplitude) is approximately one half, i.e. approximately 120, 60 and 43 cm. These heights are significantly smaller than found in the paleotsunami signatures of the 1700 AD Cascadia tsunami of 2-4-m run up along the coast of Juan de Fuca Strait [cf. *Stephenson et al.*, 2016]. The results of numerical modeling [*Cherniawsky et al.*,

2007; *Cheung et al.*, 2011; *Modelling*, 2013] are in good agreement with these paleotsunami findings and clearly indicate that the main threat for the Juan de Fuca Strait coasts and the area of Victoria is associated with a great earthquake in the Cascadia Subduction Zone (CSZ). This enables us to ignore all other sources and consider only the potential risk of the CSZ major tsunami for Victoria Harbour.

3. The 1700 Cascadia Subduction Zone earthquake and tsunami

The Cascadia Subduction Zone is a 1000 km long dipping fault that stretches from northern Vancouver Island to Cape Mendocino in northern California. It separates the Juan de Fuca and North America plates. The oceanic plate in this subduction zone has been sinking beneath the continent for about 200 million years. Because of the great length of the fault, the Cascadia Subduction Zone is capable of producing very large earthquakes. The last known great CSZ earthquake occurred on 27 January 1700; the reconstructed moment magnitude of this earthquake was $M_w = 9.0$ [*Satake et al.*, 1996]. Geological evidence indicates that great earthquakes ($M_w > 8.0$) may have occurred sporadically at least seven times in the last 3,500 years, suggesting a return time of about 500 years [*Satake et al.*, 2003; *Wang et al.*, 2003].

The great CSZ earthquakes generate destructive trans-Pacific tsunamis. The tsunami of 27 January 1700, with wave heights of 3-5 m, swept along nearly 1000 km of the Pacific coast of Japan [*Satake et al.*, 1996]. Ten hours earlier the same tsunami with estimated run ups up to 20 m surged the coasts of Vancouver Island, Washington, Oregon and California [*Stephenson et al.*, 2007, 2016]. The spatial distribution of the 1700 tsunami deposits, together with the results of numerical modeling [*Cherniawsky et al.*, 2007; *Modelling*, 2013], indicate wave run ups of 5 m along the outer coast of Vancouver Island, up to 16 m at the heads of some inlets and 2-4 m along Juan de Fuca Strait. At the same time, no deposits of the 1700 tsunami, or any other tsunami, have yet been found in the Strait of Georgia, suggesting that the waves there were not more than 1 m [*Clague*, 2000].

4. Tsunami modeling of the CSZ tsunami

There were two high-resolution tsunami models which simulated the CSZ tsunami waves in Victoria Harbour. *Cherniawsky et al.* [2007] (CTWL in the following text) used three rupture scenarios for the CSZ earthquake in their numerical experiments to study propagation of tsunami waves from the CSZ source off the west coast of North America and to estimate possible tsunamis

in Victoria and Esquimalt harbours. The earthquake scenarios are based on the source models of *Satake et al.* [2003] and *Wang et al.* [2003]. The largest waves at Victoria harbour were produced by so called "*long narrow scenario*", which uses a source extended by 1100 km from northern California to mid-Vancouver Island, and a seismic moment magnitude $M_w = 9.0$.

The second CSZ tsunami model for Greater Victoria was provided by AECOM [*Modelling*, 2013]. They used an advanced non-hydrostatic tsunami model, updated the CSZ tsunami source and applied high-resolution LIDAR data to reconstruct the coastal topography. This model was used to simulate tsunami waves in Victoria and Esquimalt harbours and to estimate tsunami run ups and the inundation zones in these two harbours. The condition selected by the AECOM source scenario was a Global Analog rupture model with $M_w = 9.0$, the one that had the highest probability of 12 possible CSZ rupture scenarios according to the National Seismic Hazard Map Report 2008 (NSHMR-2008) [*Petersen et al.*, 2008]. According to NSHMR-2008, the average recurrence time for the CSZ events is 526 years; thus the selection of such a scenario means that the exceedance rate of a larger event would be fewer than 1 per 1000 years.

The most recent National Seismic Hazard Maps Report (NSHMR-2014) [*Petersen et al.*, 2014] considers the possibility of the serial M_w 8.0 earthquakes that rupture the entire Cascadia zone over a period of a few decades. This means that earthquakes are "segmented", when, for example, only the southern or northern parts of CSZ ruptured. Consequently, the probability of the M_w 9.0 event, according to the NSHMR-2014 updated document is lower than for NSHMR-2008.

The source and modeling parameters for the CTWL and AECOM models are presented in Table 2. The modeling results (maximum amplitudes and time of these maxima relative to the initial shock) are shown in Table 3 for three sites: the entrance of Victoria Harbour (VH), Victoria tide gauge and Aaron Point. The source parameters and the modeling results for CTWL and AECOM are very close. The 15% of the AECOM modeled amplitudes in comparison with those from the CTWL model can be explained by a smaller uplift in the source area (6.2 m against 6.7 m) and by taking into account the wave dispersion effect in the AECOM model which attenuates the wave amplitude. The arriving times of the maximum wave are exactly the same for both models; the first wave is largest.

According to the AECOM model, we can expect the rise of sea level at the Victoria tide gauge site to be 1.9 m above the tidal level. For better comparison we show the AECOM results relative to Higher High Water Mean Tide (HHWMT) datum, which is set as the initial ocean state

for this modeling, and not relative to mean sea level (MSL) as was presented in the original document. Mean sea level relative to HHWMT is 0.73 m.

Table 2. Comparison of the CTWL and AECOM source and model parameters for the CSZ tsunami modeling for Victoria Harbour

Model	Source parameters			Model parameters		
	Moment magnitude (M_w)	Maximum slip (m)	Maximum uplift (m)	Model type	Run-up and inundation	Grid size of final grid (m)
CTWL	9.0	19	6.7	Nonlinear hydrostatic, 4 nested grids	No	6
AECOM	9.0	15.4	6.2	Nonlinear nonhydrostatic 5 nested grids	Yes	9

Table 3. Comparison of the CTWL and AECOM simulated tsunami parameters for three sites within Victoria Harbour

Model	VH entrance		Victoria tide gauge		Aaron Point	
	Maximum amplitude (m)	Time (min)	Maximum amplitude (m)	Time (min)	Maximum amplitude (m)	Time (min)
CTWL	2.0	95	2.3	98	2.3	105
AECOM	1.8*	95	1.9*	98	2.8*	105

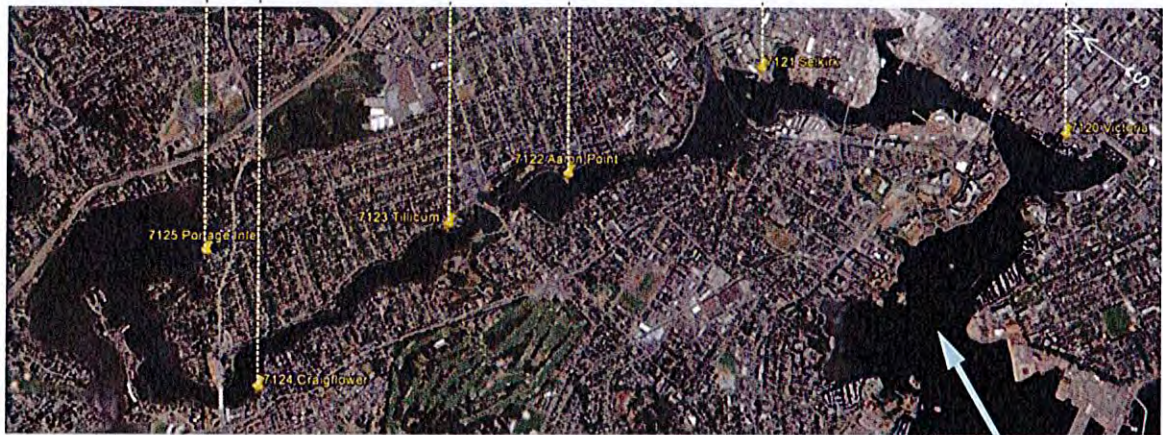
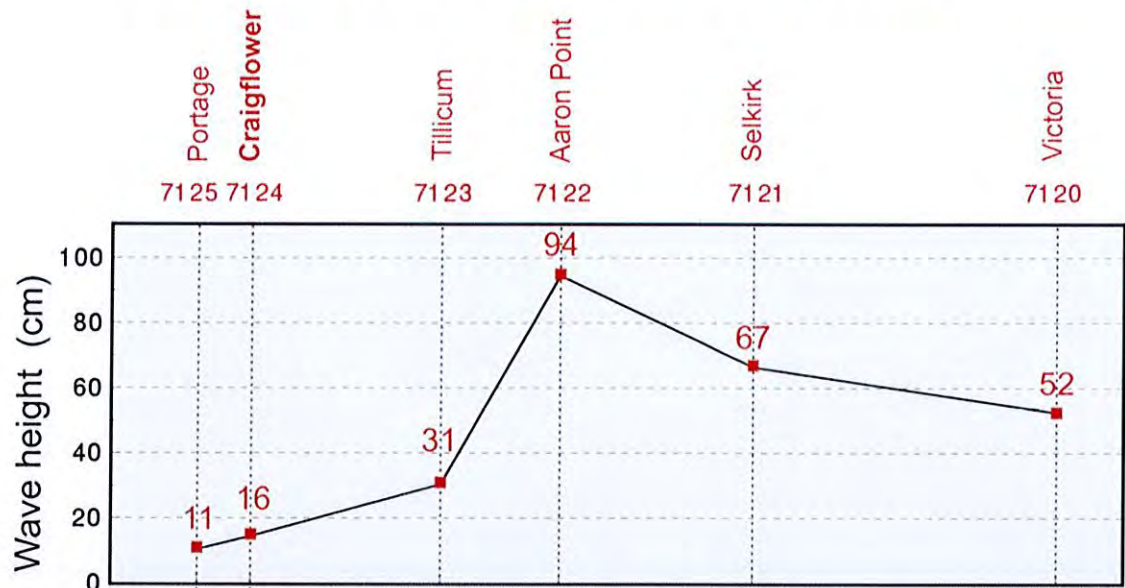
5. Transformation of tsunami waves in Gorge/Portage Waterway

Gorge Inlet together with Portage Inlet are an eight-kilometer long waterway that stretches from Victoria Harbour to the head of Portage Inlet. This waterway is a tidal estuary and is a part of a federal migratory bird sanctuary. The flow in the waterway is predominantly tidal; the fresh-water runoff from two creeks is negligible.

A detailed examination of the tidal regime and general hydrological properties of the Gorge/Portage Waterway was done by A.B. Ages in the beginning of 1970s [Ages, 1973]. Both tidal

and other types of waves are strongly transformed in this waterway because of friction, nonlinearity and reflection. A critical role occurs through Gorge Narrows (Reversing Falls), a very narrow passage connecting the upper basin with the central part of the waterway. Incoming waves, including tides, strongly attenuate when passing through Gorge Narrows. Thus, according to the CHS data, the amplitudes of main diurnal (K_1), and semidiurnal (M_2) constituents at Aaron Point/Station 7122 (before the narrows) are 65.9 and 34.7 cm, respectively; the same amplitudes at Tillicum/7123 (behind the narrows) are 42.8 and 15.6 cm (the attenuation coefficient is 0.65 and 0.45, respectively).

Tohoku tsunami of 11 March 2011 in Victoria Harbour



Tsunami

Figure 1. Transformation of the 11 March 2011 Tohoku (East Japan) tsunami waves in Gorge/Portage Waterway. The upper plot shows maximum trough-to-crest tsunami wave heights recorded by CHS tide gauges at six sites.

The Canadian Hydrographic Service in 2011 provided a hydrographic survey of Gorge/Portage Waterway and installed 5 temporary tide gauges (Stations 7121-7125). These tide gauges together with a permanent tide gauge at Victoria Harbour (Station 7120) clearly recorded the tsunami waves associated with the catastrophic Tohoku (East Japan) tsunami of 11 March 2011 that killed almost 20,000 people on the coast of Japan. These waves crossed the Pacific Ocean, propagated through Juan de Fuca Strait and arrived at Victoria Harbour. The recorded maximum tsunami wave heights at Stations 7120-7125 are shown in Figure 1. **It is evident that incoming tsunami waves in the upper basin of Gorge Inlet strongly amplified: 52 cm at Victoria Harbour and 94 cm at Aaron Point, however, only an insignificant part of the tsunami energy went through Gorge Narrows: 31 cm at Tillicum and 16 cm at Craiflower. The attenuation coefficient between the entrance (Victoria Harbour) and the point of interest (Craigflower) is $16/52 = 0.31$. This coefficient is almost the same as for semidiurnal tides (0.30) and may be used to estimate the tsunami risk at Craigflower relative to Victoria Harbour.**

6 Estimation of the tsunami risk at Craigflower and uncertainty factors

The estimated water level at Craigflower Bridge location can be determined as:

$$H = \text{HHWMT} + k \times A,$$

where $A = 1.9$ m is the tsunami wave amplitude at the Victoria tide gauge site (according to the AECOM modeling) and $k = 0.31$ the attenuation coefficient for Craigflower and $\text{HHWMT} = 0.73$ is higher high water mean tide at the tide gauge location relative to geodetic datum. This means that

$$H = 0.73 + 0.31 \times 1.9 = 1.3 \text{ m.}$$

This value is the estimated sea level elevation at Craigflower relative to geodetic datum formed by the Cascadia Subduction Zone mega-tsunami and tides in the waterway. This estimate is approximately two times smaller than the similar estimate for Victoria Harbour [*Cherniawsky et al.*, 2007; *Modeling*, 2013] because of strong attenuation of arriving tsunami waves in Gorge Inlet and mainly by the strong decrease of tsunami waves penetrating into the central part of the inlet by the Gorge Narrows.

The presented estimate of 1.3 m does not take into account possible variability of the tsunami source and ocean conditions, which are unknown for the future tsunami. These variabilities may include:

- (1) The uncertainty related to the earthquake magnitude, initial wave amplitude and spatial structure of the tsunami source. Though both CTWL and AECOM modeling results are close one to another, and the earthquake parameters are related to a most likely event, some other scenarios, though less probable, can occur. In addition, for any actual event the initial structure of the tsunami source will be different and more complicated than the modelled source.
- (2) The estimated value is based on the HHWMT (Higher High Water Mean Tide) initial sea level, which is recommended for the tsunami inundation modeling (see AECOM report for details, *Modelling* [2013]). However, the actual tsunami can occur during another tidal phases.
- (3) Variability of other oceanic conditions. A tsunami can occur during a storm surge or other specific weather conditions, although the probability of coincidence of a tsunami event and a strong storm event is quite low.

All listed factors have to be taken into account and be included as the *Safety Factor* into the final estimate. The AECOM report [*Modelling*, 2013] recommends the Safety Factor = 50%. Following this recommendation we estimated the maximum sea level elevation at Craigflower (relative to the geodetic datum) as

$$H_{final} = 1.3 \times 1.5 = 1.95 \text{ m.}$$

7. Executive summary

To estimate the possible tsunami risk in Gorge Inlet near 101 Island Highway, Esquimalt, we used (1) all available information and data on tsunami waves observed at Victoria Harbour for 1901-2016 years; (2) papers, reports and other information related to the Cascadia Subduction Zone (CSZ), seismicity of south British Columbia and adjacent regions and paleotsunami studies in this region; and, (3) the results of CTWL and AECOM numerical modeling [*Cherniawsky et al.*, 2007; *Modelling*, 2013] of the CSZ tsunami waves in Victoria Harbour. Based on this information and related results we can make the following conclusions:

1. For the Victoria region, the highest future tsunami waves will be generated by a seismic failure along the Cascadia Subduction Zone. Other possible sources of tsunami waves pose less of a risk.
2. **Based on the most recent modeling of the Cascadia $M_w = 9.0$ event for Victoria Harbour and analysis of the compatible observations of the recent Tohoku tsunami recorded at Victoria Harbour and in Gorge Inlet near 101 Island Highway, we estimate the maximum sea level elevation at nearby Craigflower Bridge relative to Geodetic Datum to be 1.3 m. This estimate takes into account the real tides at this site (HHWMT).**
3. **Due to the uncertainties associated with numerical modeling, errors in earthquake magnitude, errors in the source distribution, and the timing of the tsunami arrival relative to tide and sea level elevation at the time of the event, the estimate sea level elevation of 1.3 should have an additional safety factor of 50%, for an extreme wave height of 1.95 m.**

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Photography - Peter Handcastle Hill Architecture Inc 101 Old Island Highway

P O R T A G E W E S T

The Rezoning of 101 Old Island Highway Craigflower Road at Admirals Road Bridge, Esquimalt, BC.



ARCHITECTURAL DRAWING LIST

- A1.1 Existing Site Plan & Project Data
- A1.2 Proposed Site Plan & Data
- A1.4 Existing Site/Access Photos
- A2.1 West Block Floor Plans
- A2.2 South Block Floor Plans
- A2.3 Duplex Units Floor Plans
- A2.4 East Block Floor Plans
- A2.5 North Block Floor Plans
- A3.1 Exterior Elevations - West Block
- A3.2 Exterior Elevations - South Block
- A3.3 Exterior Elevations - Duplex
- A3.4 Exterior Elevations - East & Center Blocks
- A3.5 Exterior Elevations - North Block

OWNER AND DEVELOPER

The George Apartments Limited Partnership
 313 - 425 Carnar Street
 Esquimalt BC, V8P 3E9
 Contact: Jordan Miles, Director
 phone: (250) 691-9973

PRIME CONSULTANT & ARCHITECT OF RECORD

Hill Architecture Inc.
 81 - 151 - 1260 Bay Street, Victoria BC, V8P 1G1
 Contact: Peter Handcastle
 phone: (250) 522-8788
 fax: (250) 522-9115
 email: pgh@hillarch.com

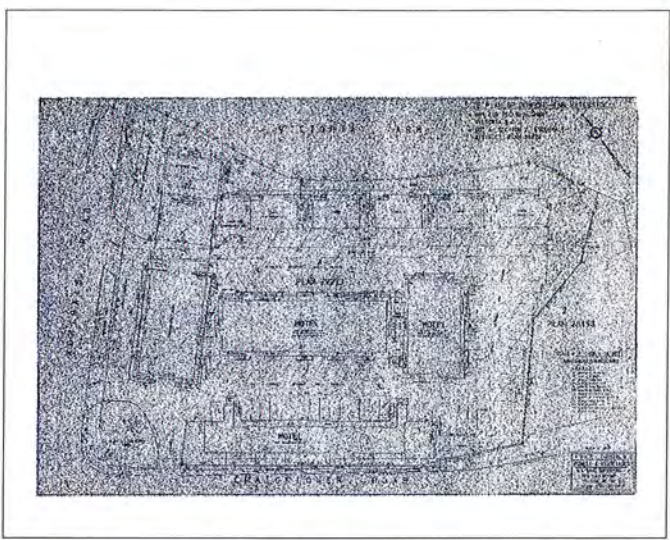


Existing Site Zoning & Data Records

RECEIVED

NOV 23 2016

 CORP. OF TOWNSHIP OF ESQUIMALT
 DEVELOPMENT SERVICES



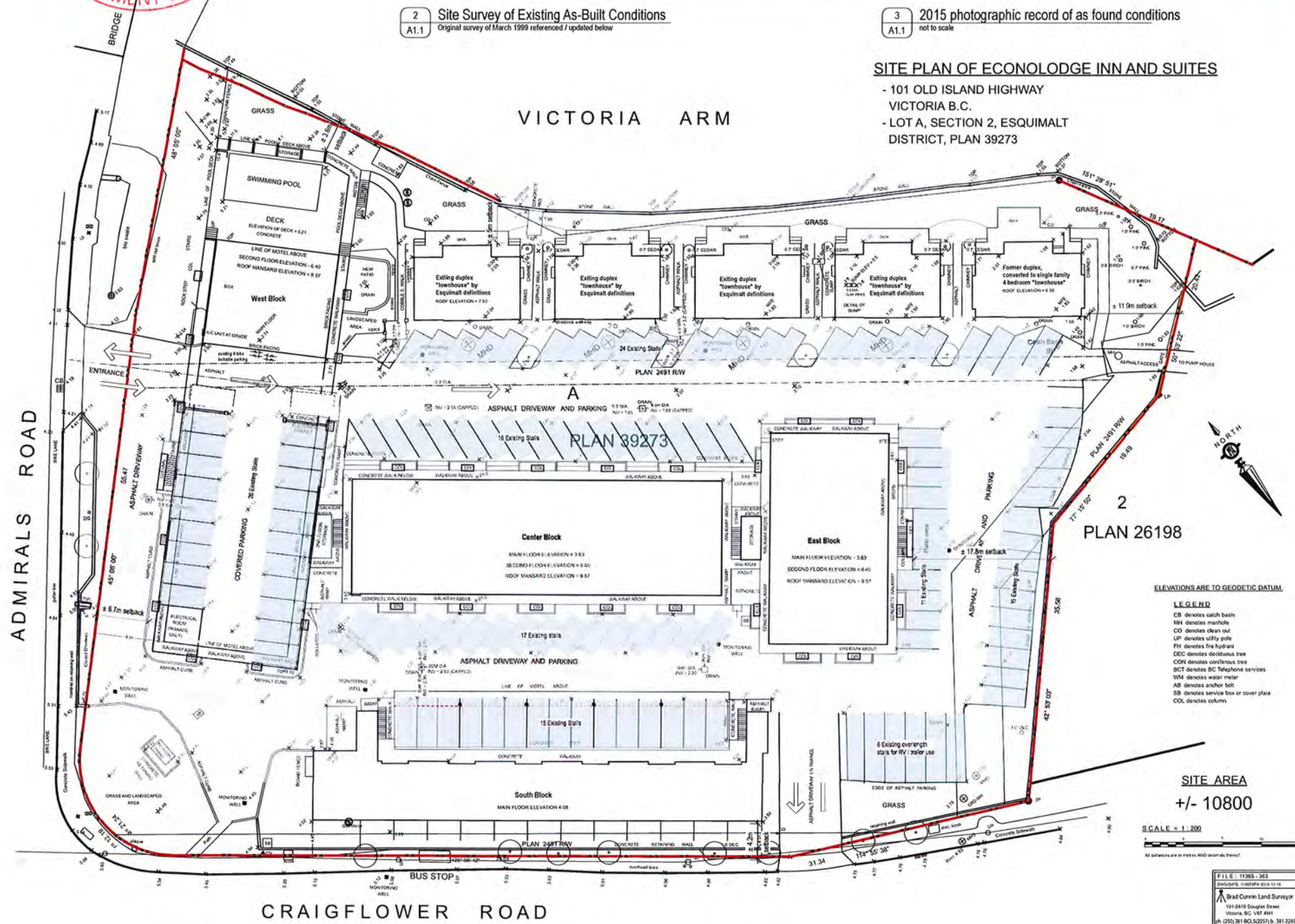
2 Site Survey of Existing As-Built Conditions
 A1.1 Original survey of March 1999 referenced updated below



3 2015 photographic record of as found conditions
 A1.1 not to scale

SITE PLAN OF ECONOLodge INN AND SUITES

- 101 OLD ISLAND HIGHWAY
 VICTORIA B.C.
 - LOT A, SECTION 2, ESQUIMALT DISTRICT, PLAN 39273



ELEVATIONS ARE TO GEODETIC DATUM

LEGEND

- CB denotes catch basin
- MH denotes manhole
- CO denotes clean out
- UP denotes utility pole
- PH denotes fire hydrant
- DEC denotes deciduous tree
- CON denotes coniferous tree
- BCT denotes BC Telephone services
- WM denotes water meter
- AB denotes anchor bolt
- SB denotes service box or cover plate
- COL denotes column

SITE AREA
 +/- 10800

SCALE = 1:200

FILE # 11365 - 363
 (CADENCE) 10/24/2015 10:15
 Brad Curran Land Surveyor
 110-810 Douglas Street
 Victoria, BC V8T 4M1
 (250) 361-8032/2557 (h) 361-2288
 brad@bradcurran.ca

Existing Project Data

Current zone: C-5A Tourist Commercial

Permitted Uses
 Motel (Transient Residential Use)
 Accessory Tourist Commercial
 Accessory Residential (as per Section 2)

Site Area
 ±10,800m² / ±113,100 ft²

Site Coverage (zoning definition)
 40 % permitted: 4203 m² / 45,240 ft² Actual: 4409.43m²

West Block 1287.6 m²
 Centre Block 858.3 m²
 East Block 583.1 m²
 South Block 889 m²
 Waterside Units (combined) 791.43 m²

Building Area (zoning definition)

Total Building Area: All bldgs combined 4963.52 m² / FSR: 0.46

West Block 1121.12 m²
 Centre Block 1356.8 m²
 East Block 820 m²
 South Block 1109 m²
 Waterside (combined) 556.6 m²

Existing Siting / Building Setbacks

(closest existing condition, estimated)

Front yard @ Craigflower / South Block ±4.2m
 Side Yard @ Admirals Road, West Block ±6.7m
 Side Yard @ East Block to neighbour ±17.8m
 Side Yard @ Cottage 5 to neighbour ±11.9m
 Waterside @ Cottage 1 ±5m
 Waterside @ Pool Deck to West Block ±3.6m

Building Height

9m Max: ± 6.1m existing

Description of Uses

Residential Use

Total Units: original count: 121
 West Block 23
 Centre Block 39
 East Block 16
 South Block 34
 Waterside Units 10

Commercial Use

Restaurant ±145 m²

Ancillary uses

Office, Reception

Vehicle Parking Requirements

124 existing non conforming stalls recorded on new survey

Units x 1.0 stalls per unit = 121 Cars
 (Hotel / Motel: 1.0 spaces per occupied unit)

Restaurant: 145 m² former area based parking = 10.35 cars
 (area shared with linens, housekeeping)
 1 space per 5 existing seats with a minimum of 10 stalls or
 1 space per 14 m² of gross floor area
 This "public seating" not required under this use.
 Cafe is ancillary to ex transient residential use / patrons only

Office: 59 m² = 1.96 (formerly up to 8 Motel staff / housekeeping staff)
 1 space per 30m² gross floor area
 (Could be ancillary to use for resident staff members)

Bicycle Parking Requirements

Units x 1.5 Class A stalls per unit: N/A to ex transient residential use.
 Bicycle parking Class I (enclosed in bldg):
 1.5 per residential unit as per Esquimalt OCP,
 Section 2. Managed growth, 2.2.4.1.j, page 16

Residential Guest Bike parking: N/A to ex transient residential use.
 Guest bicycle parking: Commercial Class II (outdoor racks)
 6 guest bikes as per: Esquimalt OCP, Section 2.
 Managed growth, 2.3.1.f, page 18

Commercial Bicycle Parking: Class II (outdoor racks): N/A to Patron only cafe.
 1 per 10 full-time employees as per Esquimalt OCP, Section 2. Managed growth,
 2.3.1.f, page 18

1 Site Survey of Existing As-Built Conditions
 A1.1 metric scale: 1:300


 101 Old Island Highway
 Victoria, BC V8R 1C5
 phone 250.361.3998
 fax 250.361.5778

PORTAGE WEST

Craigflower Road @ Admirals Road Bridge, Esquimalt, BC

101 Old Island Highway
 Craigflower Road of Admirals Road Bridge,
 Esquimalt, BC,
 Lot A, Section 2, Esquimalt District, Plan 39273

23 November 2016
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Proposed Site Zoning & Data



1 Existing Site Plan [documented for reuse]
A1.2 metric scale: 1:300



Proposed Project Data
Proposed Zone: C-5A Tourist Commercial transitioned to Comprehensive Development Zone

Permitted Uses
 Motel (Transient Residential Use) to Residential Apartment
 Accessory Tourist Commercial to Commercial
 Accessory Residential (as per Section 26) as is

Site Area
 ±10,800m² / ±113,100 ft²

Site Coverage (zoning definition)
 40 % permitted: Total 4203 m² / 45,240 ft² Actual: 4409.43m²
 West Block 1287.6 m²
 Centre Block 858.3 m²
 East Block 583.1 m²
 South Block 889 m²
 Waterside (combined) 791.43 m²

Building Area (zoning definition)
 Total Building Area: All bldgs combined 4963.52 m² / FSR: 0.46
 West Block 1121.12 m²
 Centre Block 1356.8 m²
 East Block 820 m²
 South Block 1109 m²
 Waterside (combined) 556.6 m²

Siting Requirements / Building Setbacks
 Front yard (existing unchanged)
 Side Yard (existing unchanged)
 Rear yard (existing unchanged)
 Waterside (existing unchanged)

Building Height
 9m Max (existing unchanged: ±6.1m)

Description of Uses
Residential Use
 West Block 14 (reduced)
 Centre Block 29 (reduced)
 East Block 16 (existing - unchanged)
 South Block 28 (reduced)
 Waterside Units 09 (reduced)

Unit break down: intent: 96
 Studio 54
 1 bedrooms 31
 2 bedrooms 10
 4 Bedrooms 1

Commercial Use
 Restaurant (54 existing seats / 145 m² / to be public use seating)

Ancillary uses
 Office, Reception, Laundry, Pool,

Vehicle Parking Requirements
 111 total existing stalls available.
 Parking Demand Assessment Study included with this submission.
 Bylaw requirements:
 96 Units x 1.30 stalls per unit = 125 (Bylaw)
 25% of, and included above, as visitor parking = 32 stalls (Bylaw)

Demand Study Conclusions
 Demand Study reviewed parking demand rates for multi-family units, in this vicinity, in several near municipalities, in the unit areas available, and in the bedroom counts available. This study is included with this submission. Only conclusions are noted below.

Total Residential Assessment
 96 Units x 90 stalls per unit = 87 stalls min required
 .8 stalls per unit for residential use (in excess of ave. data), and
 .1 stalls per unit for residential guest use (in excess of ave. data)

Commercial Use
 Restaurant: evaluated as per Bylaw
 1 space per existing 5 seats (54) = 11 stalls - or -
 1 space per 14 m² of gross m² (145m²) = 10.35 stalls
 Therefore 11 stalls assigned to this use for full public access

Office: evaluated as per Bylaw
 1 space per 30m² gross floor area / 59 m² = 2 stalls

Summary
 Residents: 87 stalls
 Commercial: 11 stalls
 Office: 2 stalls
 Total : 100 stalls / 111 existing stalls available + motorcycle parking

Bicycle Parking Requirements
 96 Units x 1.5 Class A stalls per unit = 144 bike stalls / 146 shown
 Bicycle parking Class I (enclosed in bldg):
 1.5 per residential unit as per Esquimalt OCP, Section 2. Managed growth, 2.2.4.1j, page 16

Residential Guest Bike parking / Provided
 Guest bicycle parking: Commercial Class II (outdoor racks)
 6 guest bikes as per: Esquimalt OCP, Section 2. Managed growth, 2.3.1.f, page 18

Commercial Bicycle Parking: Class II (outdoor racks): provided
 1 per 10 full-time employees as per Esquimalt OCP, Section 2. Managed growth, 2.3.1.f, page 18

Hillel architecture inc.

101 Old Island Highway
 Victoria BC V8R 1K3
 phone 250-921-9999
 fax 250-921-9798

PORTAGE WEST
 Craigflower Road @ Admirals Road Bridge, Esquimalt, BC

101 Old Island Highway
 Craigflower Road at Admirals Road Bridge,
 Esquimalt, BC,
 Lot A, Section 2, Esquimalt District, Plan 39273

23 November 2016
 25 October 2016
 September 2016

PROPOSED SITE PLAN & DATA

Existing Streetscape Records



Photo from Gorge Waterway / Admirals Road Bridge



Photo from Admirals Road

Photography - Peter Hardcastle Hillel Architecture Inc. 101 Old Island Highway



Photo from Craigflower Road

Photography - Peter Hardcastle Hillel Architecture Inc. 101 Old Island Highway

Hillel
architecture
inc.
101 15th Oak Bay Avenue
Victoria BC V8R 1K9
phone 250.921.7998
fax 250.921.7978

PORTAGE WEST
Craigflower Road @ Admirals Road Bridge, Esquimalt, BC

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DEVELOPMENT SERVICES

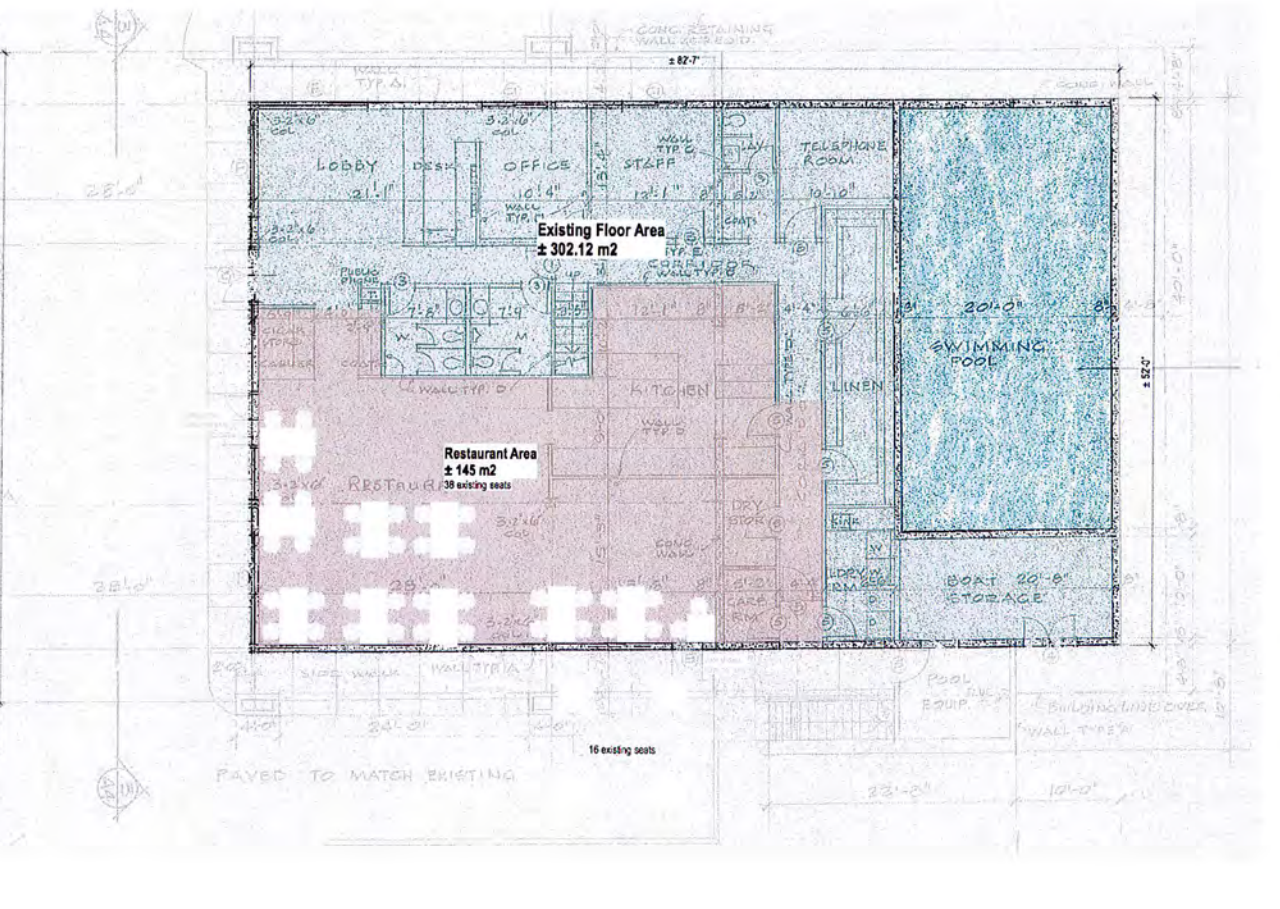
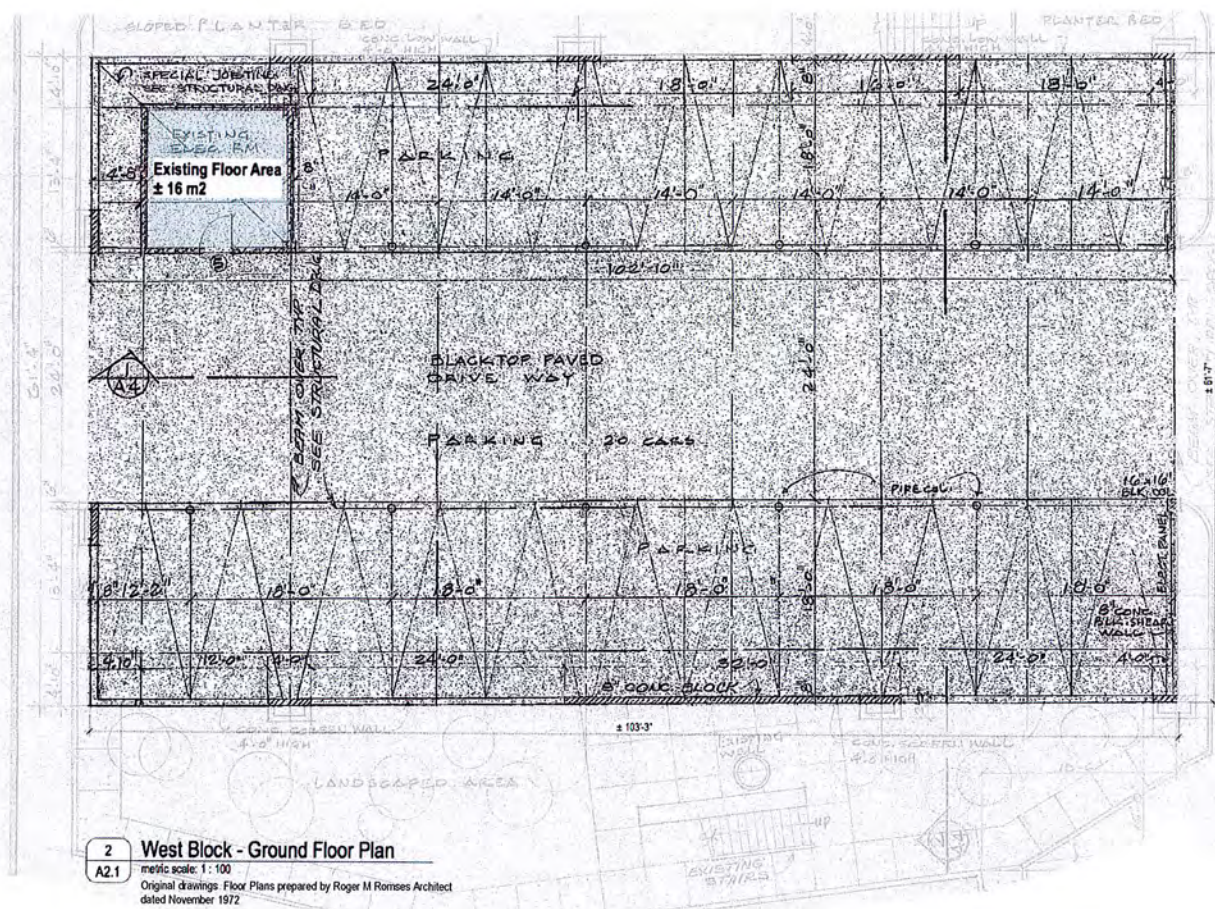
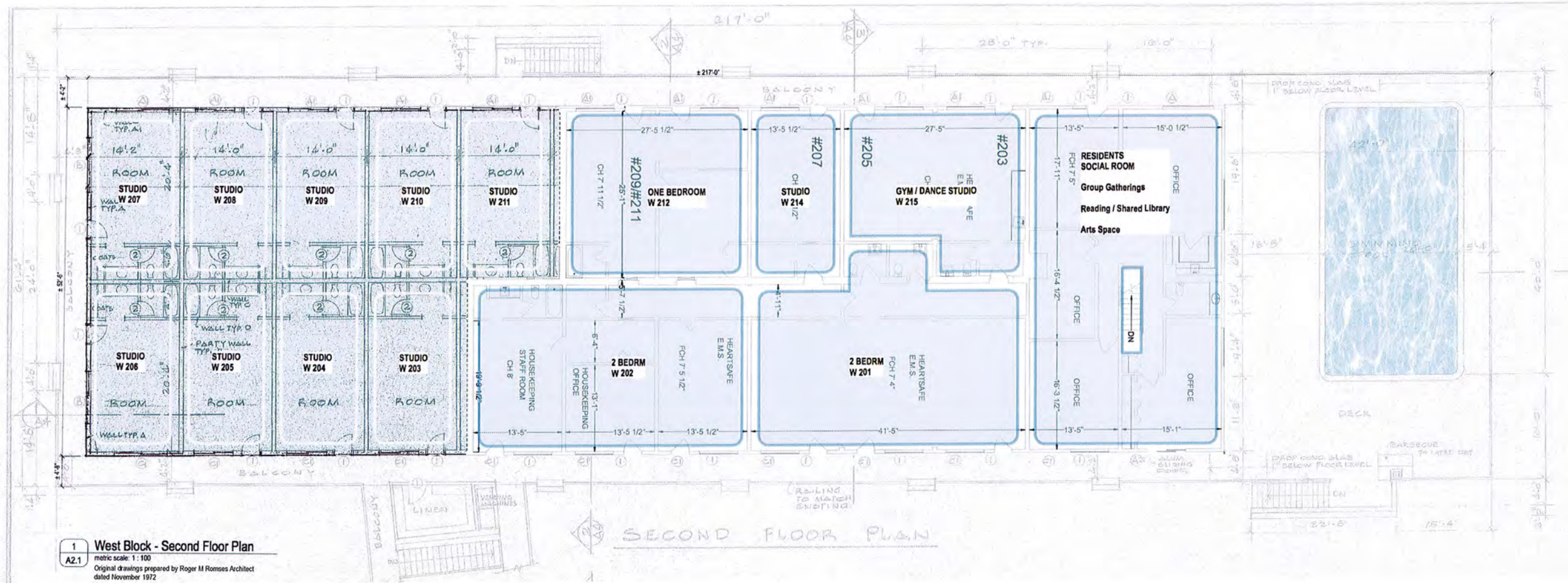
101 Old Island Highway
Craigflower Road at Admirals Road Bridge,
Esquimalt, BC.
Lot A, Section 2, Esquimalt District, Plan 39273

23 November 2016 Received for Planning Application
28 October 2016 Preliminary Planning Drawing

REGISTERED ARCHITECT
WARREN F. HILLEL

PORTAGE WEST
101 Old Island Highway, Esquimalt
Existing Streetscape

Existing Building Plans and Proposed Use



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 DEVELOPMENT SERVICES

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 architecture
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 101 Old Island Highway
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 phone 250.992.9998
 fax 250.992.9999

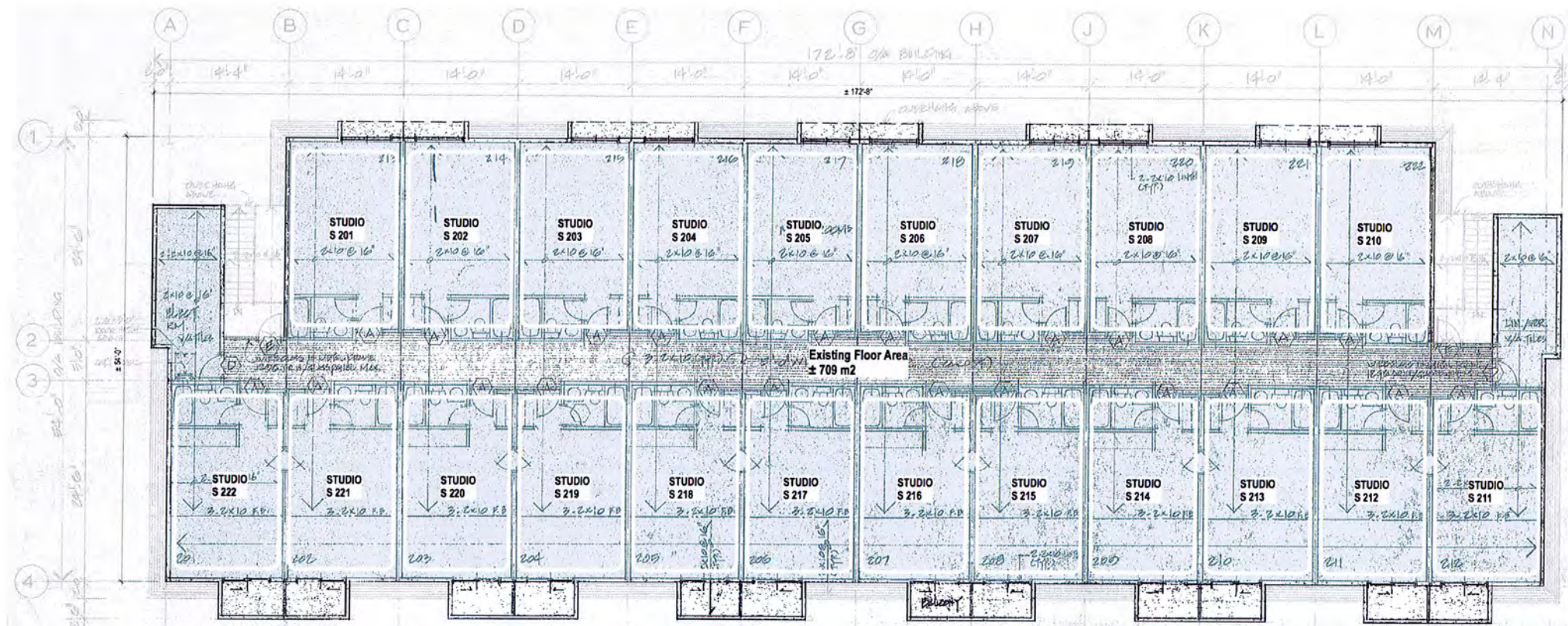
PORTAGE WEST
 Craigflower Road @ Admirals Road Bridge, Esquimalt, BC

101 Old Island Highway
 Craigflower Road at Admirals Road Bridge,
 Esquimalt, BC,
 Lot A, Section 2, Esquimalt District, Plan 39273

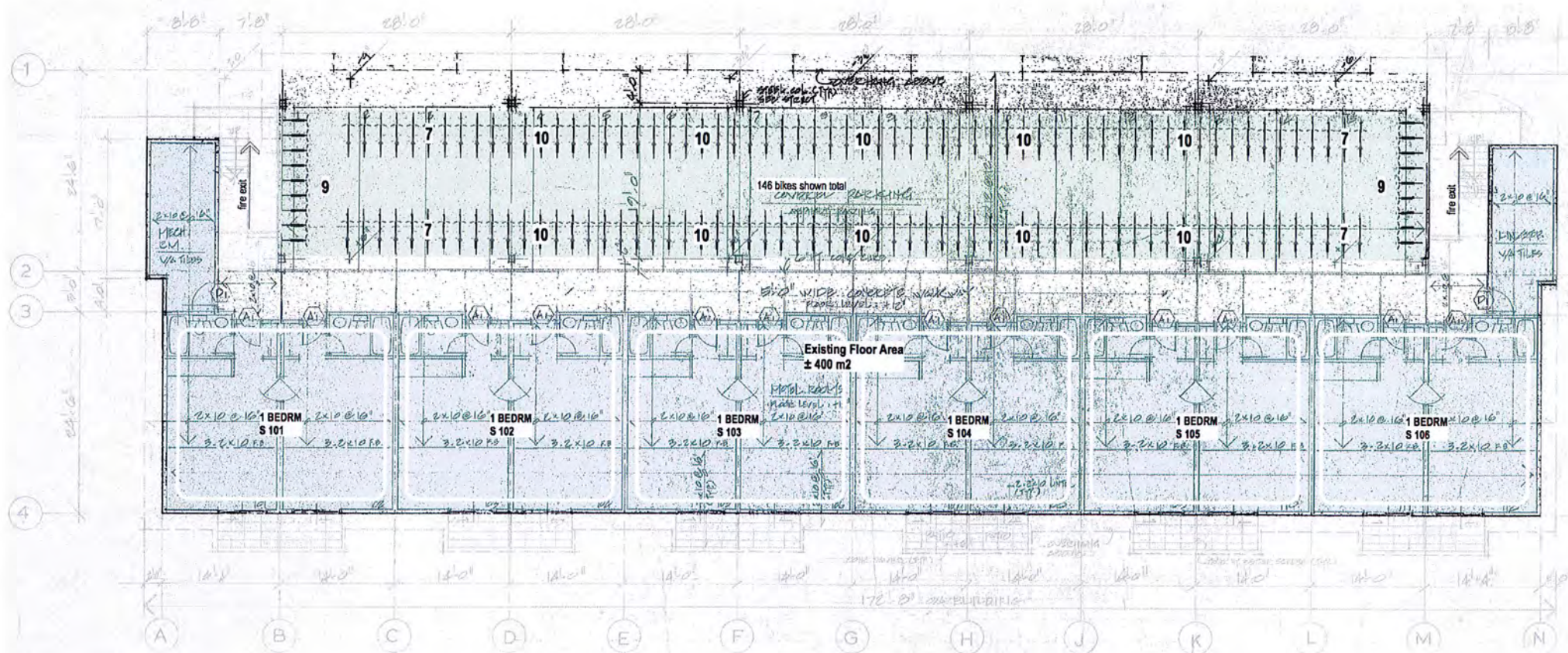
23 November 2016	Review Issued for Permitting Application
20 October 2016	Review Issued for Permitting Application
18 September 2016	Review Issued for Permitting Application
16 August 2016	Review Issued for Permitting Application
14 July 2016	Review Issued for Permitting Application
12 June 2016	Review Issued for Permitting Application
10 May 2016	Review Issued for Permitting Application
8 April 2016	Review Issued for Permitting Application
6 March 2016	Review Issued for Permitting Application
4 February 2016	Review Issued for Permitting Application
2 January 2016	Review Issued for Permitting Application

PORTAGE WEST
 101 Old Island Highway, Esquimalt
 West Block Floor Plan
 A2.1

Existing Building Plans and Proposed Use



1 South Block - Second Floor Plan
 metric scale: 1 : 100
 Original drawings prepared by Romnes Kwan & Associates
 dated January 1983



2 South Block - Ground Floor Plan
 metric scale: 1 : 100
 Original drawings prepared by Romnes Kwan & Associates
 dated January 1983

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 OF ESQUIMALT
 DEVELOPMENT SERVICES

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 architecture
 inc.
 101 151 Oak Bay Avenue
 Victoria BC V8R 1K3
 phone 250.921.998
 fax 250.921.998

PORTAGE WEST
 Craigflower Road @ Admirals Road Bridge, Esquimalt, BC

101 Old Island Highway
 Craigflower Road at Admirals Road Bridge,
 Esquimalt, BC
 (1/A, Section 2, Esquimalt District, Plan 39273)

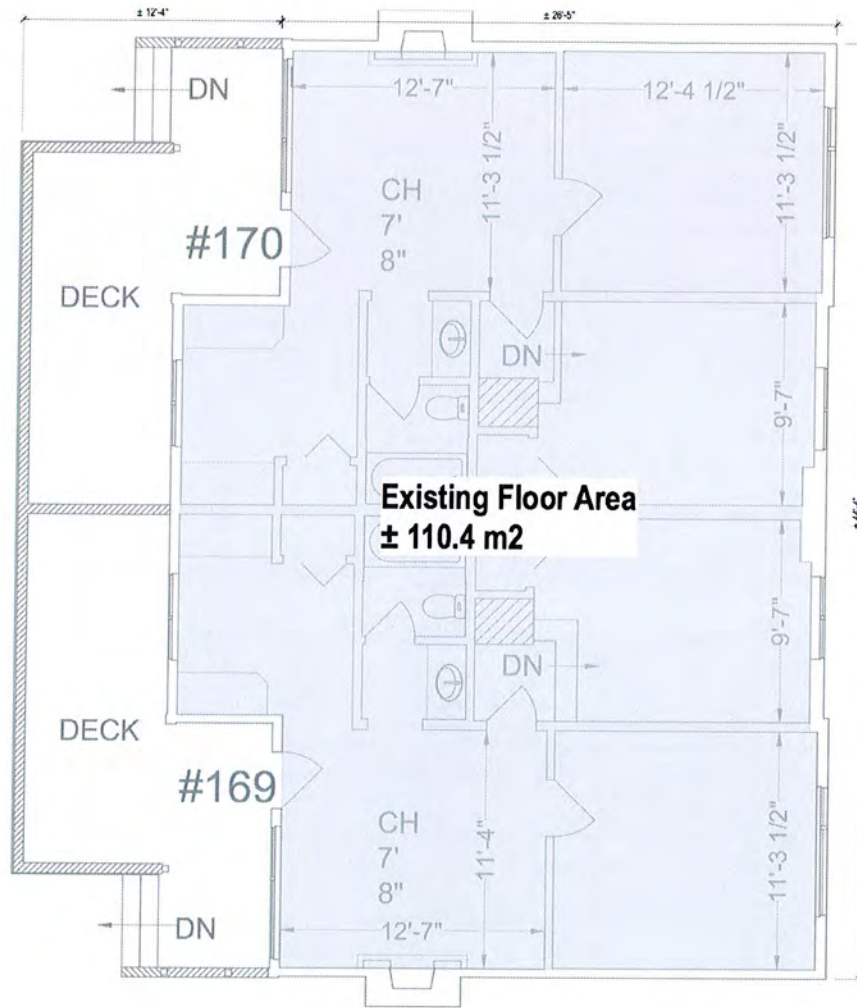
23 November 2016	Review Issued for Reasoning Application
20 October 2016	Review Preliminary Reasoning Drawing
September 2016	Final Design
July 2016	Final Design
June 2016	Final Design

PORTAGE WEST
 101 Old Island Highway, Esquimalt, BC
 South Block Floor Plans

Existing Building Plans and Proposed Use

GORGE WATER FRONT

1 Units 1 - 4
Duplex 2 Bedroom Units - Ground Floor Plan
metric scale: 1:50
Existing Building Floor Plans prepared by Measure Masters dated October 2016



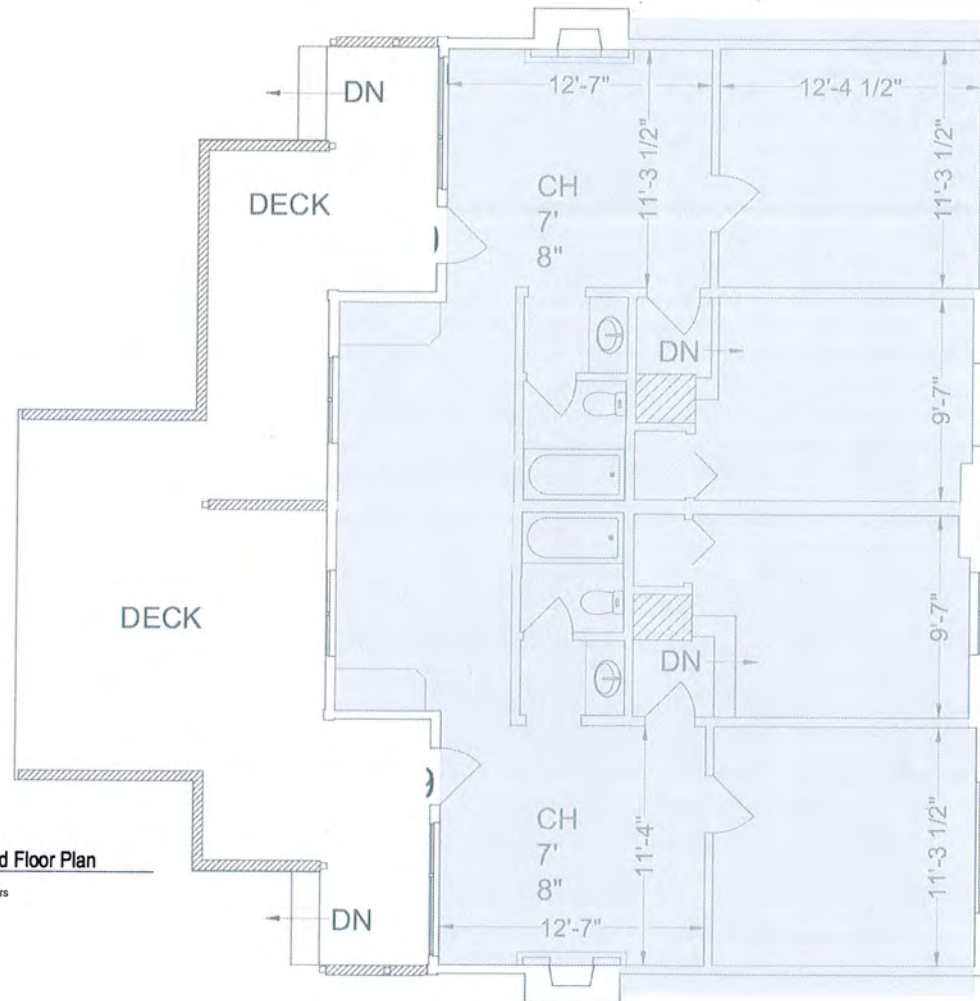
2 BEDROOM
D 101 / 103 / 105 / 107

PARKING

2 BEDROOM
D 102 / 104 / 106 / 108

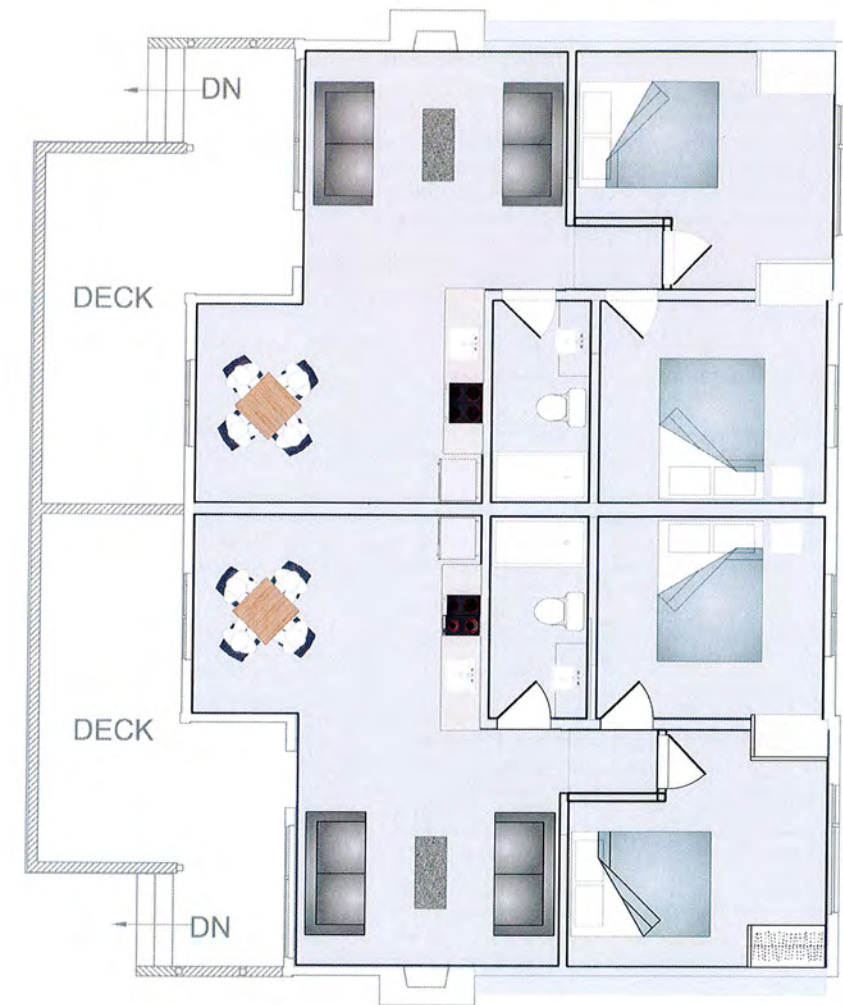
GORGE WATER FRONT

2 Unit 5
Duplex 4 Bedroom Unit - Ground Floor Plan
metric scale: 1:50
Existing Building Floor Plans prepared by Measure Masters dated October 2016



4 BEDROOM
D 109

PARKING



3 Duplex 2 Bedroom Units - Proposed Renovation Plan
metric scale: 1:50
Long term re-development strategy for units 1-4



Hillel
architecture
inc.
101 151 Oak Bay Avenue
Victoria, BC V8R 1K3
phone 250.792.998
fax 250.792.998

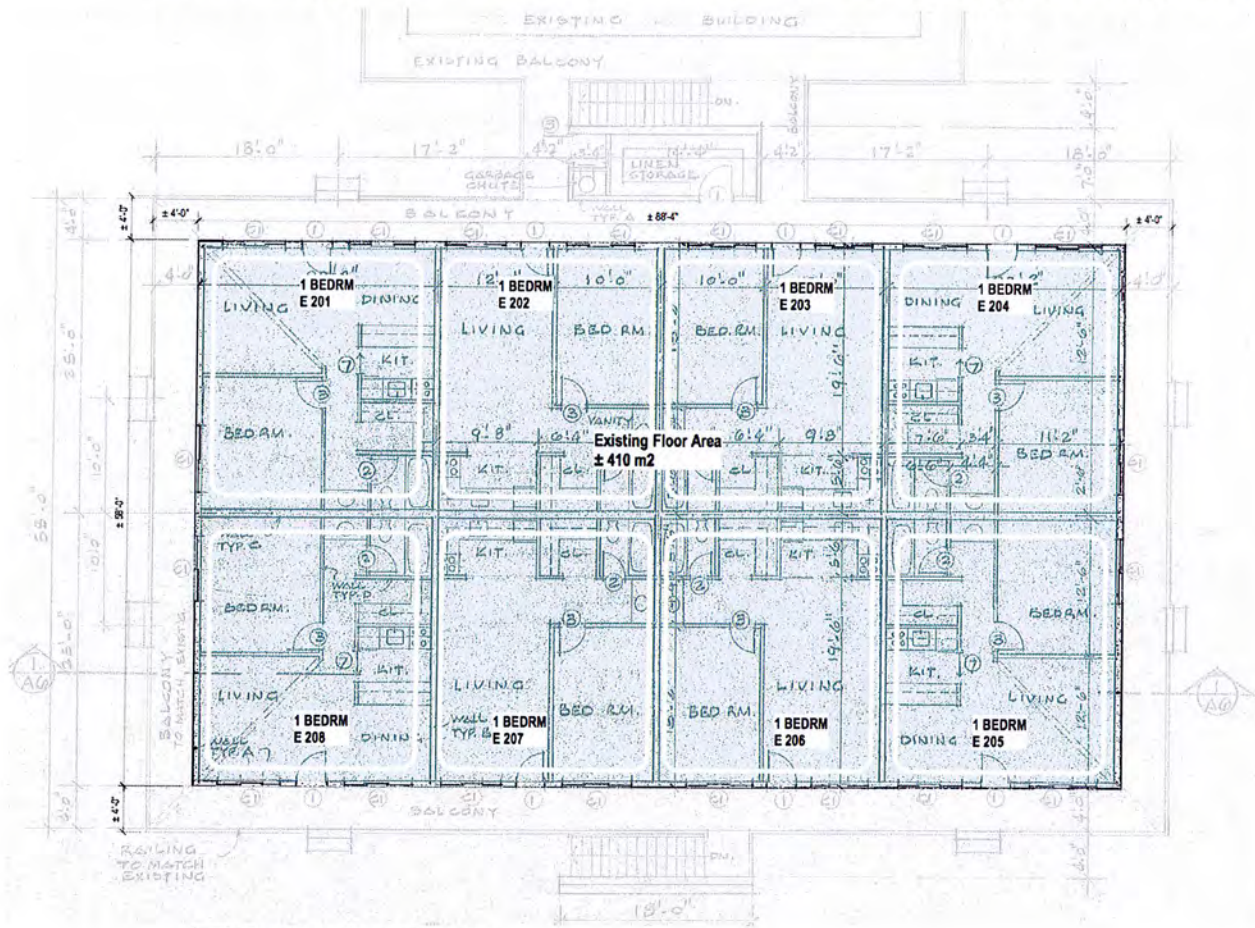
PORTAGE WEST
Craigflower Road @ Admirals Road Bridge, Esquimalt, BC

101 Old Island Highway
Craigflower Road at Admirals Road Bridge,
Esquimalt, BC
Lot A, Section 2, Esquimalt District, Plan 39273

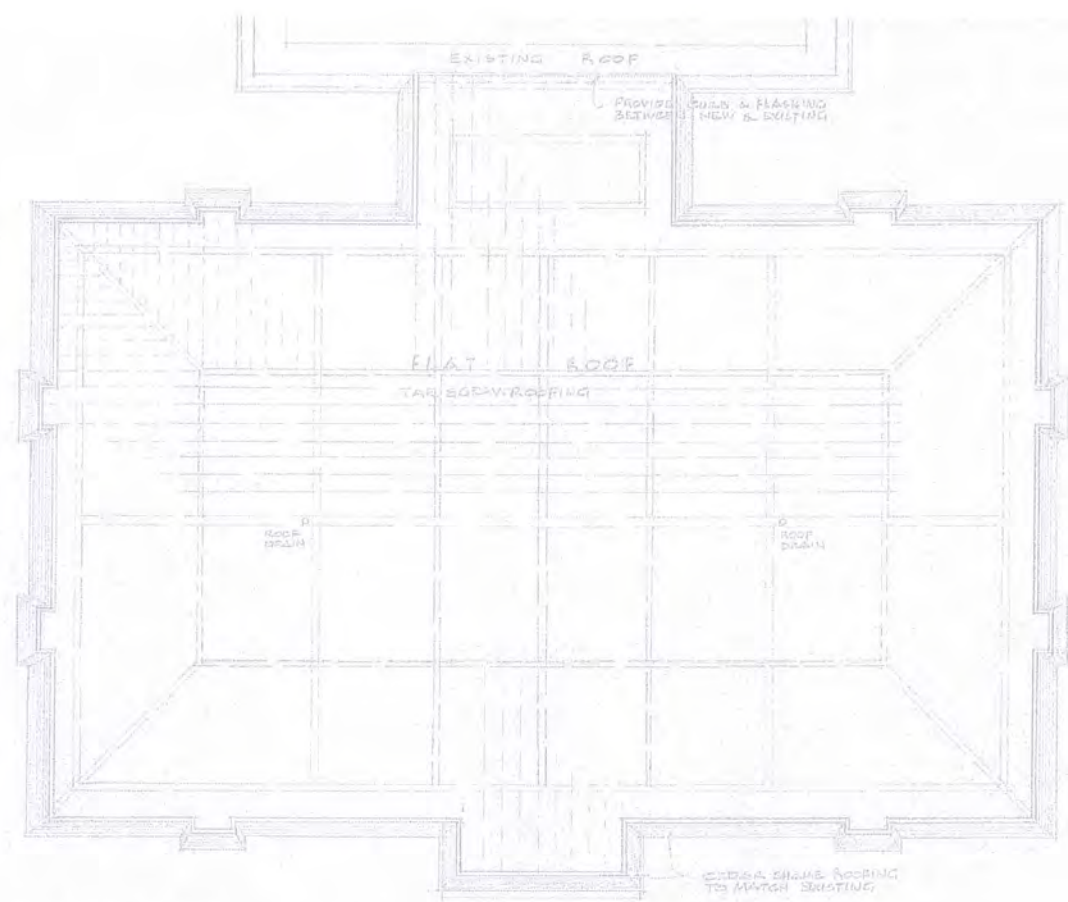
Date	Description	By
23 November 2016	Issued for Review Application	[Signature]
30 October 2016	Prepared for Review	[Signature]
15 October 2016	Prepared for Review	[Signature]
15 October 2016	Prepared for Review	[Signature]

PORTAGE WEST
101 Old Island Highway, Esquimalt, BC
Duplex Unit Floor Plan
A2.3

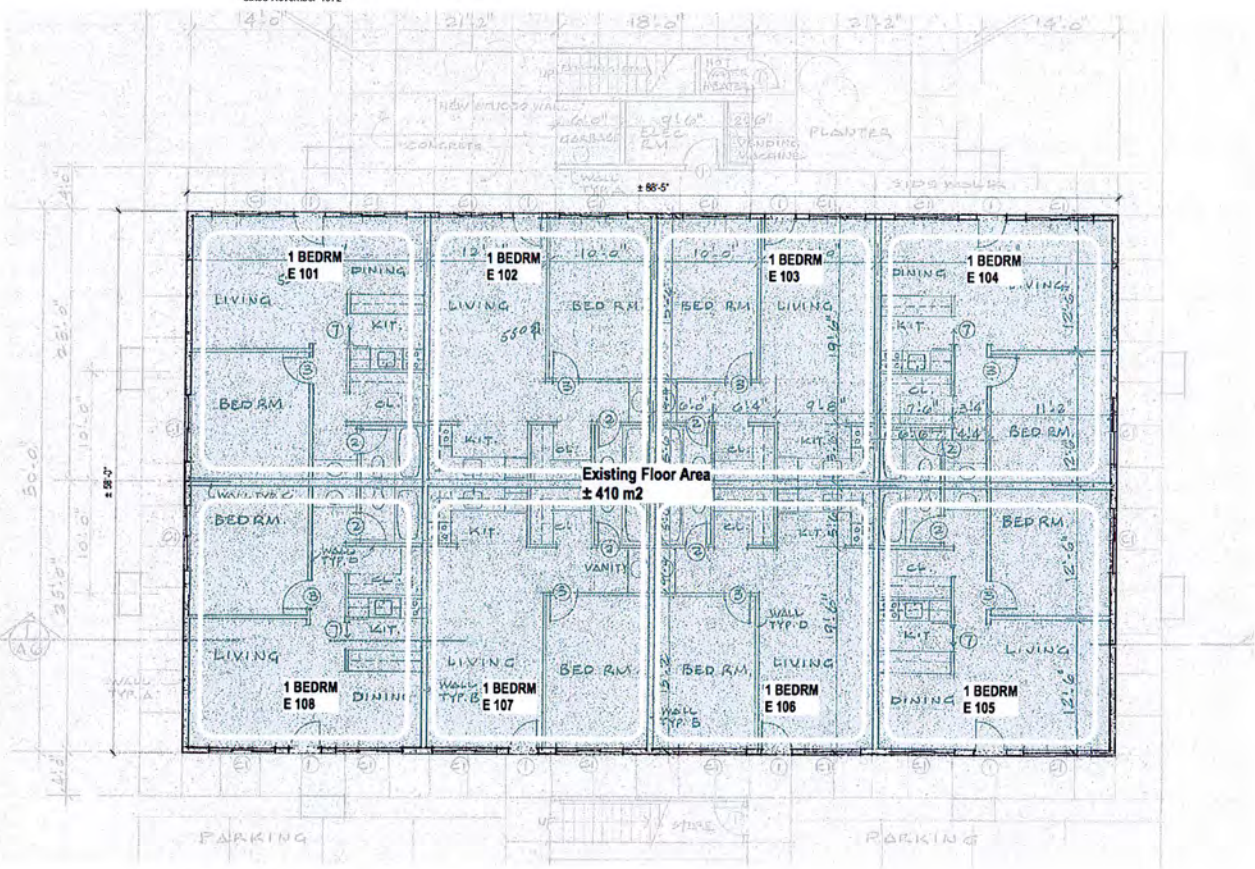
Existing Building Plans and Proposed Use



1 East Block - Second Floor Plan
 A2.4 metric scale: 1:100
 Original drawings prepared by Roger M Romnes Architect
 dated November 1972



3 East Block - Roof Plan
 A2.4 metric scale: 1:100
 Original drawings prepared by Roger M Romnes Architect
 dated November 1972



2 East Block - Ground Floor Plan
 A2.4 metric scale: 1:100
 Original drawings prepared by Roger M Romnes Architect
 dated November 1972



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 architecture

101 Old Island Highway
 Esquimalt, BC V8K 1K3
 phone 250.992.998
 fax 250.992.978

PORTAGE WEST
 Craigflower Road @ Admirals Road Bridge, Esquimalt, BC

101 Old Island Highway
 Craigflower Road at Admirals Road Bridge,
 Esquimalt, BC,
 Lot A Section 2, Esquimalt District, Plan 39273

23 November 2016
 20 October 2016
 19 October 2016

PORTAGE WEST
 101 Old Island Highway, Esquimalt, BC
 East Block, Floor Plan

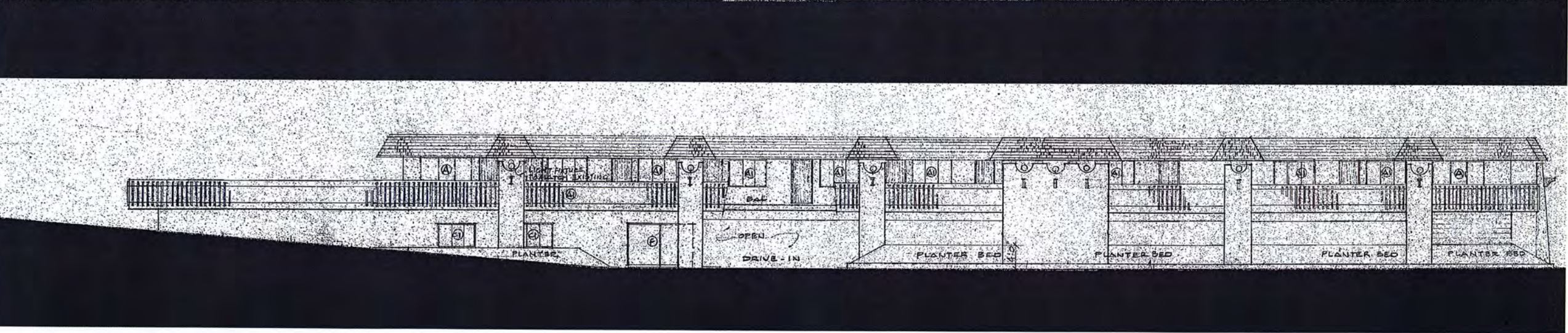
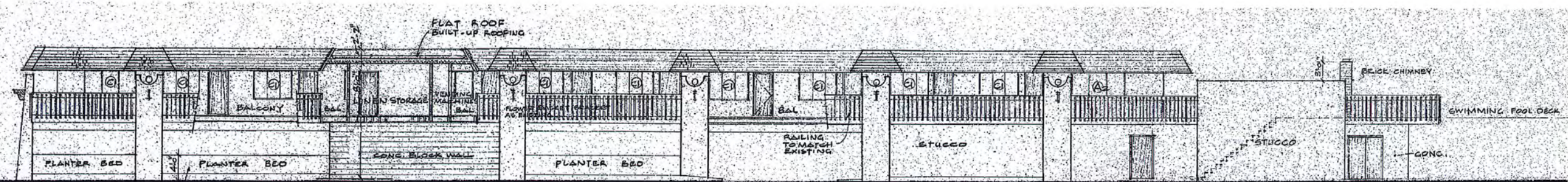
Existing and Proposed Building Elevations

New Proposed Exterior Colour Palette

1 West Block - Proposed Streetfront Exterior Elevation
A3.1 metric scale: 1:100



2 West Block - Existing Streetfront Exterior Elevation
A3.1 metric scale: 1:100



3 West Block - Existing Exterior Elevations
A3.1 metric scale: 1:100
Existing Elevations prepared by Roger M Romes Architect dated November 1972

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architecture
inc.
101 1891 Oak Bay Avenue
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phone 250.792.9988
fax 250.792.9978

PORTAGE WEST
Craigflower Road @ Admirals Road Bridge, Esquimalt, BC

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Craigflower Road @ Admirals Road Bridge,
Esquimalt, BC,
Site A, Section 2, Esquimalt District, Plan 39273

PORTAGE WEST
10 - Old Island Highway, Esquimalt, BC

Exterior Elevations - West Block

Existing and Proposed Building Elevations



New Proposed Exterior Colour Palette



New Proposed Exterior Colour Palette

PORTAGE WEST

1 Duplex - Proposed Gorge Side Exterior Elevation
A3.3 metric scale: 1:50

2 Duplex - Proposed Internal Lot Side Exterior Elevation
A3.3 metric scale: 1:50



Existing Site Conditions



Existing Site Conditions

3 Duplex - Existing Gorge Side Exterior Elevation
A3.3 metric scale: 1:50
Exterior elevations are based off the floor plans prepared by Measure Masters

4 Duplex - Proposed Internal Lot Side Exterior Elevation
A3.3 metric scale: 1:50
Exterior elevations are based off the floor plans prepared by Measure Masters



EXTERIOR FINISHES LEGEND

List of Finishes typical of all elevations

Existing Exterior Finishes

- 01 existing shingle roofing to remain as is
- 02a existing roof flashing to remain as is
- 02b existing roof flashing, new paint finish colour: light gray [architect spec colour]
- 03 existing aluminum windows to remain as is colour 1: light gray [existing] colour 2: bronzed brown [existing]
- 04 existing steel suite entry doors and frames, new paint finish door colour: sea green [architect spec colour] frame colour: sea green [architect spec colour]
- 05 existing flashing, new paint finish - colour: light gray [architect spec colour]
- 06 existing wood trim, new paint finish - new paint a. colour: sea green [architect spec colour] b. colour: navy blue [architect spec colour]
- 07 existing wood balcony posts, new paint finish - colour: white [architect spec colour]
- 08 existing wood balcony pickets and top rail, new paint finish - colour: sea green [architect spec colour]
- 09 existing exposed concrete components, new paint a. colour: sea green [architect spec colour] b. colour: graphite gray [architect spec colour] c. colour: light gray [architect spec colour]

New Exterior Finishes

- 10 new smooth stucco, top coat finish only over existing stucco finish a. colour: white [architect spec colour] b. colour: navy blue [architect spec colour]
- 11 new wood trim a. colour: sea green [architect spec colour] b. colour: navy blue [architect spec colour]
- 12 new building signage, cut plate black metal signage on stained wood background
- 13 new 19x89 T&O cedar siding, square face out, rough sawn face visible, Semi-opaque Sikkens Cetol stain [arch spec colour]
- 14 new 19x89 cedar trim around existing window frame, square face out, rough sawn face visible, Semi-opaque Sikkens Cetol stain [arch spec colour]
- 15 new cedar fascia, square face out, rough sawn face visible, Semi-opaque Sikkens Cetol stain [arch spec colour]
- 16 new property sign at main entrance (off Admirals Road)

Hillel architecture inc.

101 Old Island Highway
Victoria, B.C. V8R 1K3
phone: 250-972-9998
fax: 250-972-9998

PORTAGE WEST
Craigflower Road @ Admirals Road Bridge, Esquimalt, BC

101 Old Island Highway
Craigflower Road @ Admirals Road Bridge,
Esquimalt, B.C.
Section 2, Esquimalt District, Plan 39273

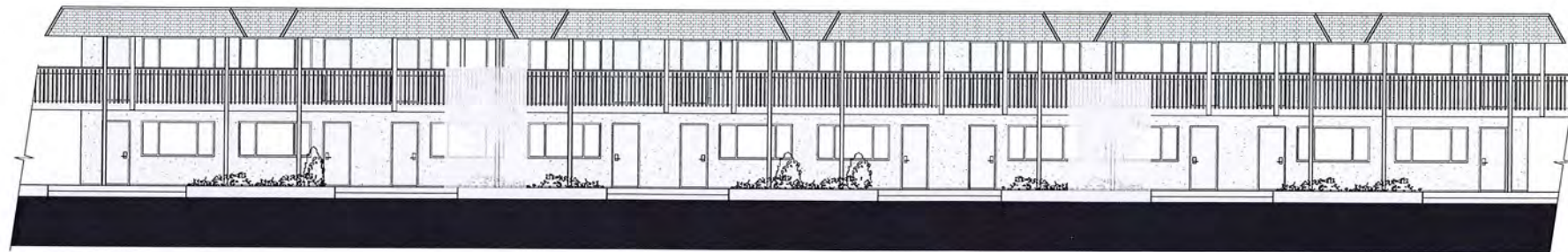
DATE: 23 November 2016
BY: [Signature]
PROJECT: [Signature]
DRAWING NO.: A3.3

PORTAGE WEST
101 Old Island Highway, Esquimalt, BC
Exterior Elevations - Duplex

Existing Building Elevations



1 East Block - Existing Exterior Elevations
 A3.4 metric scale: 1:100
 Original drawings prepared by Roger M Romnes Architect
 dated November 1972



2 Center Block - Existing Exterior Elevations
 A3.4 metric scale: 1:100
 Exterior elevations are based off the floor plans prepared by Measure
 Masters

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 phone 250.792.7978
 fax 250.792.7978

PORTAGE WEST
 Craigflower Road @ Admirals Road Bridge, Esquimalt, BC

101 Old Island Highway
 Craigflower Road at Admirals Road Bridge,
 Esquimalt, BC,
 lot #, Section 2, Esquimalt District, Plan 39273

23 November 2015
 24 October 2015
 25 October 2015
 26 October 2015
 27 October 2015
 28 October 2015
 29 October 2015
 30 October 2015
 31 October 2015

Application for Planning Application
 Preliminary Recording Drawing

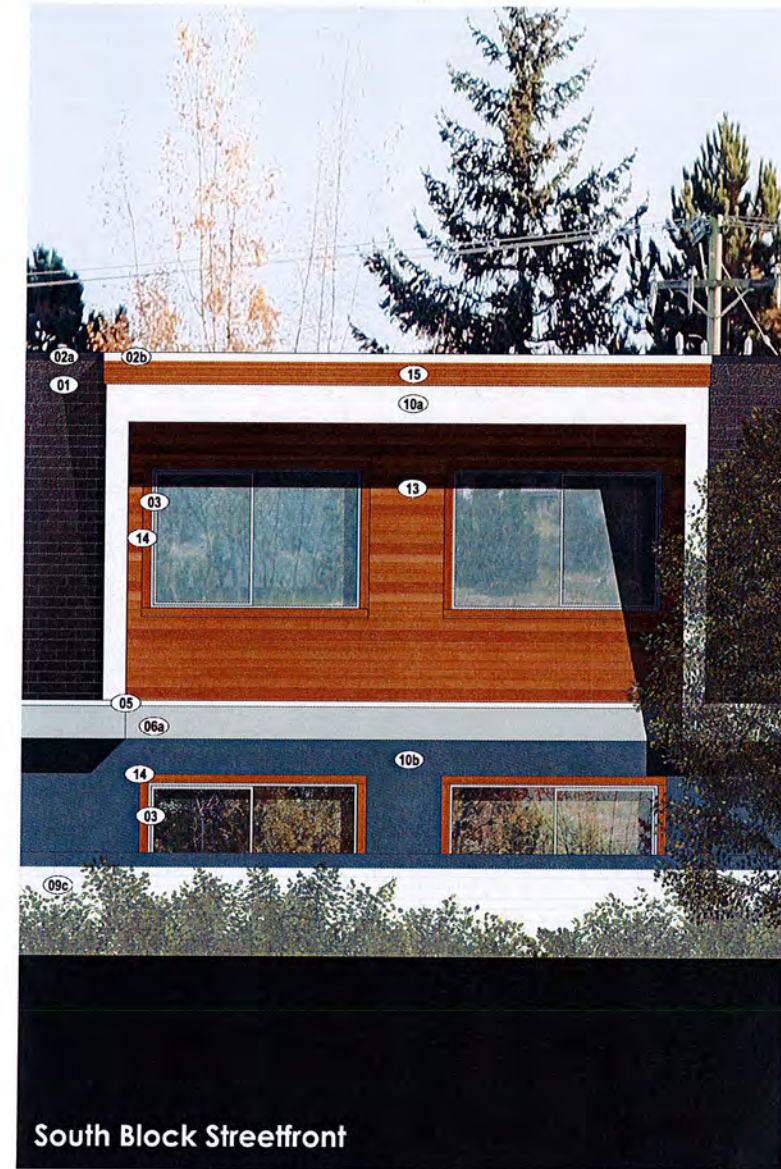
KAREN F. HILLEL

PORTAGE WEST
 101 Old Island Highway, Esquimalt, BC
 Exterior Elevations
 East & Center Blocks
 A3.4

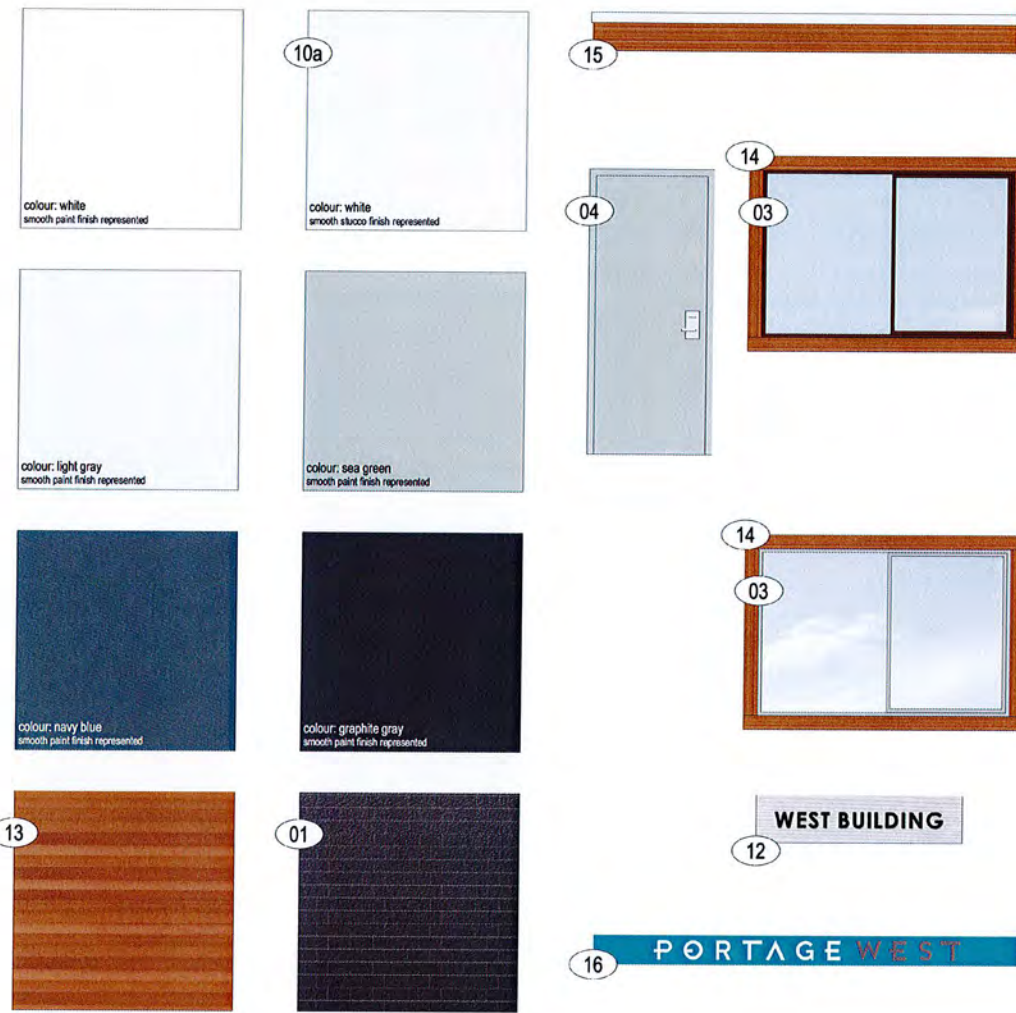
Colour And Materials Palette



West Block Streetfront



South Block Streetfront



WEST BUILDING

PORTAGE WEST

Existing Exterior Finishes

- 01 existing shingle roofing to remain as is
- 02a existing roof flashing to remain as is
- 02b existing roof flashing, new paint finish
colour: light gray [architect spec colour]
- 03 existing aluminum windows to remain as is
colour 1: light gray [existing]
colour 2: bronzed brown [existing]
- 04 existing steel suite entry doors and frames, new paint finish
door colour: sea green [architect spec colour]
frame colour: sea green [architect spec colour]
- 05 existing flashing, new paint finish - colour: light gray
[architect spec colour]
- 06 existing wood trim, new paint finish - new paint
a/b
a. colour: sea green [architect spec colour]
b. colour: navy blue [architect spec colour]
- 07 existing wood balcony posts, new paint finish - colour:
white [architect spec colour]
- 08 existing wood balcony pickets and top rail, new paint
finish - colour: sea green [architect spec colour]
- 09 existing exposed concrete components, new paint
a/b/c
a. colour: sea green [architect spec colour]
b. colour: graphite gray [architect spec colour]
c. colour: light gray [architect spec colour]

New Exterior Finishes

- 10 new smooth stucco, top coat finish only over existing stucco finish
a/b
a. colour: white [architect spec colour]
b. colour: navy blue [architect spec colour]
- 11 new wood trim
a/b
a. colour: sea green [architect spec colour]
b. colour: navy blue [architect spec colour]
- 12 new building signage, cut plate black metal signage on
stained wood background
- 13 new 19x89 T&G cedar siding, square face out, rough sawn face
visible - semi-opaque Sikkens Cetol stain [arch spec colour]
- 14 new 19x89 cedar trim around existing window frame, square
face out, rough sawn face visible - semi-opaque Sikkens Cetol stain
[arch spec colour]
- 15 new cedar fascia, square face out, rough sawn face visible -
semi-opaque Sikkens Cetol stain [arch spec colour]
- 16 new property sign at main entrance (off Admirals Road)