



**CORPORATION OF THE TOWNSHIP OF ESQUIMALT**

**ADVISORY PLANNING COMMISSION  
AGENDA**

**TUESDAY MAY 15, 2018**

**7:00 P.M.**

**ESQUIMALT COUNCIL CHAMBERS**

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- I. CALL TO ORDER**
- II. LATE ITEMS**
- III. ADOPTION OF AGENDA**
- IV. ADOPTION OF MINUTES – April 17, 2018**
- V. STAFF REPORTS**

**1) DEVELOPMENT VARIANCE PERMIT**

**821 Wollaston Street**

[PID: 026-216-485, Strata Lot 1 Section 11 Esquimalt District Strata Plan VIS5729  
Together with an interest in the common property in proportion to the unit entitlement  
of the strata lot as shown on form V]

**Purpose of the Application:**

The applicant is seeking a development variance permit to remove the parking designation from the existing garage to allow the space to be used as a living space. The applicant will be constructing and changing the space to fit the needs of the living space, which includes the removal of the garage door and installing new doors, windows, and beams to support the space. A development variance permit is required before the building permit can be issued for construction.

**RECOMMENDATION:**

The Advisory Planning Commission recommends to the Council that the application for a Development Variance Permit requesting the removal of the parking space from the garage on plans, stamped "Received, April, 30<sup>th</sup>, 2018" and including the following variance to the Parking Bylaw 1992, No. 2011, exemption of parking requirement located at PID: 026-216-485, Lot A, Section 11, Esquimalt District, Plan 11179 [821 Wollaston Street] be forwarded to Council with a recommendation **to either approve, approve with conditions, or deny the application;**

**Parking Bylaw 1992, No.2011, Section 9(4) – Provision and Maintenance Of Off-Street Parking and Loading Areas** – An exemption from the requirement that parking spaces in residential zones shall be located no closer to the Front Lot Line than the front face of the Principal Building.

- 2) **Zoning Text Amendment**  
**1182 Colville Road – Unit 15 [PID 026-875-683; Strata Lot 15, Section 10, Esquimalt District Strata Plan VIS6147 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form V.]**

**Purpose of the Application:**

The applicant is requesting to add further commercial uses to the Permitted Uses allowed in Comprehensive Development District No. 57, where a Convenience Store has existed for many years. The new owners of the property wish to offer music lessons; counselling; dance, art, yoga and meditation classes to small groups of people, and not operate a convenience store.

**Evaluation of this application should focus on issues relevant to a change in zoning; such as the appropriateness of the proposed uses, the fit with the neighbourhood, parking and consistency with the overall direction contained within the Official Community Plan.**

**RECOMMENDATION:**

The Esquimalt Advisory Planning Commission recommends that the application for a Zoning Text Amendment, authorizing additional commercial uses be added to the Commercial Unit (Unit 15) where a Convenience Store has existed for many years permitting a small 'Arts and Wellness Teaching Centre', at 1182 Colville Road – Unit 15 [PID 026-875-683, Strata Lot 15, Section 10, Esquimalt District Strata Plan VIS6147 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form V], be forwarded to Council with a recommendation to either **approve, approve with conditions, or deny the application; including reasons for the chosen recommendation.**

- 3) **Official Community Plan Amendment And Rezoning Application**  
**1379 Esquimalt Road / 520 Foster Street (St. Peter and St. Paul's Church) [PID 024-848-905; Lot A (DD EP75276), Suburban Lot 27, Esquimalt District, Plan 5092]**

**Purpose of the Application:**

CitySpaces Consulting on behalf of the owner of St. Peter and St. Paul's Church (The Anglican Synod of the Diocese of British Columbia), is requesting an amendment to the Official Community Plan Bylaw No. 2646, and a change in zoning to facilitate the subdivision of the subject property into four separate parcels (three land parcels and one air space parcel). The 'Hermitage', an existing multiple unit residential building would occupy one land parcel, a small cemetery would be on a second land parcel, and the existing heritage church with a new 'ministry centre' would occupy the third land parcel. Twenty-four new, affordable rental housing units for seniors would be located above the new ministry centre in an air space parcel.

The proposed development would require a Heritage Alteration Permit as the connection of the new ministry centre to the heritage designated church would require an alteration to this protected building.

**Staff request the Advisory Planning Commission review this proposal with regards to the proposed siting, height, mass, density, lot coverage, usable open space and parking and provide comments for staff and the applicant to consider as well as a recommendation to Council.**

**RECOMMENDATION:**

That the Esquimalt Advisory Planning Commission [APC] recommends that the Official Community Plan Amendment and Rezoning Application authorizing a new 5 storey, 24 unit, multiple family residential building with a new ‘ministry centre’ on the ground floor, sited in accordance with the BCLS Site Plan provided by Wey Mayenburg Land Surveying Inc., and incorporating height and massing consistent with the architectural plans provided by Number Ten Architectural Group, stamped “Received April 24, 2018” detailing the development proposal, to be located at 1379 Esquimalt Road / 520 Foster Street (St. Peter and St. Paul’s Church) [PID 024-848-905; Lot A (DD EP75276), Suburban Lot 27, Esquimalt District, Plan 5092], and **make a recommendation to either approve, approve with conditions, or deny the application; and provide reasons for the chosen recommendation.**

**4) OFFICIAL COMMUNITY PLAN AMENDMENT and REZONING APPLICATION  
899 Esquimalt Road  
[PID 030-151-562 Lot A, Section 11, Esquimalt District, Plan EPP69557]**

**Purpose of the Application:**

The applicant is requesting a change in Official Community Plan Land Use Designation from the current mix of “Commercial Mixed-Use” designation on its northwestern half and “Multi-Unit, Low Rise Residential” designation on its southeastern half to entirely “Commercial Mixed-Use” and a change in zoning from the current mix of C-2 [Neighbourhood Commercial] and RD-1 [Two Family Residential] to a Comprehensive Development District zone [CD]. This change is required to accommodate the proposed 12 storey, commercial mixed-use building consisting of 2 retail commercial units, 57 residential units, and a 94 space parking garage.

This site is located within Development Permit Area No. 1 - Multi-Unit Residential and Development Permit Area No. 2 - Commercial. Should the rezoning application be approved, the applicant would need to obtain a Development Permit respecting the character of the development, including landscaping, form, exterior design and finish of the proposed 12 storey, mixed-use commercial and residential building, which would be considered by both the Design Review Committee and Council in the future.

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

**RECOMMENDATION:**

The Esquimalt Advisory Planning Commission recommends that the application for an amendment to the Official Community Plan and rezoning, authorizing a 12 storey,

commercial mixed-use building consisting 2 retail commercial space and 57 residential units, sited in accordance with the BCLS Site Plan provided by Wey Massenburg Land Surveying Inc., stamped “Received November 30, 2017”, and incorporating height and massing consistent with the architectural plans prepared by Farzin Yadegari Architect Inc., stamped “Received May 10, 2018”, detailing the development proposed to be located at 899 Esquimalt Road [PID 030-151-562, Lot A, Section 11, Esquimalt District, Plan EPP69557] be forwarded to Council with a recommendation **to either approve, approve with conditions, or deny the application including reasons for the chosen recommendation.**

**VI. NEXT REGULAR MEETING**

Tuesday, June 19, 2018

**VII. ADJOURNMENT**





## CORPORATION OF THE TOWNSHIP OF ESQUIMALT

### ADVISORY PLANNING COMMISSION MINUTES OF APRIL 17, 2018 ESQUIMALT COUNCIL CHAMBERS

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<b>PRESENT:</b>	Ken Armour, Chair Amy Higginbotham Duncan Cavens	Nick Kovacs Berdine Jonker Graeme Dempster
<b>STAFF:</b>	Bill Brown, Director of Development Services, Staff Liaison Karen Hay, Planner Pearl Barnard, Recording Secretary	
<b>COUNCIL LIAISONS:</b>	Councillor Tim Morrison Councillor Beth Burton-Krahn	

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#### I. CALL TO ORDER

Ken Armour, Chair, called the Advisory Planning Commission meeting to order at 7:02 p.m.

#### II. ELECTION OF VICE-CHAIR

Nominations were called for and Duncan Cavens nominated Graeme Dempster, seconded by Nick Kovacs. Graeme Dempster was elected by acclamation as Vice Chair for the year 2018.

#### III. LATE ITEMS

There were no late items.

#### IV. APPROVAL OF THE AGENDA

Moved by Graeme Dempster, seconded by Duncan Cavens: That the agenda be approved as circulated. **CARRIED UNANIMOUSLY.**

#### V. ADOPTION OF MINUTES

Moved by Nick Kovacs, seconded by Amy Higginbotham: That the minutes of the APC meeting, March 20, 2018 be adopted as circulated. **CARRIED UNANIMOUSLY.**

#### VI. STAFF REPORTS

##### 1) DEVELOPMENT VARIANCE PERMIT 801 Esquimalt Road

Jag Singh, NSDA Architects and Samson Rombough, Carpreit, provided an overview of DVP application for 801 Esquimalt Road and responded to questions from the Commission.

Staff outlined that the development variance permit is to legitimize the parking situation that has existed for many years, and to allow the current owner to add one additional suite to the building, without providing additional parking. Staff also noted that there is a correction to the Staff Report Page 2 Context: Property Size should read Imperial: 21991 ft<sup>2</sup>.

##### **Commission comments included (*response in italics*):**

- Are the parking spaces leased? *Yes, currently 20 of the 36 parking spaces are leased.*
- Number of visitor's parking spaces was discussed. *Staff clarified that due to the age of the building the parking lot does not conform to today's standards.*

**RECOMMENDATION:**

Moved by Duncan Cavens, seconded by Nick Kovacs: The application for a Development Variance Permit authorizing the parking layout as shown on the site plan prepared by Derek Neale, NSDA Architects, stamped "Received March 23, 2018" and including the following relaxations to Parking Bylaw, 1992, No. 2011, for the development located at 801 Esquimalt Road [PID 002-925-729; Parcel B (DD139365I) of Lot A, Section 11, Esquimalt District, Plan 25546 except that part in Plan VIP83622], **be forwarded to Council with a recommendation by the Esquimalt Advisory Planning Commission to approve**; as parking is not an issue for the existing building. **Carried Unanimously**

**Parking Bylaw, 1992, No. 2011, Section 11 (1) - Visitor Parking** – A reduction to the requirement that for land zoned multiple family residential 1 of every 4 required spaces shall be clearly marked 'Visitor' and available for use by non-occupants of the Parcel at all times. [ie. from 1 of every 4, to 1 of every 10.5 required spaces];

**Parking Bylaw, 1992, No. 2011, Section 13(1)(a)(iv) – Parking Requirements – Number of Off-Street Parking Spaces** – A reduction to the number of required off-street Parking Spaces, from 42 spaces to 37 spaces [ie. from 1.3 spaces per dwelling unit to 1.16 spaces per dwelling unit];

**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 a 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 post in the covered parking area.

**2) REZONING APPLICATION  
1109 Lyall Street**

Kim Colpman, Large & Co., provided an overview of the rezoning application for 1109 Lyall Street, presented a PowerPoint presentation and responded to questions from the Commission.

Staff outlined that the applicant is requesting a change in zoning from Two Family/Single Family Residential [RD-3] to a Comprehensive Development District, to create a strata development where the existing single family dwelling is retained and a new two-unit dwelling (duplex) would be added to the property. Staff also noted that there are two corrections to the Staff Report Page 2, Context: Property Size should read Imperial: 10215 ft<sup>2</sup> and on Page 5, F.A.R., Lot Coverage, Siting and Setbacks. Last sentence of the paragraph after the table should read: F: "The lot size at 949 m<sup>2</sup> in area would provide for 316 m<sup>2</sup> (3405 ft<sup>2</sup>) per dwelling unit."

**Commission comments included (*Applicant's response in italics*):**

- A rendering showing the streetscape with the existing and proposed buildings would have been helpful.
- Expressed concerns with the massing of the building; the second storey is the same size as the first storey, not a good fit for the neighbourhood; consider an alternate design where the massing is not simply a block.
- The proposal was appropriate as designed, suitable for the area and the visual impact to the street would be quite low.
- Liked that the original house has been retained.
- Are vehicles able to turnaround on the site? Yes

- Liked the concept. The size of the site merits some additional density; the current design is not sensitive enough to the character of the neighbourhood and the existing house.

**RECOMMENDATION:**

Moved by Amy Higginbotham, seconded by Nick Kovacs: The application for rezoning, authorizing a new two-family dwelling (duplex) to be constructed behind the existing single family dwelling, sited in accordance with the BCLS Site Plan prepared by Alan Powell, Powell & Associates, BC Land Surveyors, stamped “Received February 26, 2018”; and incorporating the height and massing consistent with the architectural plans prepared by Gerry Troesch Residential Design, stamped “Received February 16, 2018” detailing the development proposed to be located at 1109 Lyall Street [PID 006-001-009, Amended Lot 3 (DD 148436I), Section 11, Esquimalt District, Plan 4729] be forwarded to Council with a recommendation **by the Esquimalt Advisory Planning Commission to deny**; as the massing of the proposed building is not a good fit for the neighbourhood. **MOTION CARRIED** (1 opposed, Berdine Jonker)

**VII. NEXT REGULAR MEETING**

Tuesday, May 15, 2018

**VIII. ADJOURNMENT**

The meeting adjourned at 7:56 p.m.

CERTIFIED CORRECT

\_\_\_\_\_  
CHAIR, ADVISORY PLANNING COMMISSION  
THIS 15<sup>th</sup> DAY OF MAY, 2018

\_\_\_\_\_  
ANJA NURVO, CORPORATE OFFICER



# CORPORATION OF THE TOWNSHIP OF ESQUIMALT

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

**APC Meeting: May 15, 2018**

## STAFF REPORT

**DATE:** May 9, 2018

**TO:** Chair and Members of the Advisory Planning Commission

**FROM:** Janany Nagulan, Planner 1  
Bill Brown, Director of Development Services

**SUBJECT: DEVELOPMENT VARIANCE PERMIT**  
**821 Wollaston Street**  
[PID: 026-216-485, Strata Lot 1 Section 11 Esquimalt District Strata  
Plan VIS5729 Together with an interest in the common property in  
proportion to the unit entitlement of the strata lot as shown on form V]

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### RECOMMENDATION:

The Advisory Planning Commission recommends to the Council that the application for a Development Variance Permit requesting the removal of the parking space from the garage on plans, stamped "Received, April, 30<sup>th</sup>, 2018" and including the following variance to the Parking Bylaw 1992, No. 2011, exemption of parking requirement located at PID: 026-216-485, Lot A, Section 11, Esquimalt District, Plan 11179 [821 Wollaston Street] be forwarded to Council with a recommendation **to either approve, approve with conditions, or deny the application;**

**Parking Bylaw 1992, No.2011, Section 9(4) – Provision and Maintenance Of Off-Street Parking and Loading Areas** – An exemption from the requirement that parking spaces in residential zones shall be located no closer to the Front Lot Line than the front face of the Principal Building

### BACKGROUND:

#### Purpose of the Application

The applicant is seeking a development variance permit to remove the parking designation from the existing garage to allow the space to be used as a living space. The applicant will be constructing and changing the space to fit the needs of the living space, which includes the removal of the garage door and installing new doors, windows, and beams to support the space. A development variance permit is required before the building permit can be issued for construction.

**Context****Applicant/ Owner:** Sylvie Redden**Property Size: Metric:** 640.98 m<sup>2</sup>                      **Imperial:** 6899.45 ft<sup>2</sup>**Existing Land Use:** Triplex**Surrounding Land Uses:**

<b>North:</b>	Single Family Dwelling
<b>South:</b>	Single Family Dwelling
<b>East:</b>	Two Family Residential
<b>West:</b>	Two Family Residential

**Existing Zoning:** RD-2 [Two Family Small Lot Residential] [No change required]**Zoning and Parking**

The subject property is the unit of a non-conforming triplex in an RD-2 zone. The applicant would like to remove the parking space and convert the garage space into a living space.

With the removal of the parking space and the addition of the garage floor area to the total floor area, the floor area ratio will meet the requirements of the zone and will not exceed 0.4 FAR.

Under Parking Bylaw, 1992, No. 2011, Section 9 (4) requires parking spaces in residential zones to be located no closer to the Front Lot Line than the front face of the Principal Building. The exemption through the Development Variance Permit would allow the applicant to have a parking space in front of the front face of the Principal Building and remove the parking designation from the existing garage.

**Public Notification**

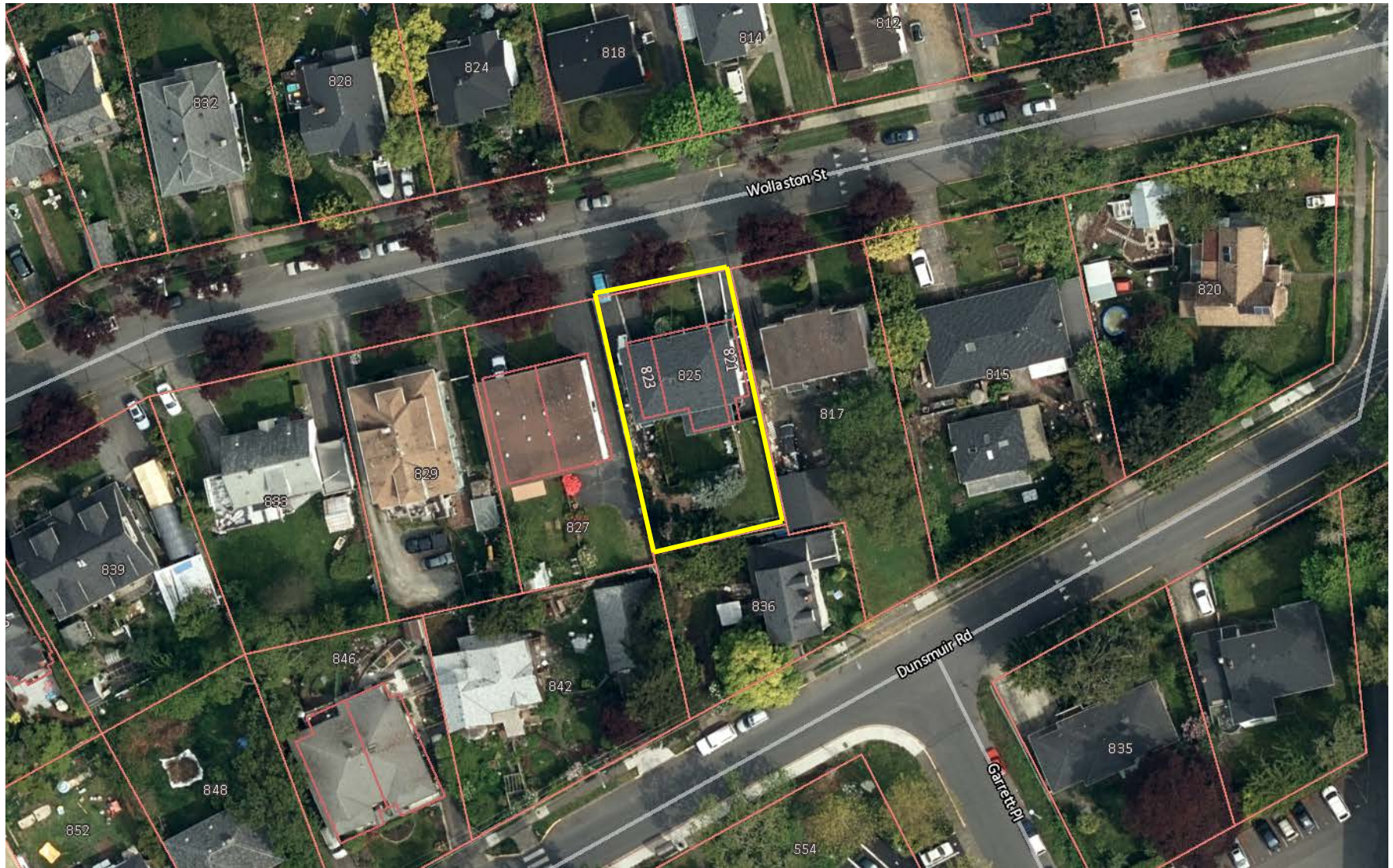
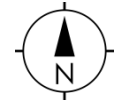
As this is a development variance permit application, should it proceed to Council, a notice will be mailed to tenants and owners of properties within 50 metres (164 feet) of the subject property.

**ALTERNATIVES:**

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



821 Wollaston Street



Building Inspection Division  
Township of Esquimalt  
3<sup>rd</sup> Floor, 1229 Esquimalt Rd  
Esquimalt BC  
V9A 3P1

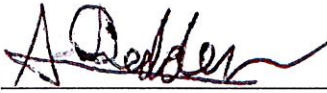


April 23, 2018

To Whom It May Concern:


This letter is to confirm that all owners in Strata VIS 5729, consisting of 821, 823, and 825 Wollaston Street, are aware of the work taking place in the basement of 821 Wollaston and do not object to the work in any way.

Adrian Redden, co-owner at 821 Wollaston St.

Signed 

Date 04/23/2018

Elysia Dempsey, owner at 823 Wollaston St.

Signed 

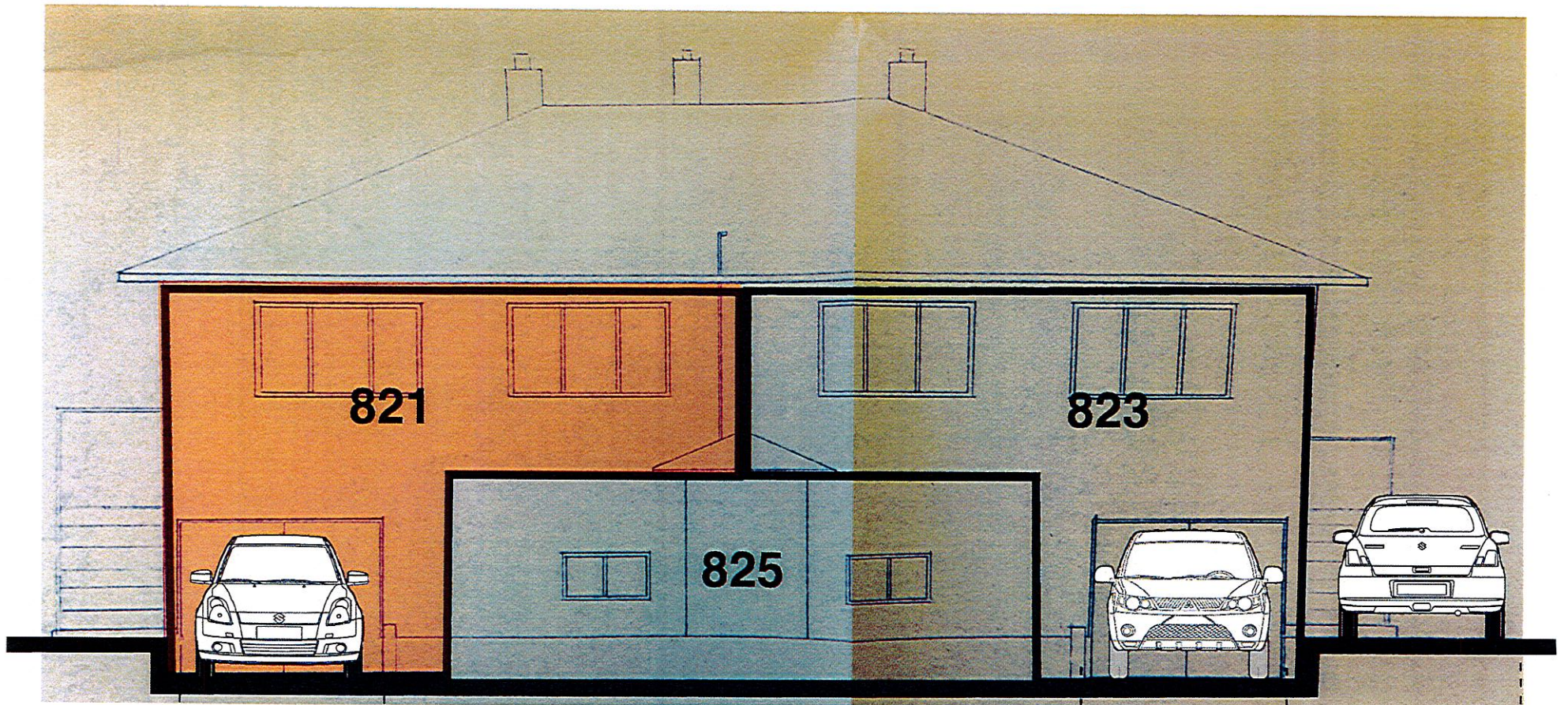
Date 04/23/2018

Luke Davies, owner at 825 Wollaston St.

Signed 

Date 04/23/2018





821 parking

823 parking

825 parking

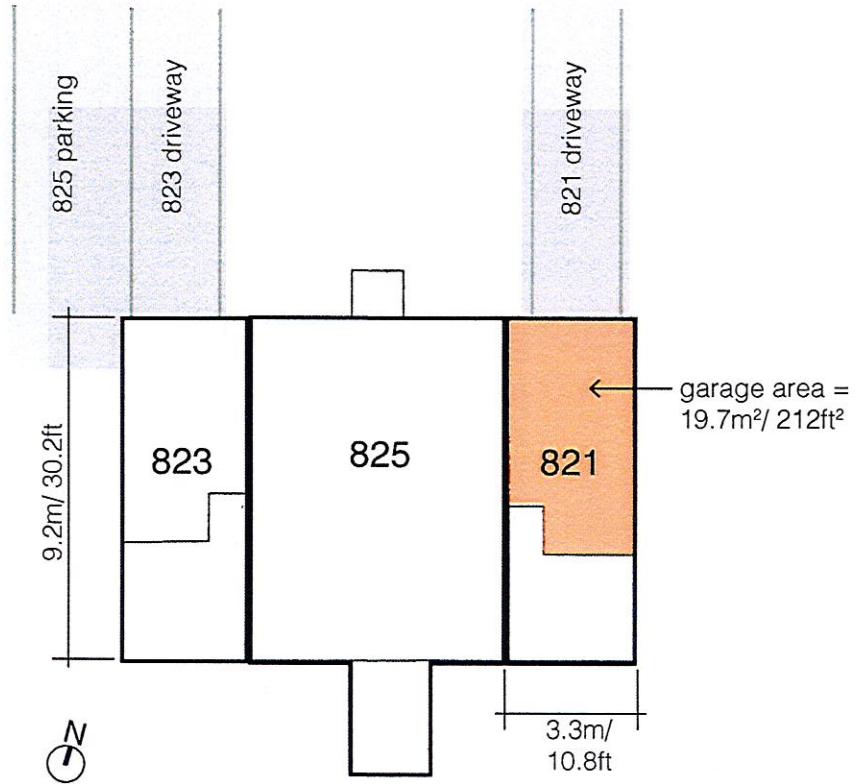
PARKING ALLOCATION



821 WOLLASTON STREET  
FRONT ELEVATION



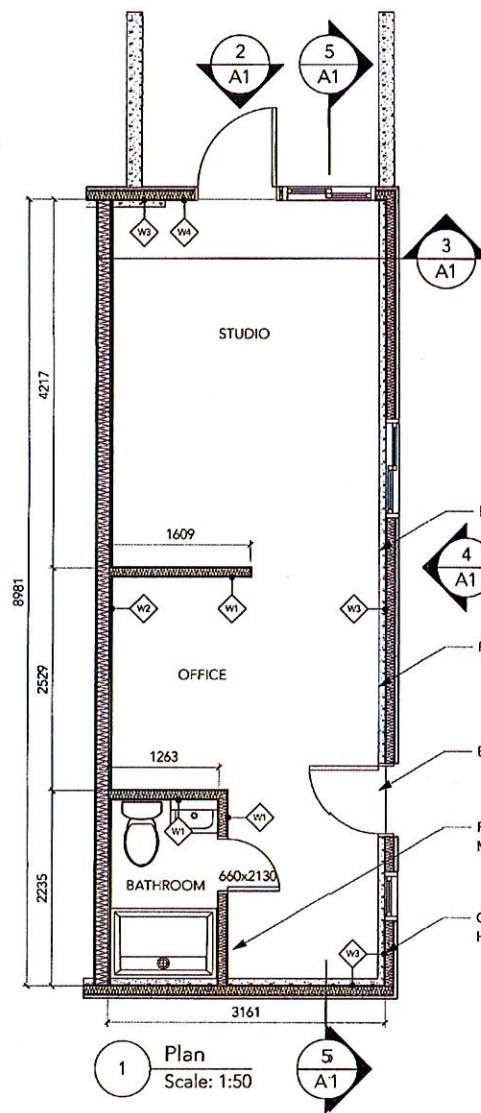
**NOTE:**  
ALL DIMENSIONS ARE  
FROM STRATA PLAN



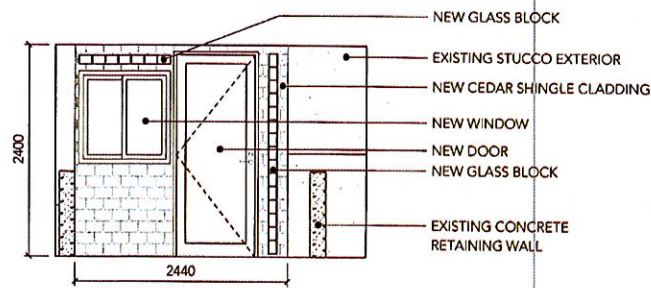
GROUND FLOOR PLAN



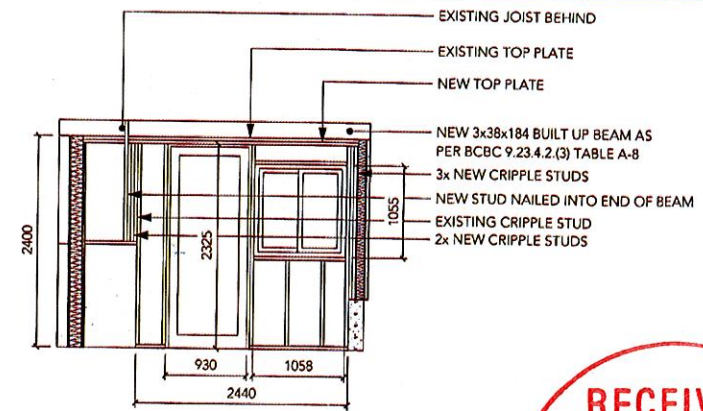
821 WOLLASTON STREET  
GROUND FLOOR PLAN



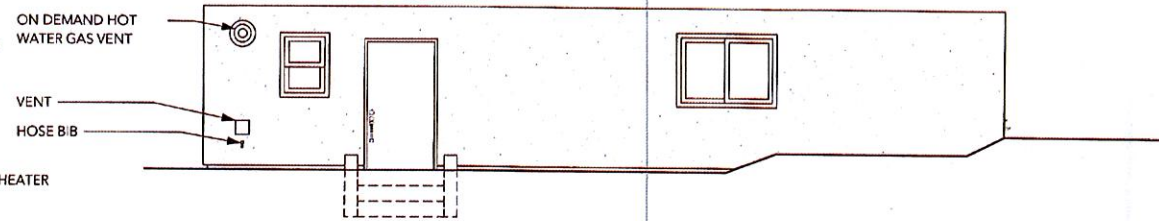
1 Plan Scale: 1:50



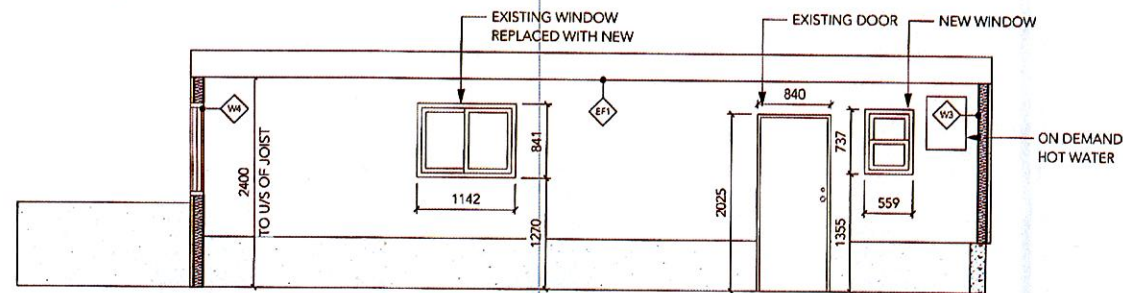
2 Front Elevation Scale: 1:50



3 Framing Around Opening Detail Scale: 1:50



4 Side Elevation Scale: 1:50



5 Section Scale: 1:50



**WALL TYPES**

- W1 WOOD STUD PARTITION  
13mm GWB  
89mm WOOD STUDS @ 600mm o.c.  
ROXUL INSULATION  
13mm GWB
- W2 SUITE SEPARATION  
2 LAYERS 16mm TYPE 'X' GWB  
89mm WOOD STUDS @ 600mm o.c. STAGGERED  
ON 140mm SILL PLATE  
16mm GWB
- W3 EXISTING STUCCO EXTERIOR  
EXISTING STUCCO  
EXISTING HORIZONTAL SHEATHING BOARD  
EXISTING 89mm WOOD STUDS @ 400mm o.c.  
NEW ROXUL R14 BATT INSULATION  
POLY AB/VB  
13mm GWB

- W4 CEDAR SHINGLE CLAD EXTERIOR  
CEDAR SHINGLE SIDING  
BUILDING PAPER  
89mm WOOD STUDS @ 400mm o.c.  
ROXUL R14 BATT INSULATION  
POLY AB/VB  
13mm GWB

**FLOOR TYPE**

- EF1 EXISTING MAIN FLOOR FRAMING  
EXISTING WOOD FLOOR  
EXISTING T&G LUMBER  
EXISTING 38x184 WOOD JOISTS @ 400mm O.C (TYP)  
NEW BATT INSULATION  
NEW 22mm HAT CHANNEL @ 400mm O.C.  
NEW 2 LAYERS OF 16mm TYPE 'X' GWB

**PROJECT INFORMATION:**

CIVIC ADDRESS: 821 Wollaston St., ESQUIMALT, BC  
LEGAL ADDRESS: STRATA PLAN OF LOT A, SECTION 11 ESQUIMALT DISTRICT, PLAN 11179  
PID: 026-216-485

**CURRENT ZONING:**

ZONE RD-2 TWO FAMILY SMALL LOT RESIDENTIAL

Project Name	Studio Renovation	
Address	821 Wollaston St.	
Sheet Number	A1	Sheet Title Plan / Section / Elevations



# CORPORATION OF THE TOWNSHIP OF ESQUIMALT

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

APC Meeting: May 15, 2018

## STAFF REPORT

**DATE:** May 11, 2018

**TO:** Chair and Members of the Advisory Planning Commission

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

**SUBJECT: Zoning Text Amendment**  
**1182 Colville Road – Unit 15** [PID 026-875-683; Strata Lot 15, Section 10, Esquimalt District Strata Plan VIS6147 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form V.]

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### RECOMMENDATION:

The Esquimalt Advisory Planning Commission recommends that the application for a Zoning Text Amendment, authorizing additional commercial uses be added to the Commercial Unit (Unit 15) where a Convenience Store has existed for many years permitting a small 'Arts and Wellness Teaching Centre', at 1182 Colville Road – Unit 15 [PID 026-875-683, Strata Lot 15, Section 10, Esquimalt District Strata Plan VIS6147 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form V], be forwarded to Council with a recommendation to either **approve, approve with conditions, or deny the application; including reasons for the chosen recommendation.**

### BACKGROUND:

#### Purpose of the Application

The applicant is requesting to add further commercial uses to the Permitted Uses allowed in Comprehensive Development District No. 57, where a Convenience Store has existed for many years. The new owners of the property wish to offer music lessons; counselling; dance, art, yoga and meditation classes to small groups of people, and not operate a convenience store.

**Evaluation of this application should focus on issues relevant to a change in zoning; such as the appropriateness of the proposed uses, the fit with the neighbourhood, parking and consistency with the overall direction contained within the Official Community Plan.**

**Context**

**Applicants/ Owners:** Heather Boulding / Elyssa Lefurgey-Smith

**Existing Land Use:** Convenience Store with Dwelling Unit above

**Surrounding Land Uses:**

North: Single Family and Multiple Family Residential [part of CD-57]  
South: Single Family Residential [zoned RS-1]  
West: DND (ball fields) [zoned P-1]  
East: Single Family Residential [part of CD-57]

**Existing Zoning:** Comprehensive Development District No. 57

**Proposed Zoning:** Comprehensive Development District No. 57 with amended text

**Existing OCP Designation:** Commercial Mixed-Use [no change required]

**Official Community Plan [OCP]**

The OCP Mixed Use Objectives encourage the Township to create a ‘diversified commercial and employment sector that provides a wide range of goods and services to residents’.

**Zoning**

The Comprehensive Development District [CD-57] zone was created in 2006 to allow the consolidation of two properties and the construction of 15 new single family residences, one containing a convenience store. The ‘Convenience Store’ use actually dates from 1949, when it was located on its own parcel with a dwelling above. The convenience store was for sale for many months prior to the applicants purchasing the building.

The alternative commercial uses being proposed for this site would serve the neighbourhood with a different range of services than a convenience store. With the majority of grocery stores now open seven days a week and later in the evening there is little need for the traditional corner store.

**Parking**

There are two onsite parking spaces dedicated to the commercial unit at the front of the building and one space for the dwelling unit located behind the building. This number of spaces is lower than Parking Bylaw No. 1992, No. 2011 requires for a convenience store, but it has functioned this way for many years. There are two street parking spaces directly in front of the convenience store that allow for 15 minute parking.

**Public Notification**

As this is a rezoning application, should it proceed to a Public Hearing, a notice would be mailed to tenants and owners of properties within 100 m (328 ft) of the subject property. A sign indicating that the property is under consideration for a change in zoning has been placed on the Colville Road frontage of the property and would be updated to reflect the date, time and location of the Public Hearing. Additionally, notice of the Public Hearing would be placed in two

editions of the Victoria News.

**Applicant's neighbourhood meeting**

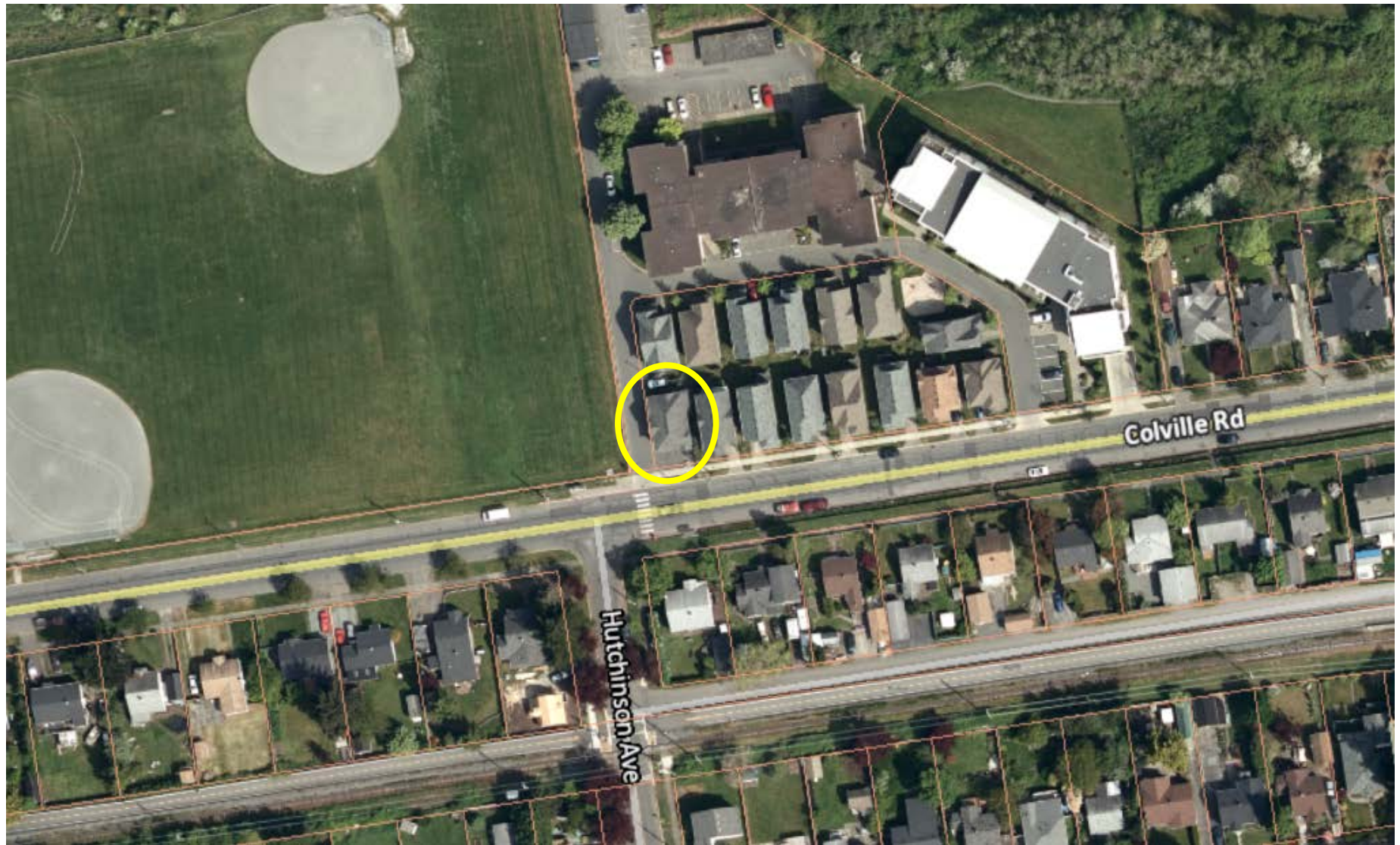
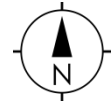
The applicants have indicated that they are working towards hosting the required neighbourhood meeting.

**ALTERNATIVES:**

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



1182 Colville Road – Unit 15 - air photo



**67.45 COMPREHENSIVE DEVELOPMENT DISTRICT NO. 57 [CD No. 57]**

In that Zone designated as CD No. 57 (Comprehensive Development District No. 57), no Building of 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) Single Family Residential
- (b) Multiple Family Residential
- (c) Convenience Store
- (d) Home Occupation
- (e) Boarding: subject to the requirements of Section 30.3
- (f) Urban Hens: subject to the requirements of Section 30.4 of this bylaw.

(2) **Parcel Size**

The Minimum Parcel size of fee simple parcels created by subdivision shall be 2,700 square metres.

(3) **Building Height**

- (a) No Principal Building shall exceed a Height of 15.3 metres.
- (b) No Accessory Building shall exceed a Height of 3.6 metres.

(4) **Lot Coverage**

All Principal Buildings, Accessory Buildings and Structures combined shall not cover more than 38% of the combined Area of Lots A, B and C, Section 10, Esquimalt District, Plan VIP78136 and Lot 1, Section 10, Esquimalt District, Plan 6987.

(5) **Floor Area Ratio**

The combined Floor Area Ratio of all Apartment Dwelling Units and Single Family Dwelling Units shall not exceed 1.2.

(6) **Number of Dwelling Units**

The maximum number of Dwelling Units shall not exceed:

108	Apartment Dwellings
14	Single Family Dwellings
<u>1</u>	<u>Combined Convenience Store/Dwelling Unit</u>
123	Total Dwelling Units

(7) **Siting Requirements**

- (a) Front Setback: No Principal Building shall be located within 1.8 metres of any Front Lot Line.
- (b) Side Setbacks: No Principal Building shall be located within 1.5 metres of any Interior Lot Line.
- (c) Rear Setback: No Principal Building shall be located within 1.8 metres of any Rear Lot Line.
- (d) Building Separation: No Principal Building shall be located within 3 metres of any other Principal Building.

(8) **Fencing**

Subject to Section 22, no fence shall exceed a Height of 1.2 metres in front of the front face of any Principal Building fronting onto Colville Road.

(9) **Landscaping and Open Space**

Landscaping and Open Space shall be as shown on the plans prepared by Lombard North Group and included as Schedule "B" of Development Permit No. 09/2004 and Schedule "B" of Development Permit 22/2005.

(10) **Off Street Parking**

The number of off street parking stalls shall be provided in the following ratios:

- (a) 1.5 stalls for each Single Family Dwelling Unit.
- (b) 1.3 stalls for each Multiple Family Dwelling Unit.



March 28, 2018



Dear Ms. Desjardins and Esquimalt City Councillors,

My name is Heather Boulding. My colleague Elyssa Lefurgey-Smith and I are both professional violinists and music teachers in Victoria. I have been running a successful teaching studio in Victoria for the past seven years. My colleague Elyssa is recently from Toronto, where she was the Director of the Strings programme in the second largest conservatory in Toronto. We are both here in Victoria full-time performing and teaching.

We've recently bought a property (15-1182 Colville Street) that is currently zoned as a mixed-use residential and commercial property. Currently, a convenience store is run out of the commercial space. We envision renting the upstairs three bedroom apartment to long term tenants and turning the downstairs convenience store into an Arts and Wellness Centre; a community and collaborative arts space for children and youth providing music lessons for acoustic/classical instruments (no amplification or drums), Suzuki strings programmes and baby and tot music and movement classes. We also see the space being useful for small yoga and meditation classes, counselling services and so on and for the space to become an integral part and gathering place in the community. We are planning to renovate the interior of the building, making it feel warm and inclusive and have it become a part of the vibrant community of Esquimalt. We have also consulted with a contractor in terms of soundproofing the below commercial space from the upstairs residential unit and are committed to those renovations.

Consequently, we are requesting amending the current zoning to include "studio and personal services." We have reached out and had a meeting with Ms. Desjardins about the project as well as consulting with Mr. Bill Brown, Director of Development Services and Deane Strongitharm from City Spaces Consulting. We have also talked to the strata the building is included in. They are aware of our intended use and have given us a letter of approval, which is included with this application. We are also intending to connect with the Township Community Arts Council on how we might aid and support in the city's art and music projects.

One of the biggest conversation topics has been around parking. Currently, there are two dedicated parking spaces for the commercial unit and one for the residential unit. There are also two 15 minutes spots directly out front of the building on the street that are perfect for parents to drop off. We understand that it gets busy at the field during ball season, but much of the season will not overlap or interfere with the lesson schedule (which follows the school calendar year) and the course of day-to-day operation. We also note that there is quite a bit of parking on side streets that could be used.

We look forward to working with you all through the zoning amendment process and becoming part of the growing and vibrant community of Esquimalt.

Sincerely,

A handwritten signature in black ink, appearing to read "Heather Boulding &amp; Elyssa Lefurgey-Smith", is written over the typed name.

Heather Boulding and Elyssa Lefurgey-Smith

Victoria, March 21, 2017

To:

Robin Scrimger - Realtor for Mrs. Elyssa Lefurgey-Smith And Mrs. Elyssa Lefurgey-Smith  
Elyssa Lefurgey-Smith – Perspective buyer of Unit 15 – 1182 Colville Rd., Victoria B.C.  
Heather Boulding - Perspective buyer of Unit 15 – 1182 Colville Rd., Victoria B.C.

Subject: Purchase of UNIT 15 – 1182 Colville Road, Victoria, B.C.

Dear Sir/Madam,

In reference to the purchase of Unit 15 – 1182 Colville Road in Victoria B.C. The Strata Council does not object to the repurposing of the commercial space for use as an art studio with the primary use and purpose of operating music lessons for stringed instruments and piano (no amplified instruments, drums or brass instruments), dance and yoga lessons.

The above is subject to, for the perspective buyer(s)/operator(s):

- 1) the securing of the required business license as well as the respect of all related City of Esquimalt regulations and Strata bylaws.
- 2) the professional soundproofing of the art studio as per perspective buyer(s)/operator(s) commitment.

Fabio Visintini

On behalf of the Greenmews Strata Council





# CORPORATION OF THE TOWNSHIP OF ESQUIMALT

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

APC Meeting: May 15, 2018

## STAFF REPORT

**DATE:** May 11, 2018

**TO:** Chair and Members of the Advisory Planning Commission

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

**SUBJECT:** **Official Community Plan Amendment And Rezoning Application**  
1379 Esquimalt Road / 520 Foster Street (St. Peter and St. Paul's Church)  
[PID 024-848-905; Lot A (DD EP75276), Suburban Lot 27, Esquimalt District,  
Plan 5092]

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### RECOMMENDATION:

That the Esquimalt Advisory Planning Commission [APC] recommends that the Official Community Plan Amendment and Rezoning Application authorizing a new 5 storey, 24 unit, multiple family residential building with a new 'ministry centre' on the ground floor, sited in accordance with the BCLS Site Plan provided by Wey Mayenburg Land Surveying Inc., and incorporating height and massing consistent with the architectural plans provided by Number Ten Architectural Group, stamped "Received April 24, 2018" detailing the development proposal, to be located at 1379 Esquimalt Road / 520 Foster Street (St. Peter and St. Paul's Church) [PID 024-848-905; Lot A (DD EP75276), Suburban Lot 27, Esquimalt District, Plan 5092], and **make a recommendation to either approve, approve with conditions, or deny the application; and provide reasons for the chosen recommendation.**

### BACKGROUND:

#### Purpose of the Application:

CitySpaces Consulting on behalf of the owner of St. Peter and St. Paul's Church (The Anglican Synod of the Diocese of British Columbia), is requesting an amendment to the Official Community Plan Bylaw No. 2646, and a change in zoning to facilitate the subdivision of the subject property into four separate parcels (three land parcels and one air space parcel). The 'Hermitage', an existing multiple unit residential building would occupy one land parcel, a small cemetery would be on a second land parcel, and the existing heritage church with a new 'ministry centre' would occupy the third land parcel. Twenty-four new, affordable rental housing units for seniors would be located above the new ministry centre in an air space parcel. The proposed development would require a Heritage Alteration Permit as the connection of the new ministry centre to the heritage designated church would require an alteration to this protected building.

**Staff request the Advisory Planning Commission review this proposal with regards to the proposed siting, height, mass, density, lot coverage, usable open space and parking and provide comments for staff and the applicant to consider as well as a recommendation to Council.**

**Context:**

**Applicant:** Deane Strongitharm, CitySpaces Consulting

**Owner:** The Anglican Synod of the Diocese of British Columbia

**Architect:** Barry Cosgrave, Number Ten Architectural Group

**Property Size:** Metric: 6284 m<sup>2</sup> Imperial: 1.54 acres

**Existing Land Use:** Church, Parish Hall, Senior's Multiple Family Residence, Cemetery

**Surrounding Land Uses:**

North: Multiple Family Residential  
South: Multiple Family Residential  
West: Multiple Family Residential  
East: Multiple Family Residential

**Existing Zoning:** Comprehensive Development District No. 23 [CD-23]

**Existing OCP Designation:** Institutional

**Official Community Plan [OCP]**

The OCP's current designation for the property is "Institutional", which does not support an option for standalone residential uses. Therefore, the proposed amendment to the Official Community Plan would consist of an amendment to Schedule 'A' of the Official Community Plan, Bylaw No. 2646, being the Land Use Designation Map, by creating a site specific Land Use Designation for the subject site that would allow: exclusive medium density residential uses, and institutional uses (church, ministry centre and cemetery).

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

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

OCP 2.0.1(e) states the Township should support increased residential density and higher buildings along the Esquimalt Road corridor, particularly in the areas within walking distance of Esquimalt Village and the Vic West border.

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

OCP Section 2.2 - Residential Land Use of the Official Community Plan recognizes that modest

growth is likely to occur through the infilling of vacant or under-utilized parcels, redevelopment of existing residential properties to higher densities (such as townhouses, apartment buildings and mixed commercial-residential uses) and the replacement of existing buildings.

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

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

OCP Section 2.2.4.1 Multi-Unit Residential Policies are intended to provide more predictability for residents and give direction to design teams preparing development proposals. This proposal for a 24 unit residential building is consistent with many policies contained in this section. It proposed to be an affordable rental building for seniors located near a regular bus route.

OCP Section 2.2.4.4 Multi-Unit, High-Rise Residential states that in areas designated Multi-Unit, High-Rise Residential on Schedule A, building heights of up to 12 storeys are acceptable with a Floor Area Ratio of up to 3.0. Buildings with shallow setbacks must step down to no more than three storeys at street level in order to provide appropriate human scale along the sidewalk. The proposed building at five storeys does not step back at the third storey, has 3.0 metre setbacks on two frontages and is therefore inconsistent with this policy.

OCP Section 2.5.2 (a) Institutional Land Use Policy states that Institutional uses are generally considered to be appropriate within any land use designation and need not be specifically designated on "Schedule A". However, any proposal for new institutional zoning will be reviewed in detail and assessed on its own merits.

OCP Section 3.2 Heritage recognizes that Heritage features, including buildings, trees, First Nations cultural features, natural areas and viewpoints are important community amenities that give the community a "sense of place".

OCP Section 3.2.1 (a) states that the Township encourages the recognition and adaptive re-use of heritage structures, provided that the essential character of the building or site can be maintained.

OCP Section 3.2.1 (d) states that when redeveloping heritage sites or buildings, the owners are encouraged to do so in a manner that is respectful of the character and significance of the site.

OCP Section 3.2.1(e) encourages the municipality to work with the development community and owners of heritage structures to find innovative solutions that will permit change to occur while minimizing its impacts upon sites' heritage value.

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

OCP Section 9 Provides Development Permit Guidelines for Multiple Unit Residential Buildings.



As a Development Permit is not being considered at this time it would be inappropriate to address many of the guidelines, though the following that are relevant to the discussion of zoning and parking issues for multiple family buildings and can be useful in the evaluation of this proposal.

Section 9.3.5 (b) states, in part, that new buildings should be designed and sited to minimize visual intrusion onto the privacy of surrounding homes and minimize the casting of shadows onto the private outdoor space of adjacent residential units. The proposed building has a height of 15.8 metres (5 storeys). The location of the new building at the north-west corner of the site will mean the majority of shadowing will be over public roadways.

Section 9.3.5 (c) states that high density multi-unit residential buildings should be designed so that the upper storeys are stepped back from the building footprint with lower building heights along the street front. The proposed building does not step back.

Section 9.3.5 (f) states that underground parking will be provided for any multi-unit residential building exceeding four storeys. This proposal is for affordable housing and as a means to keep construction costs of the building low, only surface parking is proposed, to be used primarily for church and ministry centre functions.

### Zoning

**Density, Lot Coverage, Height and Setbacks:** The following chart compares the floor area ratios, lot coverage, setbacks, and height for this proposal with the requirements of the existing zone [Comprehensive Development District No. 23]:

	<b>Proposed Comprehensive Development Zone</b> [Existing plus proposed Building with 24 new Residential Units]		<b>CD-23</b> [Existing CD Zone]
	<b>Hermitage Site</b> (26 units) (after subdivision)	<b>New Building</b> (24 units) (after subdivision)	
<b>Floor Area Ratio</b>	0.88	0.56	1.0
<b>Lot Coverage</b>	31%	30%	30%
<b>Setbacks</b> • <b>Esquimalt Rd. [North]</b> • <b>Grafton St. [West]</b> • <b>Foster St. [East]</b> • <b>Interior Side [South]</b>	12.0 m (new lot line) 8.9 m 9.3 m 4.30 m	3.0 m 3.0 m 17.2 (to existing church) 9.8 m (new lot line)	17 m (residential) 8.5 m 12.0 m 4.5 m
<b>Building Height</b>	14 m [4 storeys]	15.8 m [5 storeys]	20 m
<b>Off Street Parking</b>	28 spaces [1.07/unit] (17 under & 7 east of building, 4 in the new lot)	23 spaces in new lot, primarily for church use + 4 new public spaces on Foster St. boulevard	[0.5/unit] 45 spaces total [including church use]

The Floor Area Ratio of this proposal complies with the current CD-23 zone, and there is only a slight increase in the lot coverage with the additional building. The CD-23 zone was written to accommodate a building that was never built on the site, which would have been located directly north of the Hermitage residential building and would have replaced the existing church hall. The height of the proposed building does not exceed the height permitted in the CD-23 zone.

The siting of the proposed building creates some fairly shallow setbacks from Esquimalt Road and in the north-west corner adjacent to Grafton Street. This will cause shadowing on the sidewalks in this area but having the building located close to the sidewalk also provides for potential interaction between the activities in the ministry centre building and the public on the sidewalk.

Parking is provided at four locations on the site: under the Hermitage building (17 spaces), at the east end of Hermitage building (7 spaces), 27 spaces in surface parking between the buildings, and four new public spaces are proposed on the municipal boulevard off of Foster Street. The total number of spaces on the site would be 51, plus the 4 new public spaces. The new building is intended to house low income seniors and it is reasonable to assume that these tenants will have little need for parking.

This location is served by three BC Transit routes, #15, #26 and #46 which run fairly frequently, with service every 10 – 15 minutes at bus stops within 50 metres of the subject property. There is a grocery store (Red Barn Market) a short walk from this location.

The rezoning would add Cemetery as a permitted use on this site. The cemetery has existed for years but without formal recognition. The cemetery would exist on its own lot, in order to comply with provincial government regulations.

### **Heritage:**

The details of the alterations to the heritage designated building are still to be provided. The proposed new ministry centre would attach to the west end of the church and will require raising the stained glass windows on this wall, about two feet above their current location. The Heritage Alteration Permit would be processed at a later date, if the rezoning is successful. The Statement of Significance is provided to assist committee members in evaluating the impact this development will have on the heritage values of the church building.

The owners/applicant have sited the proposed building and parking in order to protect the natural heritage features of the site. Parking is restricted in order to maintain the rock outcropping with remnant Garry Oak ecosystem species and also to protect the mature native (Douglas-fir, Big Leaf Maple, Red Cedar and Arbutus) trees that give this location much of its character.

*Note: All projects are subject to compliance with the BC Building Code, Esquimalt Subdivision and Servicing Bylaw, Esquimalt Zoning Bylaw and other Regulations and Policies set by Council.*

### **ALTERNATIVES:**

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



1390

1386

St Pauls Pl

1360

Esquimalt Rd

1357

1405

506

Grafton St

1379  
520

Foster St

521

515

1406

1378

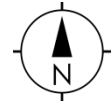
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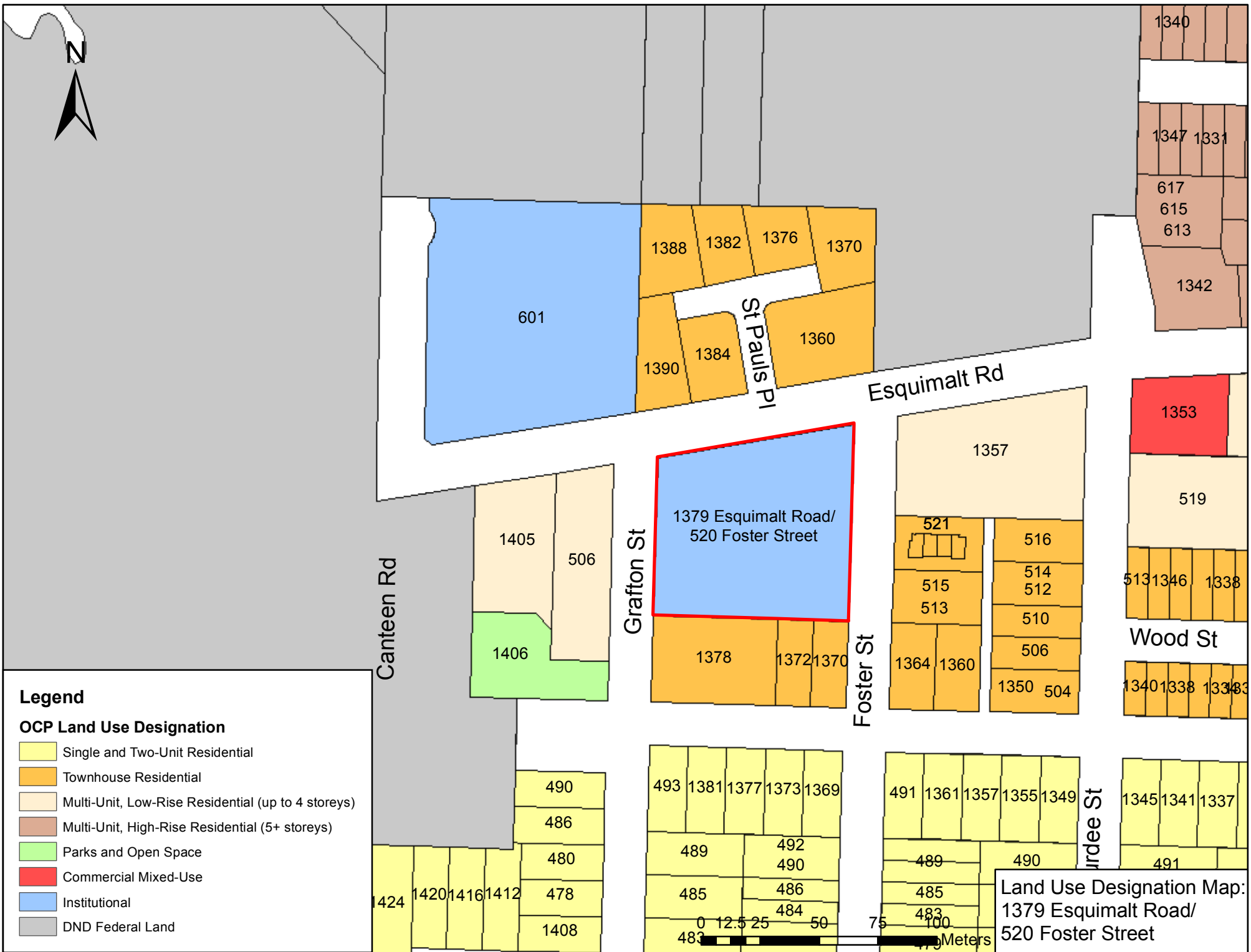
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Subject Property Map:  
1379 Esquimalt Road/  
520 Foster Street



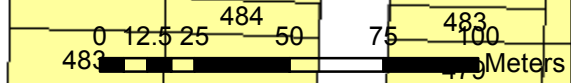
1379 Esquimalt Road - 520 Foster Street - air photo





**Legend**  
**OCP Land Use Designation**

- Single and Two-Unit Residential
- Townhouse Residential
- Multi-Unit, Low-Rise Residential (up to 4 storeys)
- Multi-Unit, High-Rise Residential (5+ storeys)
- Parks and Open Space
- Commercial Mixed-Use
- Institutional
- DND Federal Land



Land Use Designation Map:  
1379 Esquimalt Road/  
520 Foster Street



## **67.15 COMPREHENSIVE DEVELOPMENT DISTRICT NO. 23 [CD NO. 23]**

In that zone designated as CD No. 23 (Comprehensive Development District No. 23), 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 bylaw.

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

The following Uses and no others shall be permitted:

- (a) Multiple Family residential
- (b) Church
- (c) Parish hall
- (d) Meeting rooms
- (e) Guest suite
- (f) Home Occupation

### **(2) Parcel Size**

The minimum Parcel size of fee simple Parcels created by subdivision shall be 6,284 square metres.

### **(3) Density**

The number of Dwelling Units permitted on Lots 1, 2, 3, 4 and 5, Suburban Lot 27, Section 339MA, Esquimalt District, Plan 5092 shall be limited to thirty-nine (39) plus one (1) guest suite for a density of one (1) unit per 157 square metres.

### **(4) Building Height**

- (a) No residential Building shall exceed a Height of 20 metres.
- (b) No Institutional Building shall exceed a Height of 20 metres.
- (c) No Accessory Building shall exceed a Height of 3.6 metres.

### **(5) Lot Coverage**

All Principal Buildings, Accessory Buildings and Structures combined shall not cover more than 30% of the combined area of Lots 1, 2, 3, 4 and 5, Suburban Lot 27, Section 339MA, Esquimalt District, Plan 5092.

### **(6) Floor Area Ratio**

The total combined Floor Area Ratio for the development of Lots 1, 2, 3, 4 and 5, Suburban Lot 27, Section 339MA, Esquimalt District, Plan 5092 shall not exceed 1.00.

(7) **Siting Requirements**

(a) **Residential Buildings**

- (i) No residential Building shall be located within 17 metres of Esquimalt Road.
- (ii) No residential Building shall be located within 8.5 metres of Grafton Street.
- (iii) No residential Building shall be located within 4.5 metres of the south property line or within 12 metres of the east property line.
- (iv) Building Separation: No residential Building shall be located within 4.5 metres of any other residential Building.

(b) **Accessory Buildings**

- (i) No Accessory Building shall be located in front of the Buildings fronting onto Grafton Street or Esquimalt Road.
- (ii) No Accessory Building shall be located within 1.5 metres of the east or south property lines.
- (iii) Building Separation: No Accessory Building shall be located within 2.5 metres of a Principal Building.

(8) **Fencing**

Subject to Section 22, no fence shall exceed a Height of 1.2 metres along the Grafton Street or Esquimalt Road frontages. No fence shall exceed a Height of 2 metres along the east and south property lines.

(9) **Off Street Parking**

The number of off street parking stalls shall be provided in the ratio of 0.5 stalls for the residential units and one (1) space per ten (10) seats within the church for a total of forty-five (45) parking stalls.

## **Statement of Significance**

### **1379 Esquimalt Road - St. Peter and St. Paul's Church**

Common Name: St. Peter and St. Paul's Church

Other Names:

- St. Paul's Anglican Church (re: Heritage Designation Bylaw, 1999, No. 2377)
- St. Paul's Naval and Garrison Church
- 1379 Esquimalt Road

Civic Address: 1379 Esquimalt Road

#### **Description of Historic Place**

St. Peter and St. Paul's Church sits at the corner of Esquimalt Road and Grafton Street in the Township of Esquimalt. It is a small wooden Gothic Vernacular Style church, with a steeple at its west end. It is white with black trim. The church is set amongst several large mature trees. There is a small cemetery on the eastern side of the church.

#### **Heritage Value**

St. Peter and St. Paul's Church is valued for its historic, spiritual, and aesthetic heritage values.

St. Peter and St. Paul's Church is valued as a symbol of the importance of the early military presence in the development of the Esquimalt community. Built with an Admiralty grant, and originally located at the foot of Signal Hill, close to the gates of the Dockyard, the church is representative of the connection between the community of Esquimalt and the Royal Navy. Built in 1866, the church is one of the earliest surviving buildings in Esquimalt, and is a historic landmark situated on the virtual border between Esquimalt and the naval lands [Canadian Forces Base (CRF) Esquimalt], where it was moved to in 1904. The church was dismantled board-by-board and reassembled at its present location, to safeguard it from the threat of damage from gunnery practice at Signal Hill.

St. Peter and St. Paul's Church is important to Esquimalt's heritage as a place of memorial. The interior of the church houses numerous features and artifacts that celebrate and honour the dedication of Esquimalt's earliest settlers, church congregation members, and also the community's naval heritage. In particular, the memorial stained glass windows reflect the desire of the church community to create points of remembrance for significant members of the church, local, and naval communities. The fact that, the installation of memorial stained glass windows has

endured as a commemorative practice in this church, with windows dating from 1878, 1960, and 2012, reflects the ongoing importance of St. Peter and St. Paul's Church as not only a place of worship but also as a centre for the commemoration of over 150 years of Esquimalt's local and military heritage. The importance of this location as a place of commemoration is further evident with the presence of the centre panel of the first war memorial, built in Canada (dating to 1917) and honouring those people killed in action during the First World War, which now hangs on the inside of the south wall of the church. The small cemetery next to the church holds value as a record of early community members.

Architecturally, the church is valued as a building of pioneer architect Thomas Trounce; who was important to the design and construction of many of the early buildings on the Dockyard base. Constructed by contractor William Sayward Parsons, the Gothic styling of the church reflects the typical aesthetic for Anglican churches of this era. The architectural significance of this building is further reinforced by the addition of transepts and the installation of the first memorial stained glass windows, both supervised by prolific early architect John Teague, in 1879.

Spiritually, St. Peter and St. Paul's Church is a reflection of the importance of the Anglican Church in the development of the mid-nineteenth century colonial town. As the fourth-oldest Anglican Church on Vancouver Island, St. Peter and St. Paul's Church demonstrates the ideals of town builders at that time – places of worship were seen as an integral component of complete and ideal communities. It is significant that this church continues to function in its original purpose. The ongoing importance of this church as a place of worship is also evident in the historic 1891 pipe organ, which has been accompanying services in this place since 1912. The organ received heritage designation from the Royal Canadian College of Organists in 2006.

### **Character-Defining Elements**

The heritage character of historic St. Peter and St. Paul's Church is defined by the following elements:

- Gothic Vernacular style architecture, including features such as the steeply pitched roof, tripartite pointed-arch windows, simple white ship-lap siding with black corner boards and accents, and a louvered bell tower surmounted by a spire.
- Wooden construction elements of the 1886 design, and 1879 addition to the church, including doors, paneling, siding, and trim.
- The footprint of the church, which reflects its original 1866 design, and its 1879 additions.
- The memorial stained glass windows, including excellent examples of the work of Clayton & Bell, London, England, and Mercer & Schaefer Glass Studios, Victoria.
- Evidence of the building's move in 1904, including the rubble foundation dating to that time.

- The use of the church as a place of worship.
- Interior features of the church that commemorate significant pioneers, congregation members, and military persons and events, including the font, the WWI memorial, the life buoy from HMCS Condor, the Pulpit, the Altar, many flags of naval vessels and historic events that have been “laid up” here for safekeeping, and the sanctuary furniture, and the bell.
- The small cemetery next to the church.
- The 1891 pipe organ hand built by the Peter Conacher Company in Huddersfield, England.





October 31, 2017

Mayor Barbara Desjardins & Council  
Township of Esquimalt  
1229 Esquimalt Road  
Esquimalt BC V9A 3P1



**RE: ROGERS COURT SENIORS APARTMENTS (1379 ESQUIMALT ROAD)  
REZONING APPLICATION**

Dear Mayor Desjardins & Council:

CitySpaces Consulting, on behalf of the Rogers Court Society (agent of the Anglican Diocese of British Columbia), is pleased to submit this application to rezone the Diocese's property at 1379 Esquimalt Road.

**THE PROPOSAL**

This application proposes rezoning the property from its current CD-23 zone to a new site-specific zone to address the following proposed changes to the site:

- Subdivision of the property into four separate parcels – three land parcels and one air space parcel (Note: one of the land parcels is for the existing small cemetery);
- Accommodation of the existing Church, a new Church Hall, and new affordable rental housing units for seniors.
- Amendment to the permitted residential density to permit the addition of 24 affordable seniors housing units.

The first land parcel would contain the existing designated heritage St. Peter & St. Paul's Church, and the existing Church Hall – to be replaced by a new Church Hall, and surrounding property. The second land parcel would contain the existing Hermitage (a seniors "life lease" apartment building with 26 units). The air parcel would be situated above the proposed new Church Hall and contain four floors of seniors affordable rental apartments (24 units). The fourth parcel would create a separate lot for the existing cemetery located between the Church and Esquimalt Road.

**BACKGROUND**

Some 17 years ago, the St. Peter & St. Paul's Parish made arrangements with the Diocese to lease the 1379 Esquimalt Road property to the St. Paul's Housing Society for 99 years for a two-phased development of "life lease" seniors housing units.

**CitySpaces  
Consulting Ltd.**

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Victoria

Vancouver



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The Hermitage was the first phase of this project with 26 "life lease" units. Unfortunately, the project went over budget, and required additional capital investment. A four-storey second phase was planned to include a Ministry Centre on the main floor with three levels of housing above. A Development Permit was issued, but the building was never constructed. This application replaces that original project.

In 2010, the Parish of St. Peter & St. Paul's was created as a "hub" church for the consolidation of six existing parishes. The original Church Hall was supposed to have been demolished 15 years ago, but it still stands today, and is non-conforming. This building is old and tired, and does not provide suitable space for this amalgamated Parish or community activities.

### **ABOUT ROGER'S COURT SOCIETY**

Roger's Court Society (the agent for the Diocese and this project) is a not-for-profit charitable society formed from the amalgamation of the St. Matthias Garden Court Society and the St. Matthias Housing Society in 2008. Since 1972, the purpose of the Society now, and in its previous incarnations, has been to provide the community with affordable rental housing for seniors.

The Diocese has several seniors and charitable housing societies on Vancouver Island. Each is its own separate legal entity with its own constitution and bylaws. Collectively, the Diocese's housing societies provide more than 300 affordable homes on the Island.

### **PROJECT OVERVIEW**

This project proposes to:

- Provide 24 units of much needed affordable seniors rental housing (with the support of BC Housing) within a new five-storey building. These housing units will include 16 one-bedrooms, and eight studios;
- Provide a new Church Hall and community space for the Parish and the neighbourhood on the main floor of the new residential building. The Hall will comprise modern, useable spaces that can accommodate Parish-related activities, as well as a variety of community groups and gatherings;
- Locate the new building closer to Esquimalt Road than the previously approved project in order to be able to use the existing Parish Hall during the construction period, and to ultimately create more animation of the street frontage with a street level plaza area. The old non-conforming building will be removed from the site at the completion of the project;
- Provide the existing Hermitage residential (St. Paul's Housing Society) with a new lease on a newly created land parcel;
- Encourage greater Parish and community use of all the Church's space on the site. The exterior of the Church is designated heritage, and throughout the planning process there has been careful consideration about how to limit impacts on the historic Church structure, while connecting and incorporating it with new project.





- Reorganize and improve the parking layout to create a generous separation between the new building and The Hermitage (when compared to the originally approved second building), while minimizing impacts on the existing trees as much as possible (see attached Tree Management Plan);
- Orient the new building to maximize daylighting into the residential units;
- Implement several green features, including the extensive application of rain gardens. Key evergreen trees will also be preserved, and the large paved area at the northeast portion of the site will be replaced with a new pedestrian-friendly pathway;
- Create new landscape focal prints, including a new gazebo and seating area, brick paver entrance features, and a public realm patio area that tiers down to the sidewalk;
- Install a total of 16 bicycle parking stalls in two separate locations on the site; and
- Extend the sidewalk along Foster Street.

#### SITE & BUILDING CHARACTERISTICS

CHARACTERISTIC		EXISTING	PROPOSED
1	Legal Description	Parcel Identifier: 024-848-905 Lot A (DD EP75276) Suburban Lot 27, Esquimalt District Plan 5092	See title document for additional Housing Agreement, Heritage Status notice, covenants, leases, sub-leases, and statutory right-of-way information.
2	Address	1379 Esquimalt Road	—
3	Zoning	CD-23	New site-specific zone to accommodate the existing Hermitage on its own titled property, and a new Church Hall and affordable seniors rental units with the existing heritage Church on a separate parcel.
4	Property Size	6,270 m <sup>2</sup> (67,492 sf)	Divided into three fee simple lots: 1) The Hermitage 3,407 m <sup>2</sup> (36,673 sf) 2) Church, hall, housing 2,743 m <sup>2</sup> (29,525 sf) 3) Cemetery 120 m <sup>2</sup> (1,292 sf)



CHARACTERISTIC		EXISTING	PROPOSED
5	Buildings & Sizes (total floor space)	1) The Hermitage 2987 m <sup>2</sup> (35,152 sf) 2) The Church Building 280 m <sup>2</sup> (3,104 sf) 3) Existing Church Hall 292.5 m <sup>2</sup> (3,148 sf)	1) The Hermitage 2987 m <sup>2</sup> (35,152 sf) 2) The Church Building 280 m <sup>2</sup> (3,104 sf) 3) New Church Hall 472.4 m <sup>2</sup> (5,085 sf) 4) New Residences 1,558 m <sup>2</sup> (16,770 sf)
6	FSR		1) The Hermitage 0.88:1 2) Church, hall, housing 0.67:1
7	Heritage	Designated heritage	Designated heritage

## LAND USE POLICY

The proposed project meets many policy objectives of the Township's *Official Community Plan*, including:



### 2.0.1 General Land Use and Development Objectives

- (a) To encourage high quality development that enhances and benefits the community as a whole.
- (d) To support increased residential density and higher buildings along the Esquimalt Road corridor, particularly in the areas within walking distance of Esquimalt Village and the Vic West border.
- (g) To facilitate moderate densification in accordance with the overall objectives and statements of the Regional Growth Strategy and which will meet the municipality's anticipated housing needs for the life of this Plan.

### 2.2 Residential Land Use

- (a) To work toward a more "complete community" by maintaining a healthy mixture of housing types, accommodating people with a wide range of income levels.
- (b) To encourage new residential development with high design standards for building and landscaping and which enhance existing and new neighbourhoods.



#### 2.2.4.1 Multi-Unit Residential Policies

- (c) Wherever practical, multi-unit residential housing will be located near a Major Road as shown on "Schedule B". This supports transit service and also helps maintain the integrity of single-unit and two-unit housing neighbourhoods;
- (d) Wherever feasible, major multi-unit residential projects will be located within reasonable distance of one of Esquimalt's commercial areas in order to encourage walking and cycling;
- (f) Wherever desirable and achievable, consideration will be given for special needs and assisted housing, including seniors, disabled persons and families.
- (g) Within the areas designated on "Schedule A" as Townhouse Residential, Multi-Unit, Low-Rise Residential and Multi-Unit, High-Rise Residential, the following criteria will be used to evaluate development proposals requiring an application for rezoning:
  - The massing and height of the project will respond sensitively to the prevailing character of the immediate neighbourhood. This will vary by location;
  - The project will relate to the street. Its exterior finishes, scale, treatment of parking areas, and landscaping, will enhance the appearance of the neighbourhood and contribute positively to the streetscape;
  - The proponent will demonstrate that the neighbourhood has been consulted in a fair and meaningful way, and that residents' concerns have been appropriately responded to in the proposal; and
  - Where new multi-unit residential projects are proposed, they should not "land-lock", otherwise isolate, or negatively affect the development potential of adjacent parcels.
- (h) Development proposals with heights and /or densities greater than those set out in policies 2.2.4.2 to 2.2.4.4 may be considered, where appropriate, through variances to zoning and/or parking regulations and density bonusing of floor-space where new affordable, accessible or special needs housing units or amenities are provided for the benefit of the community.



### 3.1 Healthy Community General Objectives

To work towards achieving a healthy community that provides:

- Quality housing that meets the accessibility and affordability needs of the community;
- Age diversity and the ability of seniors to age in place;

#### 3.2.1 Heritage Policies

- (a) The Township encourages the recognition and adaptive re-use of heritage structures, provided that the essential character of the building or site can be maintained.
- (c) The preservation and adaptive reuse of historic sites, including military heritage sites, buildings, features, trees, natural areas and viewpoints, is considered to be an amenity to the community and, as a result, the municipality may consider the use of density bonus zoning, bylaw variances and tax credits to encourage the retention of such amenities.

- (d) When redeveloping heritage sites or buildings, the owners are encouraged to do so in a manner that is respectful of the character and significance of the site.

### 3.3 Housing

#### 3.3.1 Affordable Housing Objectives

- (a) 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.
- (b) Involve the real estate community, non-market housing providers and other community interests in helping to develop and maintain well-managed, attractive, affordable housing in Esquimalt.

#### 3.3.2 Affordable Housing Policies

- (a) Affordable housing will be provided by the private market and the non-profit housing sector. Partnerships between private, public or non-market housing providers will be encouraged. These might include innovative approaches such as limited equity, rent-to-own, and mixed market and non-market projects.
- (b) Special needs housing and non-market housing are integral components of residential areas and are encouraged. This housing should be dispersed throughout Esquimalt, rather than focused within a single area.
- (e) In order to enable citizens to “age in place”, the Township supports the provision of a range of seniors’ housing and innovative care options in mature and new residential areas.

#### 3.7.6 Places of Worship Policies

- (a) Esquimalt recognizes the valuable role places of worship play in the community and continues to support the development of facilities in accordance with local community needs.



## BUILDING DESIGN APPROACH

St. Peter & St. Paul’s Church is a heritage building that is an important part of the social and visual identification of the neighbourhood. Surrounded by green space, the Church’s steeple and stained glass window on the west façade are character defining elements that are visible from various locations, especially when travelling east/west along Esquimalt Road.

Early in the design phase, the Parish and its leaders emphasized the importance of the new Church Hall envisioned for the project. The Hall is to provide new opportunities to embrace the community at large, as well as flexibility in how Church spaces can be used. This direction required a physical link to the existing Church, and the opportunity to open out to the community along the Esquimalt Road frontage.

The design challenges for this project included a physical link at the west end of the existing Church while still allowing visibility of the building, its steeple, and the stained glass window to passersby along Esquimalt Road. The Design Team investigated four and five-storey options for

the new building. It was determined that the four-storey option resulted in a larger building footprint that obscured the Church's west façade. The five-storey building, with its smaller footprint, resulted in keeping the critical views of the steeple and stained glass window along Esquimalt Road.

The building's design incorporates a low one-storey link to the Church, and visibly demarcates the Church Hall space along the base with a white façade. The upper floors residential floors are stepped to lessen the visual bulk of the building. The fifth floor is also rendered in a white façade material to reduce the visual effect of the building's height. The exterior design uses geometric patterns found in the Church for window breakup, guard rail design, and façade ornamentation. The building is designed to be a sympathetic new neighbour to the heritage Church.

### **INCORPORATION & PRESERVATION OF HERITAGE DESIGNATED CHURCH**

Designed and built in 1866 by Architect Thomas Trounce, the Church was originally called St. Paul's and located at the foot of Signal Hill. Later known as St. Paul's Naval and Garrison Church, the building was dismantled and moved up the hill to its present location in 1904. The Township designated the building as heritage in 1999, and added it to the Heritage Register in 2011.

John Dam & Associates has been actively involved with the development documents for this project, providing input on the siting and orientation of the new building, including its impact on and connection to the historic Church (see attached John Dam & Association letter).

Noting the west elevation with the stained glass windows as an important character defining element, the new building has been pulled back from obscuring this wall by creating a low-rise, 'opaque' corridor between the two buildings. The corridor will feature curtain wall glazing, subtly incorporating a strong Gothic tenet of the arched window within its framing, while keeping the two buildings visually separate. This corridor will allow for comfortable access into and between the two buildings for both the residents of the new building and the general public. This project provides the opportunity to continue the story of this historic building by revitalizing its function as a place of worship, and enhancing its contemporary potential with the development of Rogers Court.



### **SUBDIVISION**

This application involves a relatively complicated subdivision strategy, which will also require reciprocal access easements for the parking. The intention is to place the existing Hermitage residential building on a separate titled lot for the benefit of its life lease residents. Effectively, the subdivision will split the current lot in half, and an access easement will be required because about half of the parking for the residents of the new building and the Church will be located on the new parcel occupied by The Hermitage.

An air space parcel will be created for the new affordable seniors rental residences located above the first floor of the proposed new building. The land and the first floor of the new

structure will be owned by the Diocese. The residential entrance and the floors of the air space parcel above will be controlled and managed by the Rogers Court Society. The airspace parcel will then be split into 24 strata units for BC Housing financing purposes.

The final subdivision is for the small cemetery that fronts on to Esquimalt Road. This subdivision is required because of the Provincial government's legislative restrictions on "places of internment", and the consequent need to separate the cemetery from the new development. It is noted that this subdivision may raise the need for variances that will need to be discussed with Township staff.

Until the project is completed with all of the works are in place, and the subdivisions described above are registered, certain interim easements and covenants may be required to allow for temporary encroachments

### **PUBLIC ENGAGEMENT**

Two main public engagement sessions for this project were held on June 27, 2017. The first session involved meeting with the residents of The Hermitage to review plans to date, and to get their feedback and preferences for two proposed options - a) four-storeys or b) five-storeys. Later that day, an open house was held for residents of the neighbourhood in general. Attendees were also asked for their feedback and preferences. Transcriptions of the sign-in sheets and comment forms from both events are included with this application. While there were a variety of views, the predominant preference was the five-storey, smaller footprint building, which also allows for improved floorspace layouts of the residential units.

An update meeting was also held with the parishioners of St. Peter & St. Paul's Church on Sunday, August 13, 2017.



### **VEHICLE & BICYCLE PARKING ANALYSIS**

A vehicle parking study was recently commissioned from Watt Consulting, and confirms that the proposed 36 parking stalls are appropriate for this project. Expected parking demand was generated based on vehicle ownership information, observations, surveys, and research. Results suggest resident parking demand will be 14 vehicles, visitor parking demand will be two vehicles (typically casual), and typical Church demand will be 10 vehicles for a total typical parking demand of 26 stalls. Visitor and Church parking will be accommodated on-site during a typical day, with no impacts to on-street parking. During a Sunday Church Service (8:30 to 11:30 a.m.), 39 vehicles are anticipated, and approximately 21 vehicles are expected to seek nearby on-street parking. These vehicles can be easily accommodated while retaining sufficient on-street parking for area residents.

Four parking stalls, located in the existing Church parking area, are allocated to the residents of The Hermitage. Those stalls have been relocated to The Hermitage's driveway area off Foster Street to maintain the parking standard for the premises.

Located near the Esquimalt Road entrance and the parking lot entrance to the proposed new building, a total of sixteen bicycle parking stalls will be provided.

#### PROPOSED PROJECT TIMELINE

- Fall/Winter 2017/18 Rezoning
- Spring/Summer 2018 Working Drawings
- Fall 2018 Construction Starts
- Fall 2019 Completion & Occupancy

#### CLOSING

This application represents a unique opportunity to maintain a special historical building, while creating a new and improved community space for the Parish and the neighbourhood, and responding to the increasing demand for affordable seniors rental apartments in Esquimalt. We look forward to presenting this proposal to Council and committees, and demonstrating its many positive features.

Should you require any further information, please do not hesitate to contact the undersigned (250-383-0304 x 122, [dstrongitharm@cityspaces.ca](mailto:dstrongitharm@cityspaces.ca)).

Sincerely,



Deane Strongitharm, MCIP, RPP



Attachs.

cc: Stephen Martin, Executive Officer, The Anglican Diocese of British Columbia  
Peter Daniel, Asset Manager, The Anglican Diocese of British Columbia





October 31<sup>st</sup>, 2017

Township of Esquimalt  
1229 Esquimalt Road  
Esquimalt, British Columbia  
V9A 3P1



**Re: Roger’s Court Development & the Integration of St. Paul’s Historic Church**

Dear Mayor and Council:

Originally constructed in 1866, St. Paul’s Church was built on the shores of Esquimalt Harbour with the intention of providing worship space for the village of Esquimalt and the military personnel stationed at the nearby base. After the addition of the transepts in 1879 the church was relocated in 1904 to its current location on Esquimalt Road and extended by an additional bay. In 1928, the east apse and vestry were added. Today, there is the opportunity to continue the story of this historic building by revitalizing its function as a place of worship and enhancing its contemporary potential with the development of Roger’s Court.

John Dam & Associates has been actively involved with the development documents, providing input on the siting and orientation of the new tower including its impact on and connection to the historic church.

Noting the west elevation with the stained glass windows as an important character defining element, the new building has been pulled back from obscuring this wall by creating a low-rise, ‘opaque’ corridor between the two buildings. The corridor will feature curtain wall glazing, subtly incorporating a strong Gothic tenet of the arched window within its framing while keeping the two buildings visually separate. A key importance of this corridor, despite effectively separating the two buildings, will allow for comfortable access into and between the two buildings for both the residents of the new building and the general public. This is intended to revitalize the church for both traditional and contemporary use – an important aspect for the continued existence this historic building.

The new development will both renew the purpose and use of the historic church space while remaining mindfully separate from it and minimally impacting the view lines of this historic building.

Sincerely,

  
John Dam, Principal  
Building Conservation Engineer  
B.A.Sc., M.Sc., P.Eng., CAHP, LEED AP





**1379 Esquimalt Road Development**  
**Parking Study**



Prepared for: **number TEN architectural group**

Prepared by: **Watt Consulting Group**

Our File: **2244**

Date: **May 10, 2018**

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## 1.0 INTRODUCTION

Watt Consulting Group was retained by number TEN architectural group to prepare a parking study for the proposed rezoning of the 1379 Esquimalt Road property in the Township of Esquimalt. The purpose of this study is to determine if the proposed parking supply will accommodate parking demand by considering demand at representative sites and in consideration of parking management approaches.

### 1.1 SUBJECT SITE

The proposed development site is located at 1379 Esquimalt Road in the Township of Esquimalt. The site is currently zoned CD-23 Comprehensive Development District No. 23. See **Figure 1**.

**FIGURE 1. SUBJECT SITE**



## 1.2 SITE CHARACTERISTICS

The following provides details regarding transportation options and services that are located in close proximity to the site.



### Transit

The closest bus stops to the site are 85m west of the site (eastbound service), and adjacent the site on the north side of Esquimalt Road (westbound service). Routes that serve the bus stops are Route 15 | Uvic/Esquimalt, Route 25 | Maplewood/Admirals Walk/Colwood, and Route 26 | Dockyard/Uvic. These routes provide service and/or connection to the majority of destinations in Greater Victoria including UVic, Camosun, Downtown Victoria, and the Western Communities. Route 15 is a Regional Route with a service frequency of 15 to 60 minutes with limited stops; Routes 25 and 26 are local routes with service frequency of 20 to 120 minutes.

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



### Walking

There are adequate sidewalks on both sides of the road on Esquimalt Road. There are also crosswalks at major intersections, and a mid-block crosswalk on Esquimalt Road directly adjacent the site connecting to the north side of Esquimalt Road. The site has a Walkscore<sup>2</sup> of 60 which suggests the site is somewhat walkable and some errands can be accomplished on foot.



### Services

At the intersection of Admirals Road and Esquimalt Road (less than 500m from the site) there is a grocery store, liquor store, and a few small-scale restaurants and retail shops. Esquimalt Village is less than 1km from the site and has a library, medical services, postal services, and various commercial uses that will accommodate the daily needs of site residents.

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

<sup>2</sup> Walkscore. <https://www.walkscore.com/score/1379-esquimalt-rd-victoria-bc-canada>



## 2.0 PROPOSED DEVELOPMENT

The proposed development is for 24 units of non-profit senior's housing with a Ministry Centre on the main floor of the building. The existing St. Paul's & St. Peter's Church will be retained and the existing Community Hall will be demolished. See **Table 1**.

The Ministry Centre will consist of meeting spaces, limited offices, a kitchen, and a multi-purpose space with capacity for 48 people, seated. As the Ministry Centre is located on the ground floor, and is connected with the Church, they will be utilized in conjunction with each other. The proposed Ministry Centre is expected to function similarly to the existing Community Hall and exhibit similar parking demand characteristics.

The senior's housing units will be operated by the Rogers Court Society. A portion of funding will be received through BC Housing for interim construction financing, and purchasing 16 of the units which will decrease the rent rates. An operating agreement will be developed with BC Housing and through a housing agreement with the Township of Esquimalt to ensure affordable rents. The goal for this site is to have rents set at 65% of average market rents (approximately \$740 per month). Incomes of residents are expected to be lower than \$30,000 and more typically range from \$18,000 to \$24,000.

**TABLE 1. SUMMARY OF PROPOSED DEVELOPMENT**

Land Use	Quantity		
	Units	Sq.ft.	m <sup>2</sup>
Senior's Housing (new)	24		
Ministry Centre (new)		4,857	451
Church (existing)	110		

## 2.1 PROPOSED PARKING SUPPLY

The proposed parking supply for the site is 27 parking spaces; a combined 23 spaces for the Senior's Housing, Church and Ministry Centre, and four spaces for the Hermitage building<sup>3</sup>.

The project also includes four on-street parking spaces on Foster Street.

## 3.0 PARKING REQUIREMENT

The Township of Esquimalt Parking Bylaw No. 2011<sup>4</sup> determines the minimum parking supply requirement for all land uses. The site is subject to a total parking requirement of 53 parking spaces. See **Table 2**.

<sup>3</sup> The Hermitage (a condominium building located at 520 Foster Street) has an agreement that 4 of the site's existing 21 parking spaces are for their use. This agreement will be fulfilled post-development within these 4 reserved parking spaces.

[https://www.esquimalt.ca/sites/default/files/docs/municipal-hall/bylaws/parking\\_bylaw\\_2011\\_july.pdf](https://www.esquimalt.ca/sites/default/files/docs/municipal-hall/bylaws/parking_bylaw_2011_july.pdf)

**TABLE 2. SUMMARY OF PROPOSED DEVELOPMENT**

Land Use	Quantity	Parking Requirement		
		Use	Rate	Req't
Senior's Housing (new)	24	Senior Citizens Apartments	0.5 / unit	12
Ministry Centre	426m <sup>2</sup>	Entertainment	1/5 seats with a minimum of 1 / 14m <sup>2</sup> GFA	30
Church	110	Churches	1 / 10 seats	11
<b>Total Parking Requirement</b>				<b>53</b>

#### 4.0 EXPECTED PARKING DEMAND

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

##### 4.1 SENIOR'S HOUSING

There are two existing multi-family buildings on the same block as the proposed site. Parking demand information was obtained for both buildings as follows:

**Hermitage, 520 Foster Street.** The Hermitage building has 26 residential units, subject to strata title ownership. Based on conversations with site manager<sup>5</sup>, it is understood that there are 31 vehicles associated with the building; a parking demand rate of 1.19 vehicles per unit.

**Vista Del Mar Apartments, 1378 Lyall Street.** This building has 26 residential units that are all adult-oriented, accessible, apartment rentals. Parking observations were conducted on site, and concluded a peak parking occupancy of 74% (20 vehicles), which occurred on Friday at 10:00pm. This results in a peak parking demand of 0.69 vehicles per unit.

There is significant research to suggest that parking demand varies depending on tenure type (i.e., condominium vs. rental apartment)<sup>6</sup>. This is evident in the parking demand rates generated for these two buildings that found the condominium site has a 72% higher parking demand than the rental apartment. Although these sites represent similar characteristics in terms of location, they are different residential land uses and are expected to experience higher parking demand than the subject site. Similar to the variation in parking demand between a

<sup>5</sup> Email correspondence occurred on August 29, 2017 via email.

<sup>6</sup> Based on findings from two research studies:

a. City of Toronto, Parking Standards Review, February 2007, p16, Figure 3.1. Available at: [www1.toronto.ca/city\\_of\\_toronto/city\\_planning/zoning\\_environment/files/pdf/cansult\\_final\\_apart\\_stds.pdf](http://www1.toronto.ca/city_of_toronto/city_planning/zoning_environment/files/pdf/cansult_final_apart_stds.pdf)

b. Metro Vancouver, The Metro Vancouver Apartment Parking Study – Technical Report, 2010, p44, Table 21. Available at: [www.metrovancouver.org/planning/development/strategy/RGSDocs/Apartment\\_Parking\\_Study\\_TechnicalReport.pdf](http://www.metrovancouver.org/planning/development/strategy/RGSDocs/Apartment_Parking_Study_TechnicalReport.pdf)



condominium and rental apartment, there is a similar variation between rental apartments and senior's housing.

Other residential sites in the region were considered that more closely represent the proposed land use at the subject site. Parking demand at representative seniors housing sites has been obtained at sites throughout the CRD using vehicle ownership information provided by the Insurance Corporation of British Columbia ("ICBC"), parking demand information from building managers and through on-site observations. Results conclude an average vehicle ownership rate of 0.44 vehicles per unit, and range from 0.31 vehicles per unit to 0.56 vehicles per unit. See **Table 3**.

**TABLE 3. VEHICLE OWNERSHIP AT REPRESENTATIVE SITES**

Site	Tenure	Parking Demand		Other Notes
		Rate (vehicles/unit)	Source	
506 Grafton Street Grafton Lodge	Apartment	0.31	Building Manager	Seniors 55+ Subsidized
847 Flemings Street Esquimalt Lions Club	Apartment	0.34	Building Manager	Seniors Low-Income
1550 Arrow Road Mount Douglas	Apartment	0.49 0.41	Observations ICBC	Seniors 55+ Independent
3221 Cedar Hill Road Marguerite Court	Apartment	0.48	ICBC	Adults 55+ Subsidized based on Income
1780 Townley Street Townley Lodge	Apartment	0.41	ICBC	Seniors Low-Income
2840 Gillie Place Castanea Place	Apartment	0.55	ICBC	Seniors
3812 Carey Road Carey Place	Apartment	0.56	ICBC	Seniors Affordable
<b>Average Parking Demand</b>		<b>0.44</b>		

The expected parking demand rate for the Senior's Housing is 0.44 vehicles per unit. This takes into consideration the parking demand rate at the representative senior's sites in close proximity to the subject site, and the average parking demand from the five Seniors sites elsewhere in the Capital Region (0.48 vehicles per unit).

#### **4.2 CHURCH / MINISTRY CENTRE**

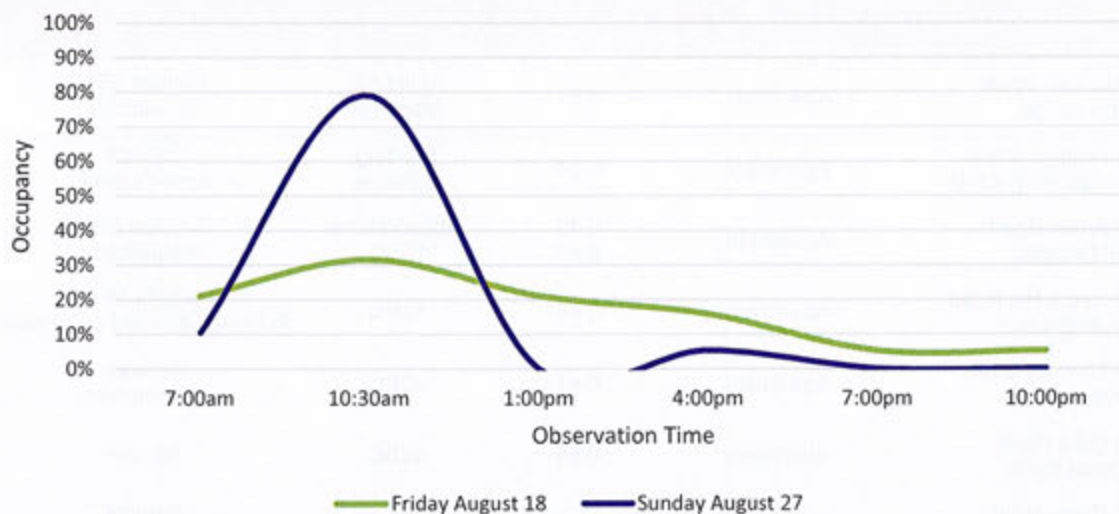
The existing Church and Community Hall function simultaneously with each other. The Community Hall may hold pre- and post-Sunday Church service events, and events throughout the week. Sunday Church Service occurs every Sunday at 8:30am and 10:30am. Typical attendance at the 8:30am service is 15-20 people and the 10:30am service attracts approximately 60-65 people. The size of the congregation is not expected to change in size as

a result of the redevelopment. The majority of congregation members live in Esquimalt, View Royal and a portion of Saanich that borders Gorge Road.

In future, the Church and the proposed Ministry Centre are expected to function similarly to the existing Community Hall and Church. Existing parking demand is therefore considered a good forecast of future parking demand. Observations were conducted at the site during a weekday and a Sunday to understand parking demand characteristics throughout the day. See **Figure 2**. The Church parking lot has a supply of 19 unreserved parking spaces. Observations were conducted during the following periods:

- Friday August 18, 2017 at 7:00am, 10:30am, 1:00pm, 4:00pm, 7:00pm and 10:00pm
- Sunday August 27, 2017 at 7:00am, 10:30am, 1:00pm, 4:00pm, 7:00pm, and 10:00pm

**FIGURE 2. SUMMARY OF CHURCH OFF-STREET PARKING UTILIZATION**



Peak parking demand was observed on Sunday at 10:30am during Church service when 15 vehicles were observed on-site. An additional five vehicles were observed on the south side of Esquimalt Road directly adjacent the site (during all other observations there were no vehicles parked here), and are assumed to be vehicles related to the Church service. There were four vehicles observed on Grafton Street in the 2 hour parking area adjacent the site that are also assumed to be attributed to the Church function. This suggests there are a total of 24 vehicles attributed to the Church. There were 37 individuals in attendance at the Church on the day of the observations<sup>7</sup>, which results in a parking demand rate of 0.65 vehicles per person. Observations were conducted during the summer when attendance is lower than a typical service during the year. Attendance for a typical service during the rest of the year is approximately 60 people. Using the observed parking demand rate, it is assumed that Church service throughout much of the year results in approximately 39 vehicles.

<sup>7</sup> Attendance figure provided by Church representative



Peak parking demand for a church occurs for a limited time during the week (every Sunday during church service), and it is inefficient to supply parking that will accommodate parking demand during this time, as it will significantly oversupply parking at all other times. On-street parking observations were undertaken (see Section 5.0) that concluded there is sufficient on-street parking available surrounding the site to accommodate Sunday church parking demand without preventing area residents from accessing on-street parking.

Off-peak Church parking demand was assessed to determine church parking demand when service is not offered. Site observations determined an average of two vehicles associated with the church use, with a peak demand of six vehicles. Based on the assumed increase in congregation during a typical period in the year (non-summer), this suggests that average parking demand will be increased to 3 vehicles and peak parking demand is increased to 10 vehicles.

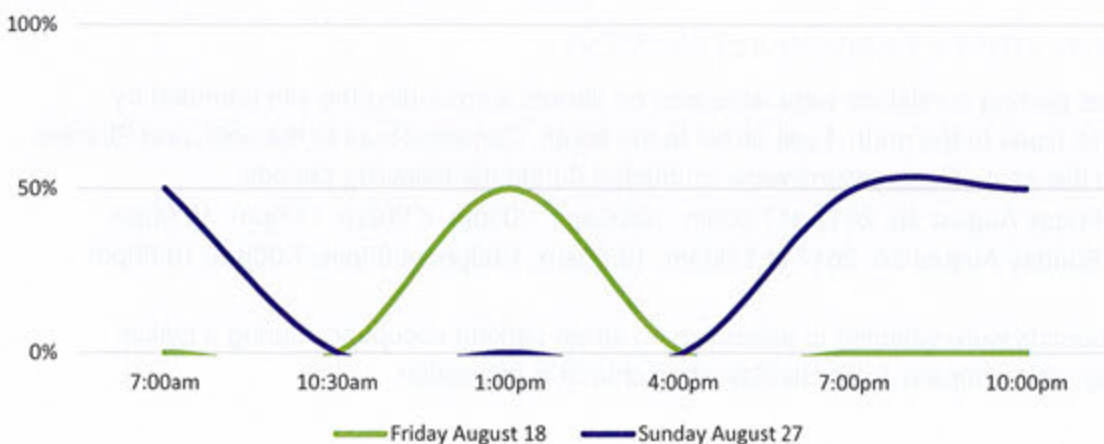
### 4.3 VISITOR PARKING DEMAND

Visitor parking observations were conducted at the designated visitor parking for the Hermitage building at 520 Foster Street. There are two designated visitor parking spaces – a visitor parking supply rate of 0.08 spaces per unit. Observations were conducted during the following periods:

- Friday August 18, 2017 at 7:00am, 10:00am, 1:00pm, 4:00pm, 7:00pm, 10:00pm
- Sunday August 26, 2017 at 7:00am, 10:00am, 1:00pm, 4:00pm, 7:00pm, 10:00pm

These visitor parking spaces were most commonly observed empty – the peak visitor parking demand occurred on various periods during observations. See **Figure 3**. Peak visitor parking demand was 1 vehicle; a parking demand rate of 0.04 vehicles per unit.

**FIGURE 3. SUMMARY OF VISITOR PARKING OCCUPANCY**





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

Observations were conducted in the summer and it is expected that visitor parking demand will be higher during other times of the year. It is therefore suggested that a visitor parking demand will be no more than 0.1 vehicles per unit.

#### 4.4 SUMMARY OF EXPECTED PARKING DEMAND

Based on analysis of each proposed land use, total expected parking demand for the site is 23-52 vehicles (23 vehicles represents a typical day at the site, and 52 vehicles represents when a Sunday Church Service is in session). See **Table 4**. Parking for the existing Community Hall and Church were assessed together – the future Ministry Centre and Church will share parking, similar to their current function. This suggests parking demand will be accommodated during a typical non-church service period. When a Church service is in session it is estimated that approximately 29 vehicles will seek parking on-street nearby the site.

**TABLE 4. SUMMARY OF EXPECTED PARKING DEMAND**

Land Use	Quantity	Expected Parking Demand Rate	Expected Parking Demand
Senior's Housing (new)	Resident	0.44 vehicles / unit	11
	Visitor	0.1 vehicles / unit	2
Ministry Centre/Church		10-39 vehicles	10-39
<b>Total Expected Parking Demand</b>			<b>23-52</b>

#### 5.0 ON-STREET PARKING ASSESSMENT

On-street parking conditions were assessed on streets surrounding the site bounded by Esquimalt Road to the north, Lyall Street to the south, Canteen Road to the east, and Sturdee Road to the west. Observations were conducted during the following periods:

- Friday August 18, 2017 at 7:00am, 10:00am, 1:00pm, 4:00pm, 7:00pm, 10:00pm
- Sunday August 26, 2017 at 7:00am, 10:00am, 1:00pm, 4:00pm, 7:00pm, 10:00pm

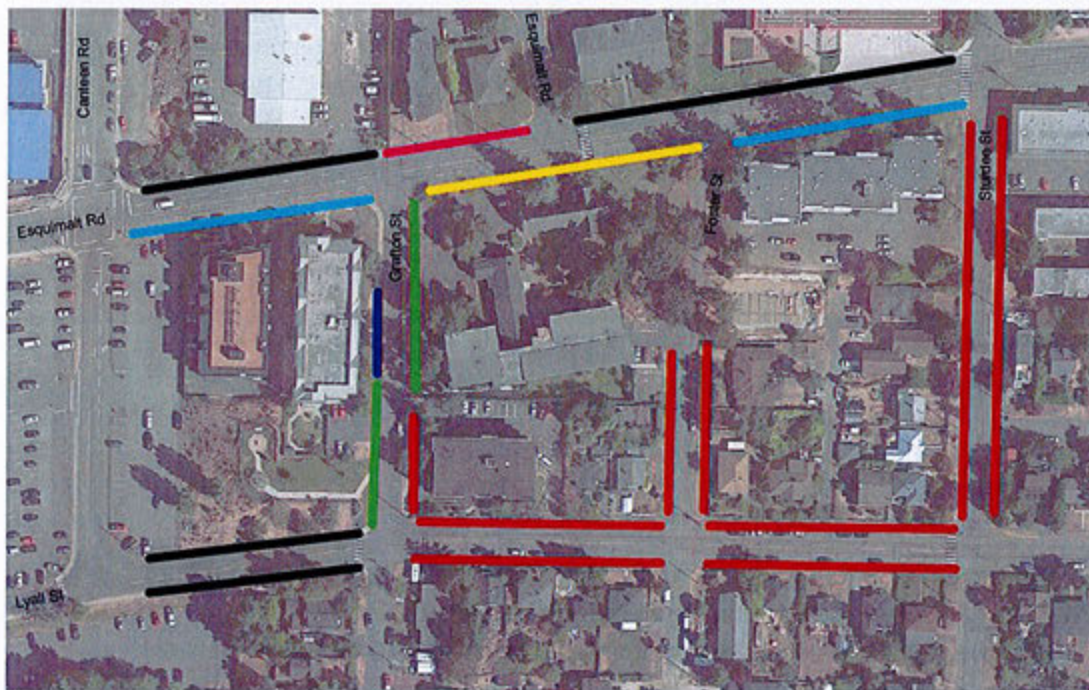
These periods were selected to determine on-street parking occupancy during a typical weekday, and compare it to a Sunday when church is in session.

<sup>8</sup> Metro Vancouver Apartment Parking Study, Technical Report, 2012. Available online at: [http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Apartment\\_Parking\\_Study\\_TechnicalReport.pdf](http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Apartment_Parking_Study_TechnicalReport.pdf)



On-street parking restrictions adjacent the site limits the ability for site residents and visitors to park on-street. Parking directly adjacent the site on Grafton Street are restricted to 2 hours, 7am – 6pm, Monday – Friday. Parking on Esquimalt Road is restricted to 2 hours and no stopping from 3pm to 5pm, Monday to Friday. This is due to heavy traffic leaving the Navy Base in the afternoon. This restriction is reversed in the morning, with no stopping from 7am to 9am on the north side. Parking on Foster Street is restricted to Residential Parking Only. See **Figure 4.**

**FIGURE 4. SUMMARY OF ON-STREET PARKING RESTRICTIONS**



**Legend**

- No Stopping, 3pm-5pm, Monday-Friday
- 2 Hour, No Stopping, 3pm-5pm, Monday-Friday
- No Stopping, 7am-9am, Monday-Friday
- Residential Parking Only
- 2 Hour, 7am-6pm, Monday-Friday
- Passenger Zone
- No Parking

There are a total of 18 parking spaces that are restricted to 2 hour, 7am-6pm, Monday to Friday on Grafton Street and 36 parking spaces on Esquimalt Road that restrict No Stopping from 3pm-5pm, Monday to Friday, eastbound, and 7am-9am, Monday to Friday, westbound. Total parking available within one block of the site is 54 parking spaces. During the peak period (Sunday August 27 at 10:30pm), total occupancy of these spaces was 20% with 43 spaces still available. On-street parking that is located on the site frontage has a total parking supply of 25 parking spaces plus an additional 4 parking spaces, as part of the development; suggesting spill-over from the site can be accommodated. However, it will fully occupy this parking inventory, and church attendees will likely seek parking more than a block away and will be accommodated.



## 6.0 ON-SITE PARKING MANAGEMENT

Site parking demand will vary depending on whether there is an event at the Church. Church events vary in size and frequency throughout the year, however Sunday service is considered peak parking demand. See **Table 5**. These results suggest that total parking demand during a typical day at the site is 23 vehicles and during Church service is 52 vehicles. Parking demand during a typical day will be accommodated on-site, however approximately 29 vehicles are expected to seek parking in nearby on-street parking during Sunday morning Church service.

There is sufficient on-street parking available adjacent the site to accommodate this additional demand. Of the on-street parking that is available to site visitors, this additional demand will increase occupancy to 74%. Given the limited timeframe of Church Service and low frequencies, this additional on-street parking occupancy is seen as acceptable.

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

	Parking Demand	
	Typical	Church Service
Senior's Housing(Resident)	11	11
Senior's Housing (Visitor)	2	2
Church	10	39
<b>Total Expected Parking Demand</b>	<b>23</b>	<b>52</b>

Regardless of an event occurring at the Church, all resident parking should be reserved at all times of the day. Typically, resident parking demand is significantly lower during the day than in the evening, however, since residents are seniors and more likely to be retired, it is still expected to have a substantial amount of parking demand present during the day.

All other parking should be unassigned and available to residential visitors, church patrons, and church employees.

## 7.0 SUMMARY

The proposed development is for 24 senior's housing units and a Ministry Centre that will be connected to the existing church. The proposed parking supply for the site is 27 parking spaces; four of which are reserved for the adjacent Hermitage condominium building.

Expected parking demand was generated based on vehicle ownership information, observations, surveys and research. Results suggest resident parking demand will be 11 vehicles, residential visitor parking demand will be 2 vehicles, typical church parking demand will be 10 vehicles, and 39 vehicles during a Sunday Service.

11 parking spaces should be reserved for residents. Residential visitor and church parking will be accommodated on-site during a typical day with no impact on on-street parking. Approximately 29 vehicles are expected to seek nearby on-street parking during Sunday Church service (approximately 8:30am to 11:30am), which can be accommodated in on-street parking areas within two blocks of the site.

## **7.1 RECOMMENDATIONS**

1. Proposed parking supply is supported for the site
2. 11 spaces should be assigned to residents



**ST PETER'S AND ST PAUL'S HOUSING AND MINISTRY CENTRE  
REZONING APPLICATION**

1379 ESQUIMALT ROAD  
LOT A (DD EP75276), SUBURBAN LOT 27, ESQUIMALT DISTRICT, PLAN 5092, PID 024-848-905



1. UPDATE REZONING APPLICATION	REVISION
2. REZONING APPLICATION SUBMISSION	REVISION
3. REZONING APPLICATION SUBMISSION	REVISION
4. REZONING APPLICATION SUBMISSION	REVISION

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ARCHITECTURAL	
CONTRACTOR	
DATE	NTS 2018-04-20

PROJECT	St Peter's and St Paul's Housing and Ministry Centre
DESCRIPTION	Cover Sheet, Project Data, and List of Drawings
DRAWN BY	SP/DS
CHECKED BY	BC
DATE PROJECT NO.	XXXXX
DATE PROJECT NO.	2017505

**St Peter's and St Paul's  
Housing and  
Ministry Centre**

Cover Sheet, Project Data,  
and List of Drawings

**A-00**

**PROJECT DATA**

	Current Zoning Requirements	Existing Site (Pre Subdivision) Data	Proposed Subdivided Site Data	Proposed Subdivided Site Data	Proposed Subdivided Site Data	Setback Zoning Exemptions
Zoning	CD-23 Zone	CD-23 Zone	Existing 'Hermitage' Lot (Area A)	New Lot and New Zone (CO) (Area B)	Subdivided Cemetery Lot (Area C)	/
Site Area	min. 6,284 sq.m (67,640 sf)	6,270 sq.m (67,492 sf)	3,407 sq.m (36,677.4 sf)	2,766 sq.m (29,775.1 sf)	97 sq.m (1,044 sf)	/
Building Footprint	/	1,679.3 sq.m (18,077 sf)	1,067.6 sq.m (11,491.5 sf)	Proposed 510, Church 300, Total 810 sq.m (8,749 sf)	/	/
Total Building Floor Area	/	3,286.7 sq.m (35,377.7 sf)	2,087.1 sq.m (22,529.9 sf)	Proposed 1,558, Church 280, 1,838 sq.m (19,784 sf)	/	/
Number of Storeys	/	The Hermitage - 4, Church - 1.5	The Hermitage - 4	Proposed - 5, Church - 1.5	/	/
Height	20m (65.6 ft)	The Hermitage - 14m (45.9 ft), Church - 10m (32.8 ft)	The Hermitage - 14m (45.9 ft)	(From Grade) Proposed - 15.8m (50.9 ft), Church - 10m (32.8 ft)	/	/
Site Coverage	30%	1,679.3 / 6,270 = 26.7%	1,067.6 / 3,407 = 31%	850 / 2,766 = 30%	/	/
Floor Area Ratio	1	0.51	0.881	Proposed 0.561, Church 0.101, Total 0.661	/	/
Number of Units	39 plus 1 guest per 157 sq.m	26	26	24	/	/
Number of Parking Stalls	45	28 Church stalls, 7 on-site and 24 off-site = 35 total	24 U/B stalls, 7 on-site stalls = 31 total	27 on-site stalls, 4 off-site stalls, = 31 total	/	/
South Setback	4.5m (14.8 ft)	4.4m (14.5 ft)	4.4m (14.5 ft)	9.9m (32.5 ft)	/	/
North Setback	1.7m (5.6 ft)	46m (150.9 ft)	12m (39.4 ft)	3.1m (10.1 ft)	/	From Church Stairs to Prop. Line = 1.12m
East Setback	1.2m (3.9 ft)	9.4m (30.7 ft)	9.4m (30.7 ft)	17.4m (57.1 ft)	/	Church to Cemetery lot line = 0.5m
West Setback	8.5m (27.9 ft)	9.1m (29.9 ft)	9.1m (29.9 ft)	3.1m (10.1 ft)	/	From Upper Balcony to Prop. Line = 2.64m
Green Space	/	2,907 sq.m (31,292 sf) 46%	1,318 sq.m (14,187 sf) 39%	977 sq.m (10,516 sf) 35%	/	/
Impervious Surface Space	/	1,163 sq.m (12,500 sf) 18%	2,089 sq.m (22,496 sf) 61%	1,789 sq.m (19,257 sf) 65%	97 sq.m (1,044 sf)	/

**LIST OF DRAWINGS**

- |  |                                     |                               |
|--|-------------------------------------|-------------------------------|
| <b>ARCHITECTURAL</b>                                 | <b>LANDSCAPING</b>                  | <b>SITE SERVICING (CIVIL)</b> |
| A-00- COVER SHEET, PROJECT DATA AND LIST OF DRAWINGS | L-01- LANDSCAPE CONCEPT PLAN        | C-01- SITE PLAN               |
| A-01- EXISTING SITE PLAN                             | L-02- TREES, SHRUBS AND HARDSCAPING | C-02- GRADING PLAN            |
| A-02- EXISTING SITE SURVEY                           |                                     |                               |
| A-03- SITE SUBDIVISION PLAN                          |                                     |                               |
| A-04- PROPOSED SITE PLAN                             |                                     |                               |
| A-05- PROPOSED MAIN AND SECOND TO FOURTH FLOOR PLAN  |                                     |                               |
| A-06- PROPOSED FIFTH AND ROOF PLAN                   |                                     |                               |
| A-07- PROPOSED ELEVATIONS                            |                                     |                               |
| A-08- PROPOSED ELEVATIONS                            |                                     |                               |
| A-09- PROPOSED CROSS SECTION                         |                                     |                               |
| A-10- 3D MODEL IMAGES                                |                                     |                               |
| A-11- 3D MODEL IMAGES                                |                                     |                               |
| A-12- 3D MODEL IMAGES                                |                                     |                               |





**RECEIVED**  
**APR 24 2018**  
 CORP. OF TOWNSHIP  
 OF ESQUIMALT  
 DEVELOPMENT SERVICES

1. PRELIMINARY APPLICATION SUBMISSION	APR 10 2018
2. PRELIMINARY APPLICATION REVIEW	APR 10 2018
3. PRELIMINARY APPLICATION SUBMISSION	APR 10 2018
4. PRELIMINARY APPLICATION REVIEW	APR 10 2018

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**number 10**

ARCHITECT	
DESIGNER	
DATE	1:200
DATE	2018-04-20

**St Peter's and St Paul's  
 Housing and  
 Ministry Centre**

**Existing Site Plan**

DATE	SP/DS	CHECKED BY	BC
DATE	XXXXX		
DATE	2017505		

Existing Site Plan  
 SCALE 1:200

**A-01**



Site Plan Of:  
 Lot A (OD EP75276), Suburban Lot 27,  
 Esquimalt District, Plan 5092.

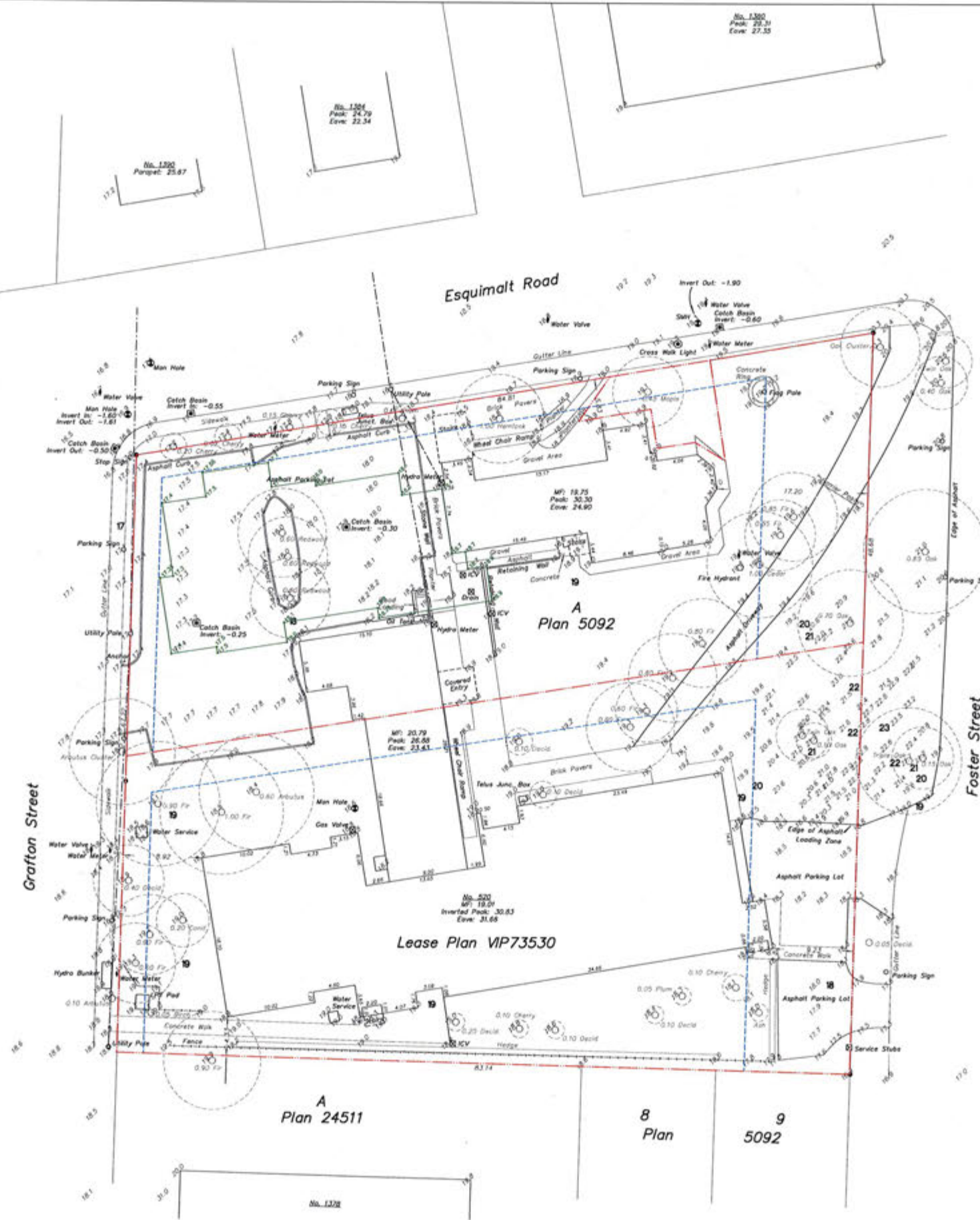


Scale = 1:250

Dated this 25th day of February, 2015.

Elevations are based upon geodetic datum and referenced to OCM 8410188

Elevations & distances shown are in metres.



Lines and grade points added by number 10  
 LEGEND

Property Line	---
Set backs	---
Utility Strata	---
Average Building	---
Grade Points	---



1. APPROVED	APPROVED
1. APPROVED	APPROVED
1. APPROVED	APPROVED
1. APPROVED	APPROVED

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SCALE: 1:250 DATE: 2018-04-20

St Peter's and St Paul's  
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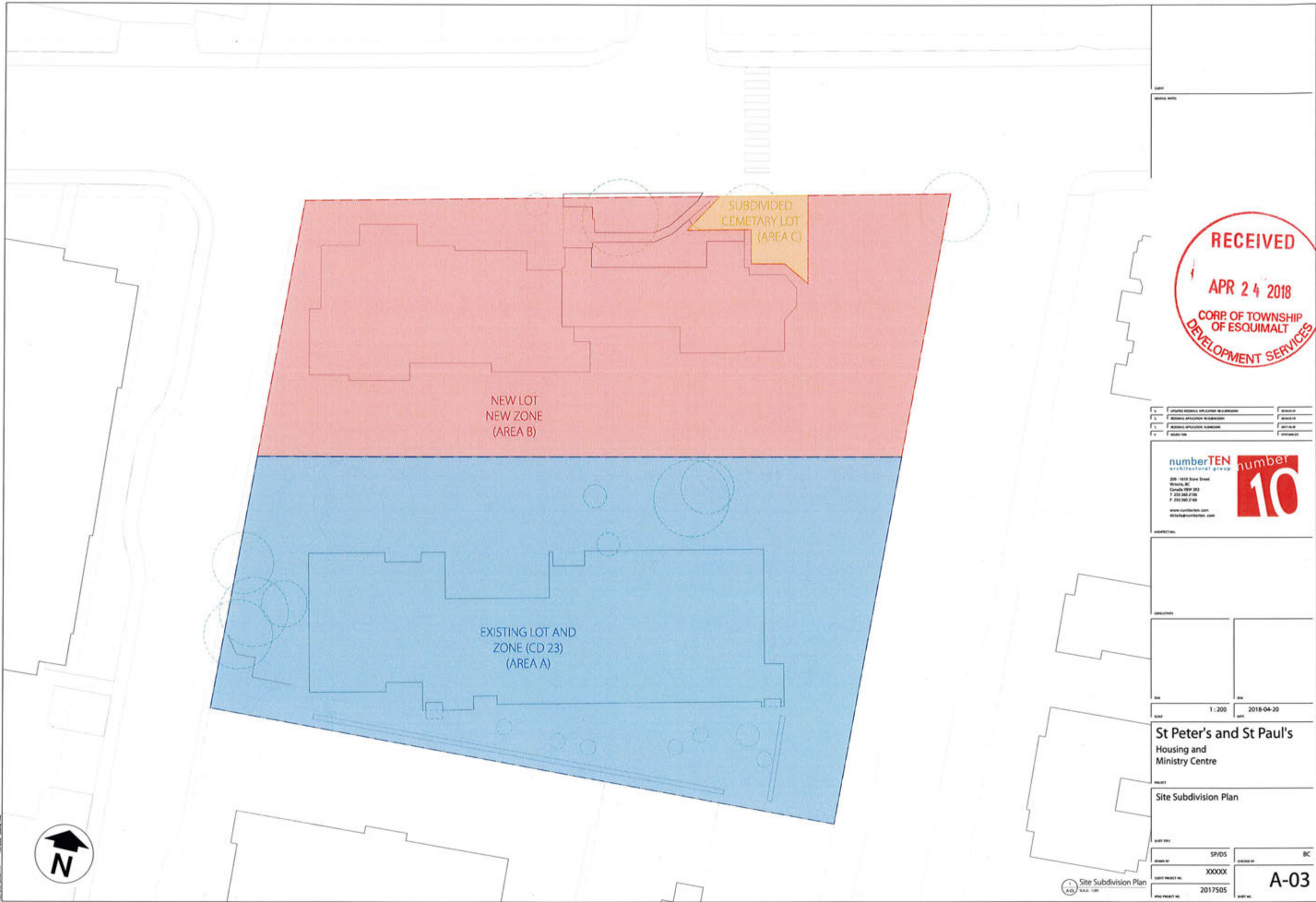
Existing Site Survey

DATE: 2015	SP/D: 201505	CHECKED BY: BC
DATE: 2015	PROJECT NO: X000X	
DATE: 2015	PROJECT NO: 2017505	

A-02

The subject property is affected by the following registered documents: ES21302, ET26643, ET30925.

Way Mayenburg Land Surveying Inc.  
 www.waylandsurveying.com  
 #1-2227 James White Boulevard  
 Sidney, BC V8L 1Z3  
 Telephone (250) 656-5155  
 Fax: 1500411hp/12



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1	ISSUED REVISION APPLICATION NO. 1000000000	2018-04-20
2	ISSUED REVISION APPLICATION NO. 1000000000	2018-04-20
3	ISSUED REVISION APPLICATION NO. 1000000000	2018-04-20
4	ISSUED REVISION APPLICATION NO. 1000000000	2018-04-20

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DATE	2018-04-20

**St Peter's and St Paul's  
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 Ministry Centre**

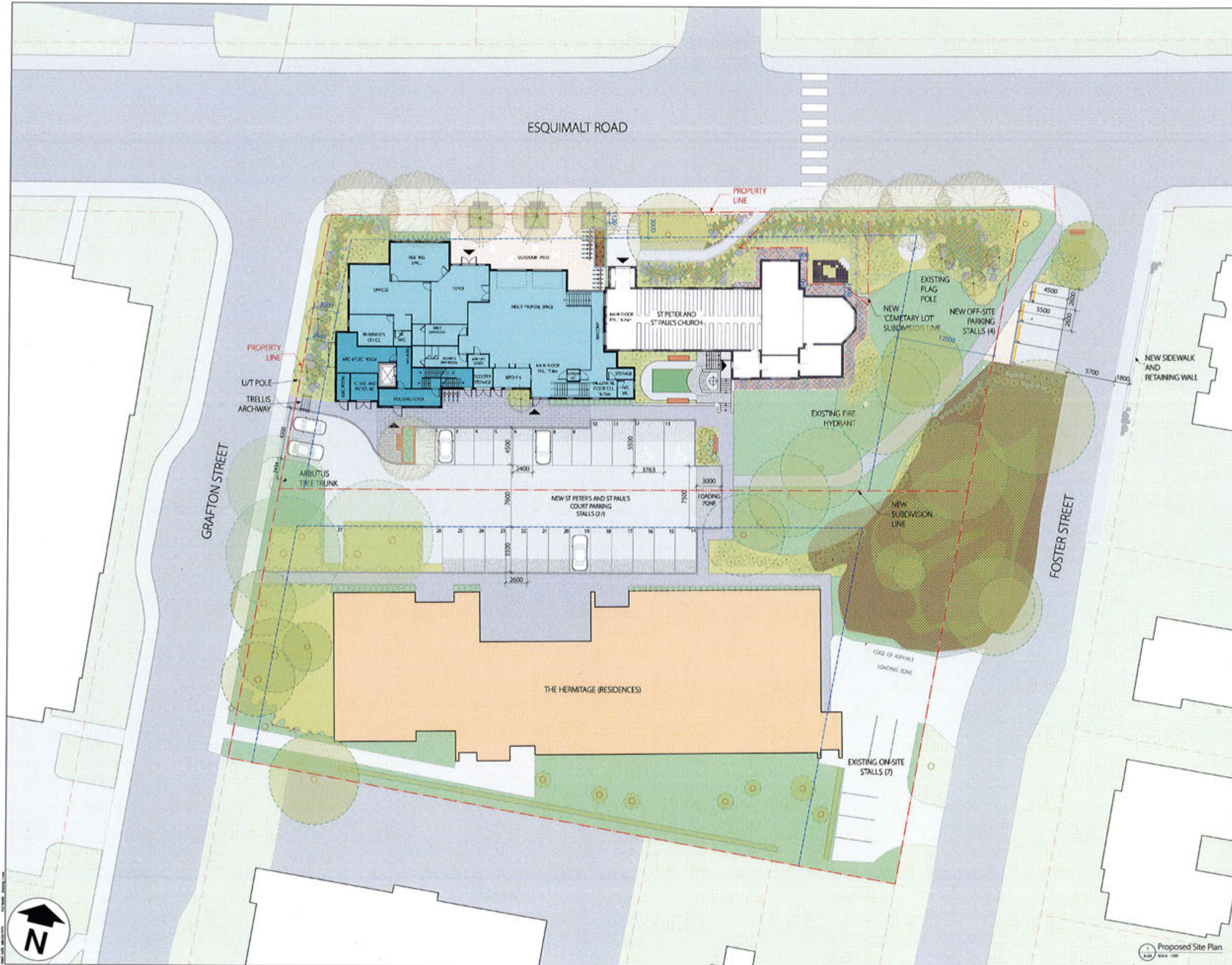
**Site Subdivision Plan**

DATE	2018-04-20
SCALE	1:200
PROJECT NO.	2017505
SHEET NO.	A-03



1 Site Subdivision Plan  
 A-03 SCALE: 1:200





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1	SP/DS	2018-04-20
2	SP/DS	2018-04-20
3	SP/DS	2018-04-20
4	SP/DS	2018-04-20

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**number 10**

DATE	1:200	2018-04-20
SCALE		
PROJECT		
CLIENT		
DESIGNER		
DATE		

**St Peter's and St Paul's  
 Housing and  
 Ministry Centre**

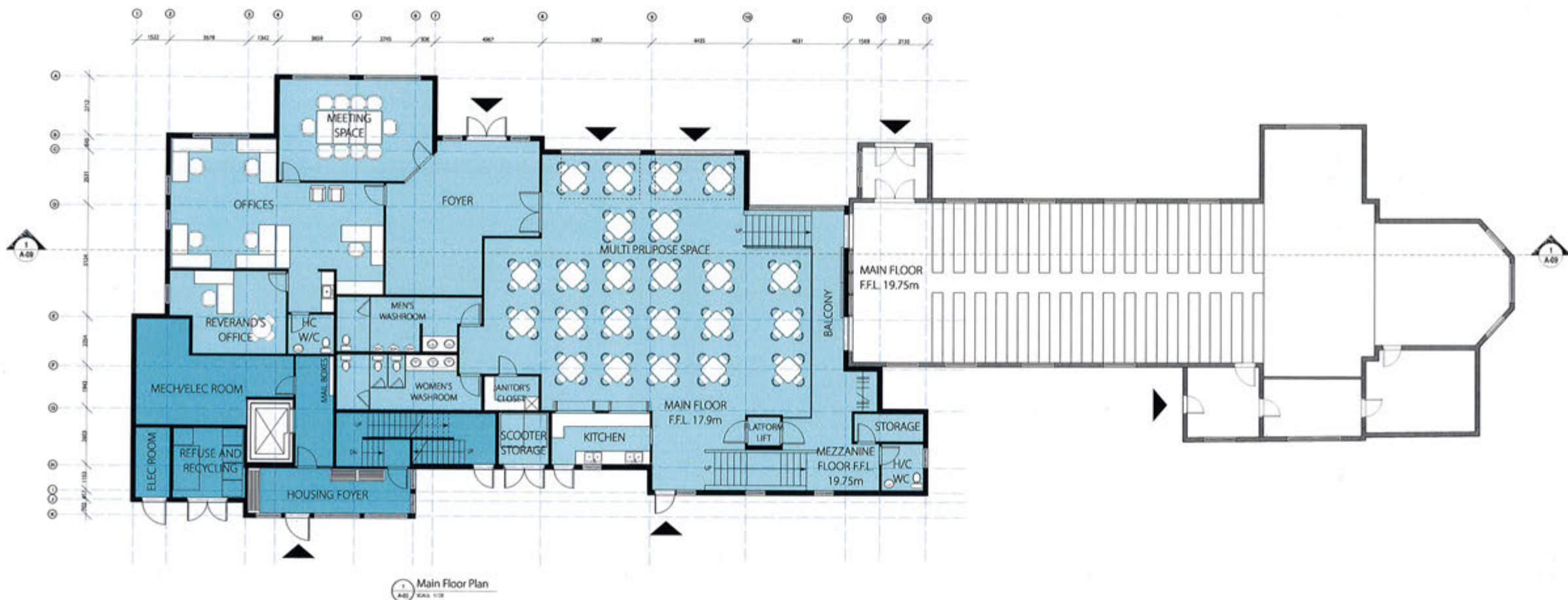
**Proposed Site Plan**

DATE	SP/DS	BC
BY	XXXXX	
PROJECT NO.	2017505	
SHEET NO.		<b>A-04</b>



Proposed Site Plan  
 SCALE: 1:200





Main Floor Plan  
SCALE 1:100

UNIT TYPE	
UNIT A - ONE BEDROOM	NET AREA = 40 sq.m (430 sf) TOTAL COUNT = 4
UNIT B - ONE BEDROOM	NET AREA = 39 sq.m (415 sf) TOTAL COUNT = 8
UNIT C - STUDIO	NET AREA = 37 sq.m (395 sf) TOTAL COUNT = 8
UNIT D - ONE BEDROOM	NET AREA = 40 sq.m (430 sf) TOTAL COUNT = 4

1. UPDATE RECORDING APPLICATION NO. 1000000000	2018-04-20
2. RECORDING APPLICATION NO. 1000000000	2018-04-20
3. RECORDING APPLICATION NO. 1000000000	2017-10-05
4. RECORDING APPLICATION NO. 1000000000	2017-09-05

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SCALE 1:100 DATE 2018-04-20

St Peter's and St Paul's  
Housing and  
Ministry Centre

Proposed Main and Second  
to Fourth Floor Plan

DESIGNED BY	SP/DS	CHECKED BY	BC
CLIENT PROJECT NO.	XXXXX		
DATE PROJECT NO.	2017505		

A-05



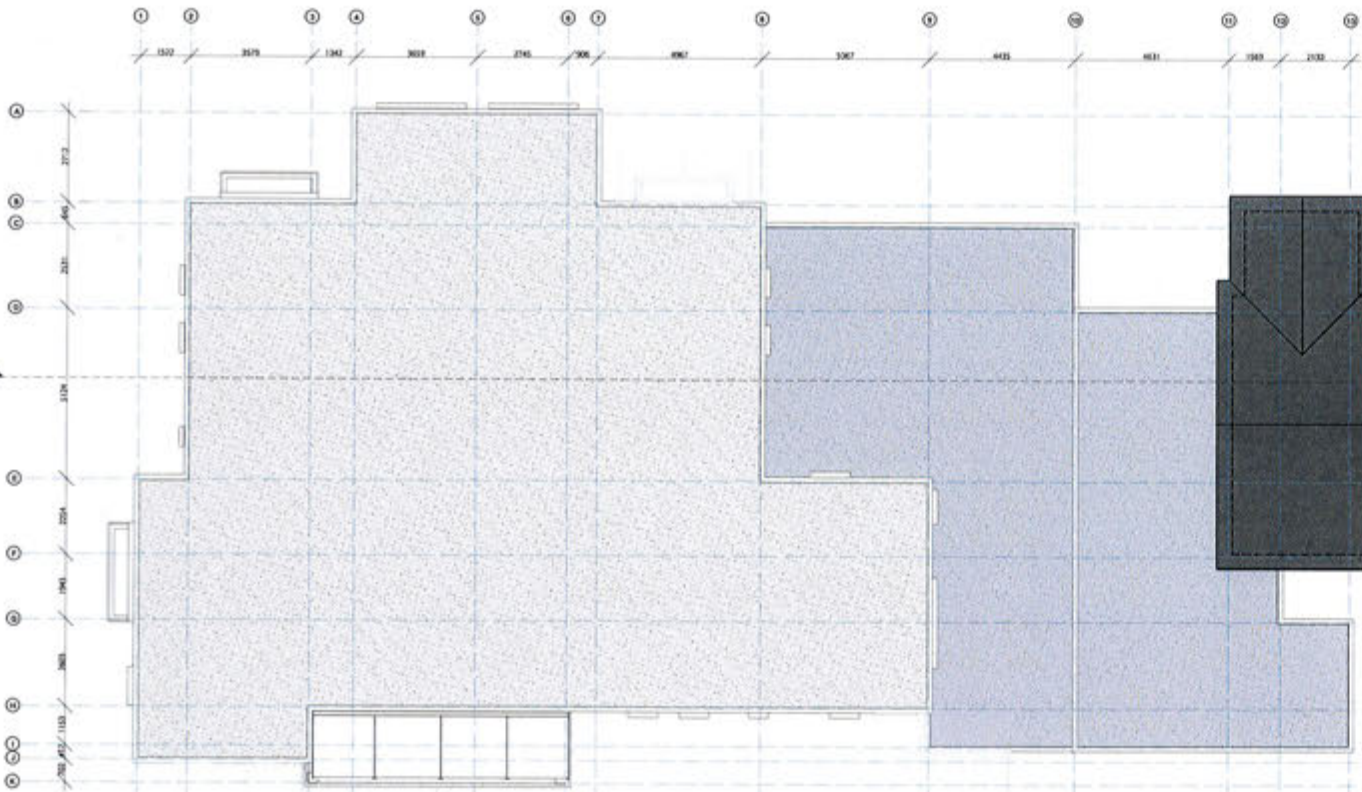
Second to Fourth Floor Plan  
SCALE 1:100







1 Fifth Floor Plan  
SCALE 1:100



2 Roof Plan  
SCALE 1:100

UNIT TYPE	
UNIT A - ONE BEDROOM	NET AREA = 40 sq.m (430 sf) TOTAL COUNT = 4
UNIT B - ONE BEDROOM	NET AREA = 39 sq.m (415 sf) TOTAL COUNT = 8
UNIT C - STUDIO	NET AREA = 37 sq.m (395 sf) TOTAL COUNT = 8
UNIT D - ONE BEDROOM	NET AREA = 40 sq.m (430 sf) TOTAL COUNT = 4

1. SITE PLAN	1. APPROVED
2. ZONING APPLICATION SUBMISSION	2. APPROVED
3. ZONING APPLICATION SUBMISSION	3. APPROVED
4. ZONING APPLICATION SUBMISSION	4. APPROVED

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SCALE 1:100 DATE 2018-04-20

St Peter's and St Paul's  
Housing and  
Ministry Centre

Proposed Fifth And Roof Plan

DRAWN BY	SPVDS	CHECKED BY	BC
DATE PROJECT NO.	XXXXX		
FIELD PROJECT NO.	2017505		

A-06







1 South Elevation  
SCALE 1:10

LEGEND:  
 NATURAL EXISTING GRADE: - - - - -  
 PROPOSED GRADE: - - - - -

- 1 Window Frame - 'Black'
- 2 Window Frame - 'Warm White'
- 3 Aluminium Flashing - 'Warm White'
- 4 Stucco - Sherwin Williams 'Dorchester Camel' (Warm Tan)
- 5 Stucco - Sherwin Williams 'Oak Creek' (Warm Brown)
- 6 Cementitious Fiber Board - Sherwin Williams 'Shoji White'
- 7 Glass 'Clear'
- 8 Spandrel Glass

1	UPDATES TO DRAWING	DATE
2	REVISIONS	DATE
3	REVISIONS	DATE
4	REVISIONS	DATE

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SCALE 1:100 DATE 2018-04-20

St Peter's and St Paul's  
 Housing and  
 Ministry Centre

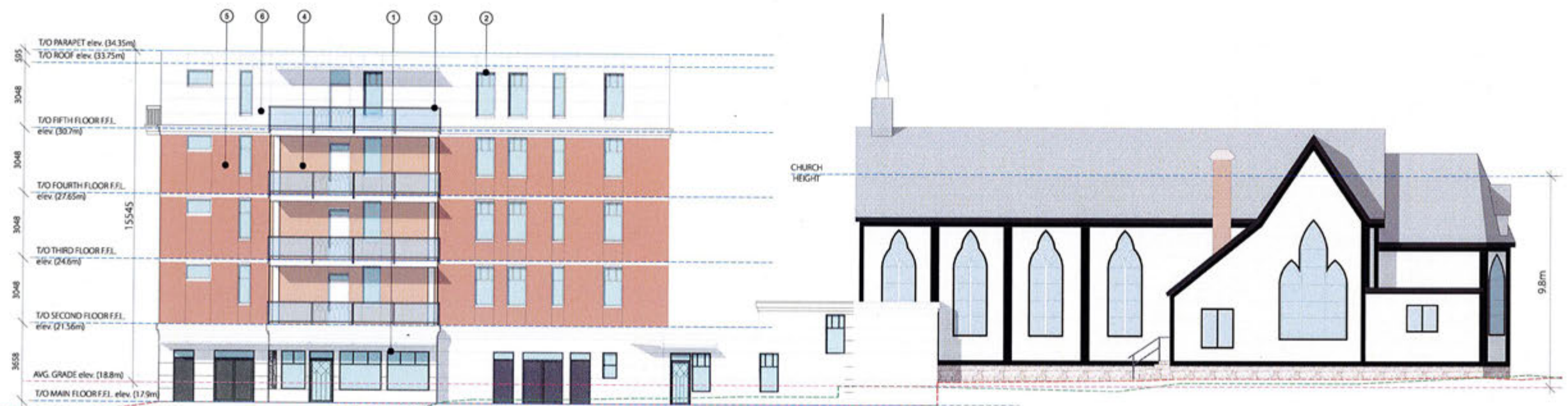
Proposed Elevations

DATE PLOT	SP/D5	DATE	BC
DRAWN BY	XXXXX	CHECKED BY	
DATE PROJECT NO.	2017505	SHEET NO.	A-07



2 East Elevation  
SCALE 1:10





1 North Elevation  
SCALE: 1:100

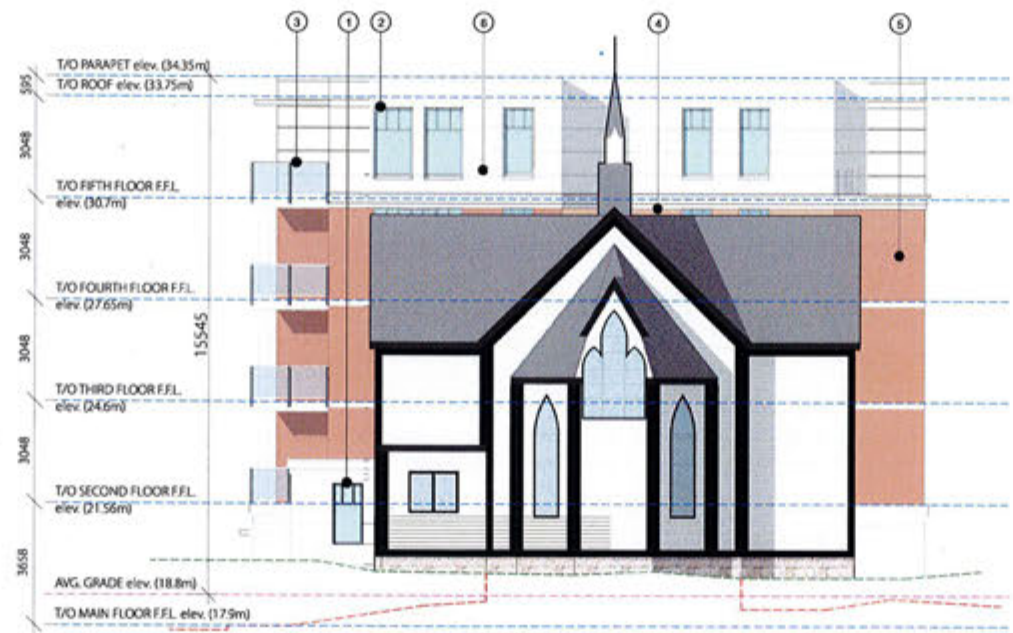
LEGEND:

NATURAL (EXISTING) GRADE:	---
PROPOSED GRADE:	---

- 1 Window Frame - 'Black'
- 2 Window Frame - 'Warm White'
- 3 Aluminium Flashing - 'Warm White'
- 4 Stucco - Sherwin Williams 'Dromedary Camel' (Warm Tan)
- 5 Stucco - Sherwin Williams 'Oak Creek' (Warm Brown)
- 6 Cementitious fibre Board - Sherwin Williams 'Shoji White'
- 7 Glass 'Clear'
- 8 Spandrel Glass

1	UPDATES/ISSUES/REVISIONS	DATE
2	REVISIONS/ISSUES/REVISIONS	DATE
3	REVISIONS/ISSUES/REVISIONS	DATE
4	ISSUES/ISSUES	DATE

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2 West Elevation  
SCALE: 1:100



SCALE: 1:100 DATE: 2018-04-20

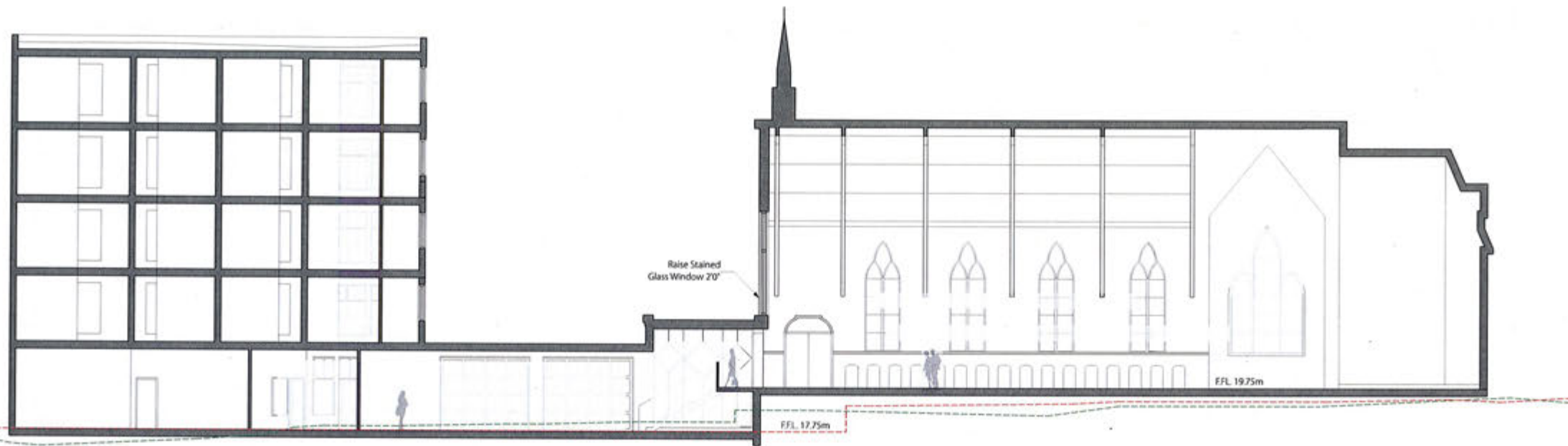
St Peter's and St Paul's  
Housing and  
Ministry Centre

Proposed Elevations

DATE PLOTTED:	SP/DS	BC
DRAWN BY:	XXXXX	CHECKED BY:
CLIENT PROJECT NO.:	2017505	DATE PLOTTED:
DATE PLOTTED:		SCALE:

A-08





Section Through Building and Church  
SCALE 1:100

- LEGEND:
- NATURAL (EXISTING) GRADE: - - - - -
- PROPOSED GRADE: - - - - -
- 1 Window Frame - 'Black'
  - 2 Window Frame - 'Warm White'
  - 3 Aluminium Flashing - 'Warm White'
  - 4 Stucco - Sherwin Williams 'Dromedary Camel' (Warm Tan)
  - 5 Stucco - Sherwin Williams 'Oak Creek' (Warm Brown)
  - 6 Cementitious Fibre Board - Sherwin Williams 'Shoji White'
  - 7 Glass 'Clear'
  - 8 Spandrel Glass

1	SPURD KING APPLICATOR MOUNTAIN	1	ANALUX
2	WALING APPLICATOR MOUNTAIN	2	ANALUX
3	WALING APPLICATOR MOUNTAIN	3	ANALUX
4	WALING APPLICATOR MOUNTAIN	4	ANALUX

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SCALE: 1:100 DATE: 2018-04-20

St Peter's and St Paul's  
Housing and  
Ministry Centre

Proposed Cross Section

DRWN BY	SP/DS	CHECKED BY	BC
CLIENT PROJECT NO.	XXXXX		
WAL PROJECT NO.	2017505		
			<b>A-09</b>





1 South Elevation  
SCALE



2 View of Esquimalt Road Patio  
SCALE



3 View Looking East Up Esquimalt Road  
SCALE

DATE  
REVISIONS

1	SPURTS KENNEDY APPLICATOR SUBMISSION	2018-04-20
1	REVISION APPLICATOR SUBMISSION	2018-04-20
1	REVISION APPLICATOR SUBMISSION	2018-04-20
1	REVISION	2018-04-20

numberTEN architectural group  
300 - 1628 Shore Street  
Victoria, BC  
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F 250 360 2198  
www.numberten.com  
info@numberten.com



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DEVELOPMENT SERVICES

DATE: 2018-04-20

PROJECT: St Peter's and St Paul's Housing and Ministry Centre

3D Model Images

DATE PLOTTED	SP/D/S	BC
DRAWN BY	XXXXX	
CHECKED BY		
CLIENT PROJECT NO.	2017505	<b>A-10</b>
FINAL PROJECT NO.		





1 Aerial View  
SCALE



2 View of Front Patio  
SCALE



3 View of Patio Entry  
SCALE



4 View of Housing Entry From Grafton St.  
SCALE

1	CONCEPT DEVELOPMENT SUBMISSION	2017-04-10
2	PRELIMINARY DESIGN SUBMISSION	2017-04-10
3	FINAL DESIGN SUBMISSION	2017-04-10
4	CONSTRUCTION	2017-04-10

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DATE: 2018-04-20

PROJECT: St Peter's and St Paul's Housing and Ministry Centre

DESCRIPTION: 3D Model Images

DATE: 2017-05-05	SP/D/S	BC
PROJECT NO: 2017505	XXXXX	
		<b>A-11</b>





1 West Side View From Across Grafton St.  
A-12 RNL



2 View of Housing Entrance  
A-13 RNL



3 South Elevation From Parking  
A-14 RNL



4 View From Backyard  
A-15 RNL

1. SITE PLAN	DATE: 2018-04-20
2. GENERAL NOTES	DATE: 2018-04-20
3. EXISTING APPLICATION SUBMISSION	DATE: 2018-04-20
4. REVISIONS	DATE: 2018-04-20

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DATE: 2018-04-20

St Peter's and St Paul's  
Housing and  
Ministry Centre

3D Model Images

DRAWN BY: SP/D5	CHECKED BY: BC
CLIENT PROJECT NO: XXXXX	
FINAL PROJECT NO: 2017505	







# St. Peter's & St. Pauls

Trees & Shrubs



*Crimson King Maple*



*Vine Maple*



*Lily of the Valley*



*California Lilac*



*Sweet Gum*



*Shirobana Spiraea*



*Pink Azalea*



*Austrian Pine*



*Japanese False Holly*

# St. Peter's & St. Pauls

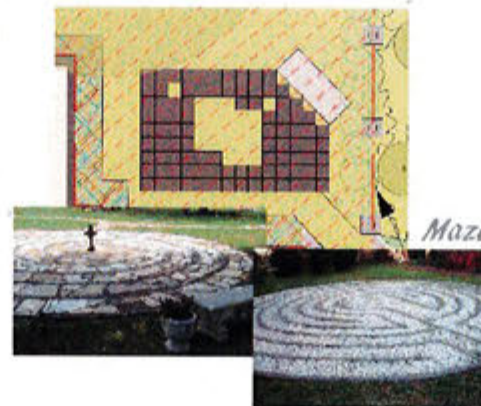
Hardscape Features



*Prayer Gardens*



*Memorial Garden*



*Maze*



*Rain Gardens*



1	UPDATES/REVISIONS	DATE
2	REVISIONS	DATE
3	REVISIONS	DATE
4	REVISIONS	DATE

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4★SITE  
 LANDSCAPE ARCHITECTURE  
 AND SITE PLANNING SINCE 1988

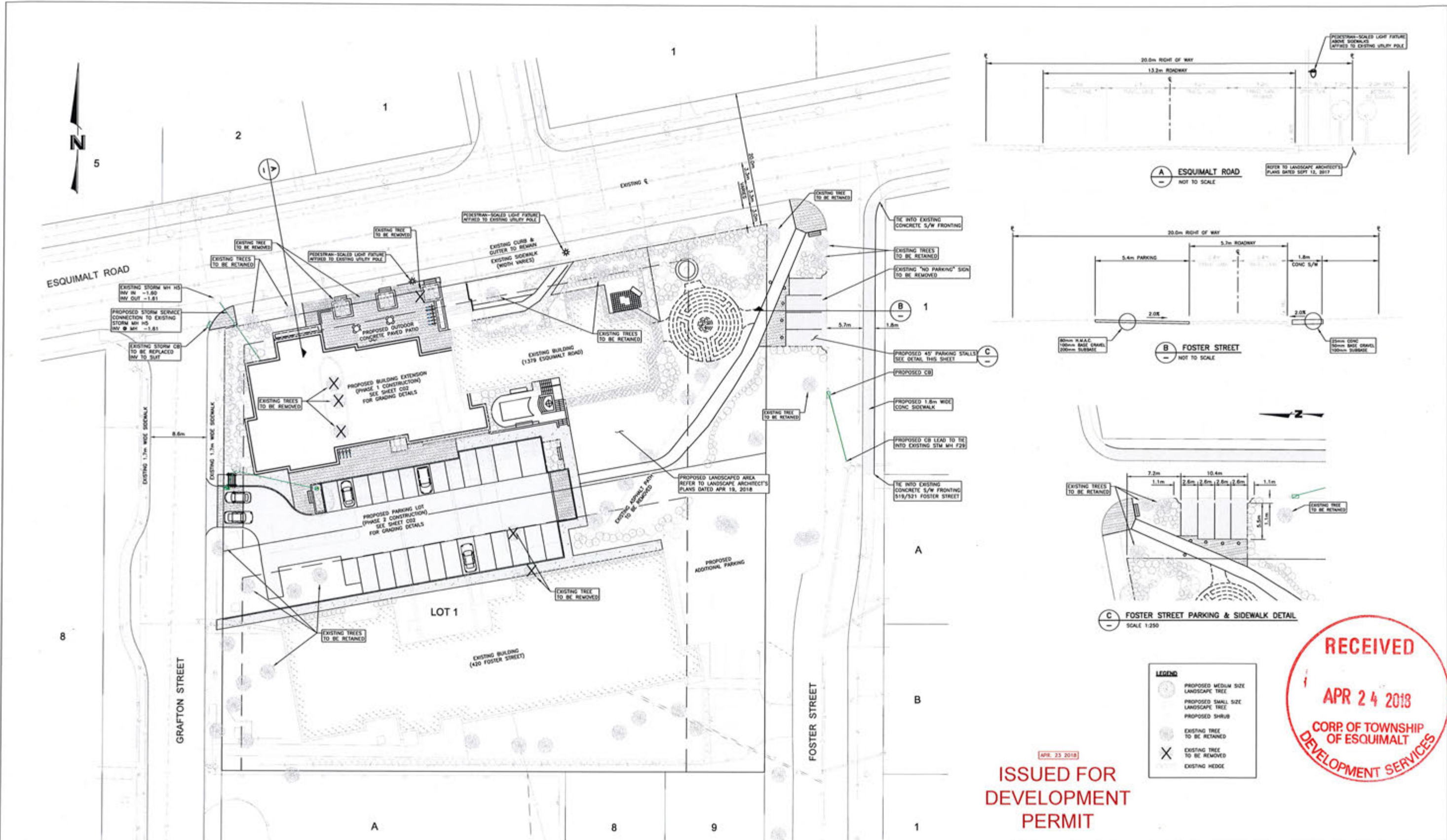
DATE	2018-04-20
SCALE	

St Peter's and St Paul's  
 Housing and  
 Ministry Centre

Trees, Shrubs and Hardscaping

DATE	4 SITE	DATE
DRAWN BY	XXXXX	DATE
CHECKED BY		
PROJECT NO.	2017505	SHEET NO.
		<b>L-02</b>





APR 23 2018  
**ISSUED FOR DEVELOPMENT PERMIT**

**LEGEND**

- PROPOSED MEDIUM SIZE LANDSCAPE TREE
- PROPOSED SMALL SIZE LANDSCAPE TREE
- PROPOSED SHRUB
- EXISTING TREE TO BE RETAINED
- ✕ EXISTING TREE TO BE REMOVED
- EXISTING HEDGE



THE LOCATION AND ELEVATION OF EXISTING UNDERGROUND SERVICES ON THIS DRAWING MAY NOT BE ACCURATE OR COMPLETE. THE ACTUAL HORIZONTAL AND VERTICAL LOCATIONS MUST BE CONFIRMED BY UTILITY COMPANIES AND THE CONTRACTOR PRIOR TO THE START OF ANY EXCAVATIONS

**LEGEND - PROPOSED SERVICES SHOWN DASHED**

WATER	W	CURB	C	EXISTING U/O UTIL	—	MANHOLE	○	HYDRANT	◇	REDUCER	—	MONUMENT	⊙
SEWER	S	EDGE PAVT	—	PROPOSED U/E UTIL	---	CLEANOUT	□	VALVE	◇	CAP	—	LOT PIN	•
GAS	G	BUSHLINE	—	PROPOSED LIGHT STANDARD	—	CATCHBASIN	⊞	FLUSH VALVE	⊞	CULVERT	—	LEAD PLUG	•
		TREE	○	POWER POLE	—	SILTTRAP	⊞	AIR VALVE	⊞	HEADWALL	—		
				ANCHOR	—	CONC.BOX	⊞	WATER	○	ROAD SIGN	—		

**REVISIONS**

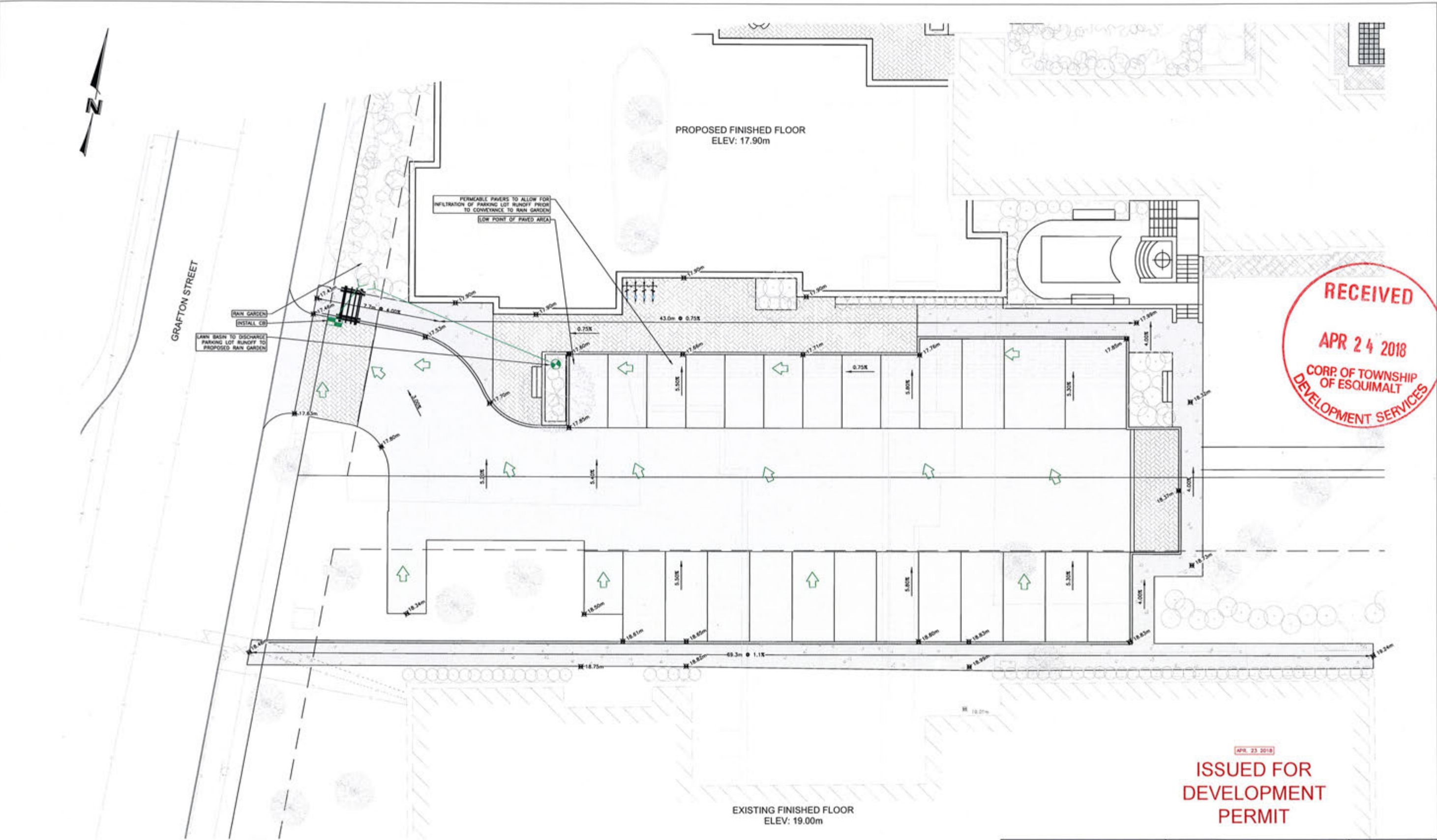
NO.	DESCRIPTION	DATE	BY
1			
2			
3			
4			

**DESIGN APPROVED**

APPROVED BY	DATE	SIGN
DESIGN ENG.		
ASSIST. ENG.		
MUNICIPAL ENG.		

<b>ISLANDER ENGINEERING</b>		<b>ROGERS HOUSING SOCIETY</b>		ISLANDER PROJECT No. <b>2079</b>	
		<b>ROGERS COURT HOUSING &amp; MINISTRY CENTRE</b>		SHEET <b>1 OF 2</b>	
		<b>ESQUIMALT, BC</b>		REV.	
		SITE PLAN		DWG No. <b>C01</b>	
		DESIGN		DWG No.	
		DRAWN PAV/JA		CHECKED MJA	
		SCALE: Hor. 1:250		DATE APR 2018	
		Vertical		FILE No.	





APR 23 2018  
 ISSUED FOR  
 DEVELOPMENT  
 PERMIT

PLAN  
SCALE 1:250



THE LOCATION AND ELEVATION OF EXISTING UNDERGROUND SERVICES ON THIS DRAWING MAY NOT BE ACCURATE OR COMPLETE. THE ACTUAL HORIZONTAL AND VERTICAL LOCATIONS MUST BE CONFIRMED BY UTILITY COMPANIES AND THE CONTRACTOR PRIOR TO THE TO THE START OF ANY EXCAVATIONS

LEGEND - PROPOSED SERVICES SHOWN DASHED			
WATER	W	CURB	C
SEWER	S	SIDEWALK	SW
GAS	G	EDGE PAVL	EP
		SUSPLINE	SP
		TREE	T
		ANCHOR	A
		EXISTING U/S UTIL	---
		PROPOSED U/S UTIL	- - - -
		LIGHT STANDARD	MS
		POWER POLE	OP
		MANHOLE	MO
		CLEANOUT	CO
		CATCHBASIN	CB
		SILTTRAP	ST
		CONC.BOX	CB
		HYDRANT	HY
		VALVE	V
		FLUSH VALVE	FV
		AIR VALVE	AV
		METER	M
		REDUCER	R
		CAP	CA
		CULVERT	CU
		HEADWALL	HW
		ROAD SIGN	RS
		MONUMENT	MO
		LOT PIN	LP
		LEAD PLUG	LP

REVISIONS	
NO.	DESCRIPTION

DESIGN APPROVED		
APPROVED BY	DATE	SIGN
DESIGN ENG.		
ASSIST. ENG.		
MUNICIPAL ENG.		

ISLANDER PROJECT No. 2079	
SHEET 2 OF 2	
REV.	
DESIGN	

ISLANDER ENGINEERING  
www.islandrengineering.com

ROGERS HOUSING SOCIETY  
ROGERS COURT HOUSING & MINISTRY CENTRE  
ESQUIMALT, BC

ISLANDER PROJECT No. 2079  
SHEET 2 OF 2  
REV.





South Elevation  
REV

1  
VINYL WINDOW  
BLACK

2  
VINYL WINDOW  
WARM WHITE

3  
ALUMINIUM RAILING  
WARM WHITE

4  
STUCCO SMOOTH PAINTED  
Sherwin Williams  
'Dromedary Camel' (WARM TAN)

5  
STUCCO SMOOTH PAINTED  
Sherwin Williams  
'Oak Creek' (WARM BROWN)

6  
CEMENTITIOUS FIBRE BOARD PAINTED  
Sherwin Williams  
'Shoji White' (WARM WHITE)

7  
GLASS  
CLEAR

8  
SPANDREL GLASS  
TO MATCH GLASS

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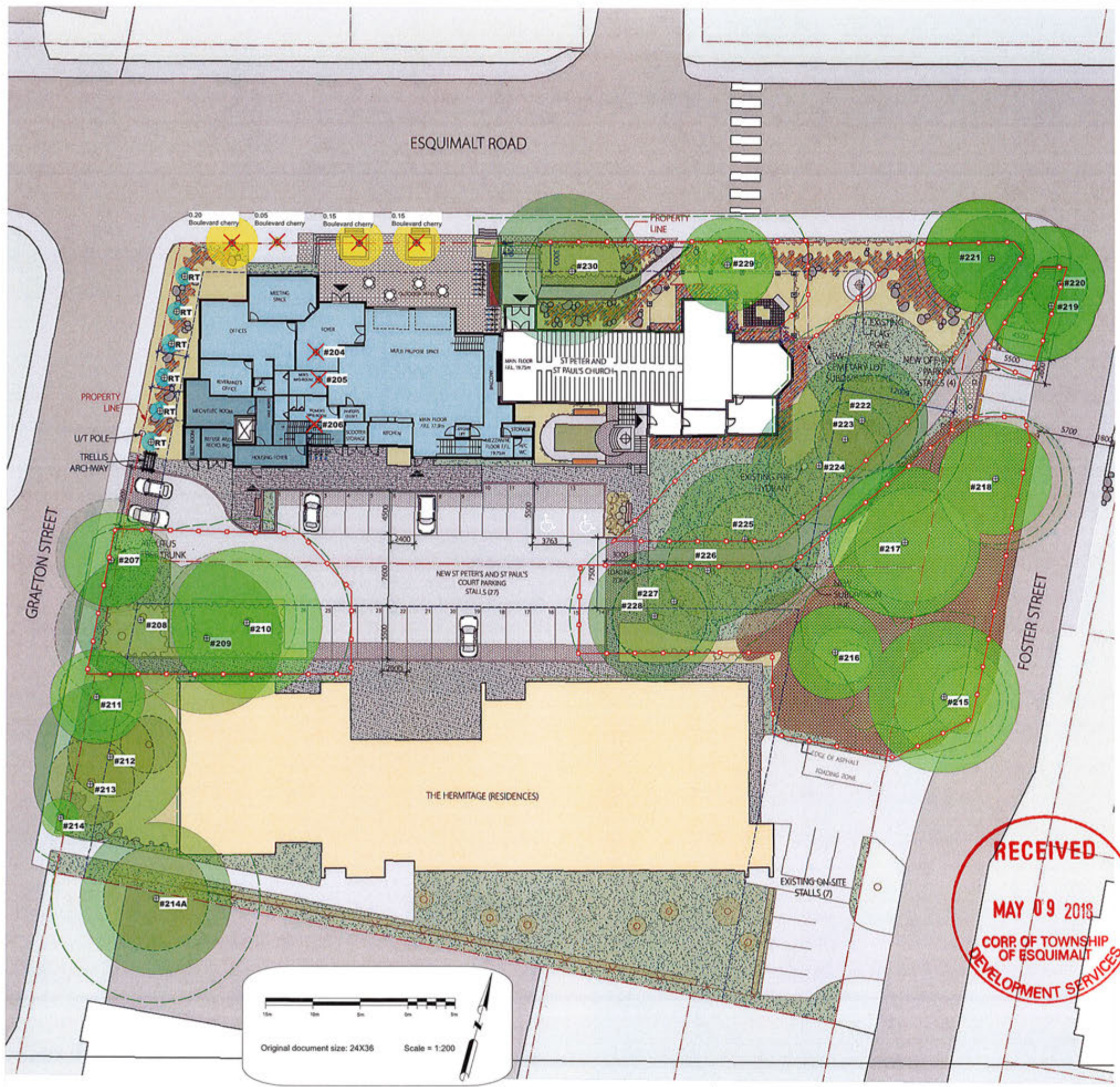
2017-10-25

**St Peter's and St Paul's  
Housing and  
Ministry Centre**

Proposed Colour Board

DATE	SP/DS	BY	BC
DATE	XXXXX		
DATE	2017505		





### TREE INVENTORY TABLE

G&A Tree ID	Common Name	DBH (cm)	Protected Root Zone Radius (m)	Crown Radius (m)	Health (Good, Fair, Poor)	Structural Condition (Good, Fair, Poor)	Bylaw Protected Tree?	Proposed Action
<b>Boulevard Trees:</b>								
n/a	4x Boulevard flowering trees	5 - 20	1 - 3	0.5 - 2.5	Poor - Fair	Poor - Fair	Boulevard	REPLACE
207	Arbutus	36,32,30,28,30	8	6	Good	Good	Yes	Retain
214	Arbutus	14	3	2	Good	Good	Yes	Retain
215	Garry oak X4	38,30,30,18	9	8	Good	Fair	Yes	Retain
218	Garry oak	60	7	6	Good	Good	Yes	Retain
219	Bigleaf maple	45	8	6	Good	Fair	Yes	Retain
220	Bigleaf maple X2	32,28	7	6	Poor	Poor	Yes	Retain
221	Bigleaf maple	62	7	6	Good	Fair	Yes	Retain
<b>Bylaw-protected Trees:</b>								
204	Scots pine	54	8	6	Good	Fair	Yes	REPLACE
205	Scots pine	52	8	6	Good	Good	Yes	REPLACE
206	Scots pine	54	8	6	Good	Good	Yes	REPLACE
208	Douglas fir	86	10	7	Good	Good	Yes	Retain
209	Douglas fir	98	12	8	Good	Good	Yes	Retain
210	Arbutus	60	11	8	Good	Good	Yes	Retain
211	Bigleaf maple X2	46,24	7	5	Good	Fair	Yes	Retain
212	Douglas fir	92	11	8	Good	Good	Yes	Retain
213	Douglas fir	78	9	6	Good	Good	Yes	Retain
216	Garry oak X3	22,24,10	7	5	Good	Fair	Yes	Retain
217	Garry oak	70	8	8	Good	Good	Yes	Retain
222	Douglas fir	88	11	7	Fair	Fair	Yes	Retain
223	Douglas fir	48	9	5	Fair	Fair	Yes	Retain
224	Red cedar	90	11	7	Good	Good	Yes	Retain
225	Douglas fir	80	10	8	Good	Good	Yes	Retain
226	Douglas fir	74	8	6	Good	Fair	Yes	Retain
227	Douglas fir	50	9	5	Good	Good	Yes	Retain
228	Douglas fir	74	9	7	Good	Good	Yes	Retain
229	Sycamore maple	44	8	5	Fair	Good	Yes	Retain
230	Blue Atlas cedar	98	12	8	Good	Good	Yes	Retain
<b>Private Off-site Trees:</b>								
214A	Douglas fir	92	11	8	Good	Good	Yes	Retain

### SUMMARY TREE STATISTICS

CLASSIFICATION	NUMBER OF TREES
On-site bylaw-protected trees	20
Municipal boulevard trees	11
Private off-site trees within 3m of boundary	1
Bylaw-protected proposed for removal	3
Municipal boulevard trees proposed for removal	4
Residual on-site trees to be protected	17
<b>Total number of REPLACEMENT trees to be planted on-site (see Landscape Plan)</b>	<b>6</b>

#### Tree Protection Fencing Detail

Robust Tree Protection Fencing shall be constructed with a 2x4 frame and supports. (See photo below.) Snow-fencing will then be affixed to the frame using zip-ties, staples wire or nails. All-weather signage will be attached, clearly designating the area within as a **TREE PROTECTION AREA - NO TRESPASSING**.



12. In areas where the root zone of the tree has been reduced by excavation or rock removal, the remaining area shall be top-dressed with 10cm of tree chip mulch.

13. Retained trees shall be irrigated twice weekly during the dry summer period to a minimum effective depth of 30cm.

14. The General Contractor, Landscape Contractor and Landscape Architect shall meet with the arborist to review the landscaping workplan prior to landscape construction or site preparation commencing. Potential impacts to sensitive tree habitat will be identified and measures provided to eliminate or mitigate the impacts.

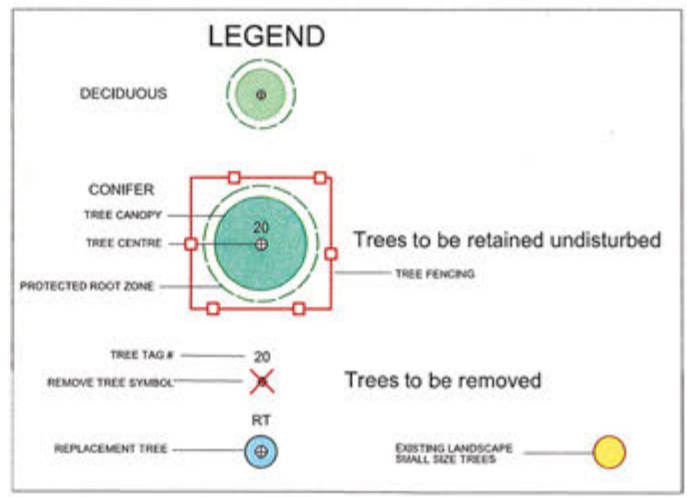
15. The Project Arborist shall monitor the site during the site preparation, construction and landscaping phases to ensure ongoing and effective compliance with the tree protection measures specified in this tree plan and in on-site meetings with the General Contractor and relevant sub-contractors.

16. Six (6) new trees shall be planted on the subject property in replacement of three bylaw-protected trees removed. See Landscape Plan for proposed species and planting locations.

17. The 4 municipal trees proposed for removal shall be replaced or compensated for, per the Township of Esquimalt's boulevard tree replacement policy.

18. A full-size all-weather copy of the Tree Plan shall be posted in the site office in plain site.

19. A post-construction inspection and assessment of the site and protected trees shall be conducted by the Project Arborist in the company of the General Contractor. Any deficiencies will be identified. Once all deficiencies have been addressed to the satisfaction of the Project Arborist and the Township of Esquimalt, a post-construction letter of completion will be prepared by the arborist and submitted to the Township.



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**MAY 09 2018**  
**CORP OF TOWNSHIP OF ESQUIMALT**  
**DEVELOPMENT SERVICES**

Original document size: 24X36 Scale = 1:200

### TREE PRESERVATION MEASURES

- Before demolition, site surveying, landscaping or other site work commences, the owner, contractor and relevant design consultant shall meet with the arborist to review the Tree Protection Plan and associated measures.
- Tree fencing shall be erected to the satisfaction of the project arborist and the Township of Esquimalt before other site work commences and remain in good condition throughout the duration of the project.
- Temporary construction access within a TPA must be approved and supervised by the project arborist. This includes landscaping. The Landscape Architect and Landscape Contractor shall meet with the project arborist to review the landscape work plan prior to any site preparation within the TPAs.
- If it should prove necessary to reduce the tree fencing, the exposed TPA outside the fencing shall be mounded with 300mm plywood or a temporary cover of geo-textile and 200mm of road-base, moderately compacted with a plate compactor.
- All forms of disturbance to the protected trees or their habitat within the fenced protection areas (TPAs) is prohibited.
- No equipment, materials, waste products or excavated soil shall be placed or stored within the TPA. THIS PARTICULARLY INCLUDES HOARDING OF EXCAVATED SOILS NEEDED FOR BACKFILLING OF THE HOUSE FOUNDATION.
- The arborist shall be present to oversee stump removal, excavation, service trenching, site grading, blasting and landscaping within or adjacent to, the tree protection areas (TPAs).
- Any tree roots damaged shall be pruned back to undamaged tissue by the arborist.
- The vertical face of the excavation adjacent to the TPAs shall be covered with geo-textile to prevent soil desiccation and erosion.
- The contractor and blasting sub-contractor shall meet with the arborist to review the blasting plan prior to drilling. Modified blasting practices or rock removal techniques shall be utilized where considered necessary by the arborist to minimize blasting impacts to protected trees.
- Procedure for blasting near tree root zones:
  - When blasting is required immediately adjacent to a Tree Protection Area, the blasting contractor shall work with the arborist to develop a blasting plan and deploy best practices that minimize impacts to protected trees.
  - Blasting vibrations in the vicinity of the Tree Protection Area are not to exceed a peak particle velocity of 25 mm/sec.
  - Use DYNAMITE as the explosive product. No fertilizer-based explosive is permitted, due to its toxicity to tree roots.
  - The contractor shall prevent rock debris from the blast site from entering the TPA.
- In areas where the root zone of the tree has been reduced by excavation or rock removal, the remaining area shall be top-dressed with 10cm of tree chip mulch.
- Retained trees shall be irrigated twice weekly during the dry summer period to a minimum effective depth of 30cm.
- The General Contractor, Landscape Contractor and Landscape Architect shall meet with the arborist to review the landscaping workplan prior to landscape construction or site preparation commencing. Potential impacts to sensitive tree habitat will be identified and measures provided to eliminate or mitigate the impacts.
- The Project Arborist shall monitor the site during the site preparation, construction and landscaping phases to ensure ongoing and effective compliance with the tree protection measures specified in this tree plan and in on-site meetings with the General Contractor and relevant sub-contractors.
- Six (6) new trees shall be planted on the subject property in replacement of three bylaw-protected trees removed. See Landscape Plan for proposed species and planting locations.
- The 4 municipal trees proposed for removal shall be replaced or compensated for, per the Township of Esquimalt's boulevard tree replacement policy.
- A full-size all-weather copy of the Tree Plan shall be posted in the site office in plain site.
- A post-construction inspection and assessment of the site and protected trees shall be conducted by the Project Arborist in the company of the General Contractor. Any deficiencies will be identified. Once all deficiencies have been addressed to the satisfaction of the Project Arborist and the Township of Esquimalt, a post-construction letter of completion will be prepared by the arborist and submitted to the Township.

**GyeandAssociates.ca**

PROJECT: 1379 Esquimalt Road, Esquimalt, BC

SHEET TITLE: Tree Management Plan for Rezoning

REV NO	DESCRIPTION	DATE
1	FOR SUBMISSION	MAY 8, 2018

PROJECT NO. 17-089  
 DATE February 16, 2018  
 SCALE 1:200  
 DRAWN BY LS & JG  
 SHEET NO. T-1



### TREE INVENTORY TABLE

G&A Tree ID	Common Name	DBH (cm)	Protected Root Zone Radius (m)	Crown Radius (m)	Health (Good, Fair, Poor)	Structural Condition (Good, Fair, Poor)	Bylaw Protected Tree?	Proposed Action
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218	Garry oak	60	7	6	Good	Good	Yes	Retain
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209	Douglas fir	98	12	8	Good	Good	Yes	Retain
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211	Bigleaf maple X2	46;24	7	5	Good	Fair	Yes	Retain
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226	Douglas fir	74	9	6	Good	Fair	Yes	Retain
227	Douglas fir	50	9	5	Good	Good	Yes	Retain
228	Douglas fir	74	9	7	Good	Good	Yes	Retain
229	Sycamore maple	44	8	5	Fair	Good	Yes	Retain
230	Blue Atlas cedar	98	12	8	Good	Good	Yes	Retain
<b>Private Off-site Trees:</b>								
214A	Douglas fir	92	11	8	Good	Good	Yes	Retain

Note: Green, round plastic tags were placed at the eyes level on the trees facing South.

#### SUMMARY TREE STATISTICS

CLASSIFICATION	NUMBER OF TREES
On-site bylaw-protected trees	20
Municipal boulevard trees	11
Private off-site trees within 3m of boundary	1
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Municipal boulevard trees proposed for removal	4
Residual on-site trees to be protected	17
Total number of REPLACEMENT trees to be planted on-site (see Landscape Plan)	6





# CORPORATION OF THE TOWNSHIP OF ESQUIMALT

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

APC Meeting: May 15, 2018

## STAFF REPORT

**DATE:** May 11, 2018

**TO:** Chair and Members of the Advisory Planning Commission

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

**SUBJECT: OFFICIAL COMMUNITY PLAN AMENDMENT and REZONING APPLICATION**  
**899 Esquimalt Road**  
**[PID 030-151-562 Lot A, Section 11, Esquimalt District, Plan EPP69557]**

---

### RECOMMENDATION:

The Esquimalt Advisory Planning Commission recommends that the application for an amendment to the Official Community Plan and rezoning, authorizing a 12 storey, commercial mixed-use building consisting 2 retail commercial space and 57 residential units, sited in accordance with the BCLS Site Plan provided by Wey Massenburg Land Surveying Inc., stamped "Received November 30, 2017", and incorporating height and massing consistent with the architectural plans prepared by Farzin Yadegari Architect Inc., stamped "Received May 10, 2018", detailing the development proposed to be located at 899 Esquimalt Road [PID 030-151-562, Lot A, Section 11, Esquimalt District, Plan EPP69557] be forwarded to Council with a recommendation **to either approve, approve with conditions, or deny the application including reasons for the chosen recommendation.**

### BACKGROUND:

#### Purpose of the Application:

The applicant is requesting a change in Official Community Plan Land Use Designation from the current mix of "Commercial Mixed-Use" designation on its northwestern half and "Multi-Unit, Low Rise Residential" designation on its southeastern half to entirely "Commercial Mixed-Use" and a change in zoning from the current mix of C-2 [Neighbourhood Commercial] and RD-1 [Two Family Residential] to a Comprehensive Development District zone [CD]. This change is required to accommodate the proposed 12 storey, commercial mixed-use building consisting of 2 retail commercial units, 57 residential units, and a 94 space parking garage.

This site is located within Development Permit Area No. 1 - Multi-Unit Residential and Development Permit Area No. 2 - Commercial. Should the rezoning application be approved, the applicant would need to obtain a Development Permit respecting the character of the development, including landscaping, form, exterior design and finish of the proposed 12 storey, mixed-use commercial and residential building, which would be considered by both the Design Review Committee and Council in the future.



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

### Context

**Applicant:** Bahaedin Naemi [Lexi Development Group, Inc.]

**Owner:** 1104488 B.C. LTD.

**Property Size:** Metric: 1367 m<sup>2</sup> Imperial: 14713 ft<sup>2</sup>

**Existing Land Use:** Commercial on the northern half and Single Family Residential on the southern half

### **Surrounding Land Uses:**

North: Commercial  
 South: Single Family Residential  
 West: Commercial Mixed-Use  
 East: Commercial and Two Family Residential

**Existing OCP Designation:** Commercial Mixed-Use and Multi-Unit, Low-Rise Residential

**Proposed OCP Designation:** Commercial Mixed-Use

**Existing Zoning:** C-2 [Neighbourhood Commercial] and RD-2 [Two Family Residential]

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

### Zoning

	<b>Proposed Comprehensive Development Zone</b> [Apartment with 30 Residential Units]	Zoning Bylaw 1992, No. 2050 does not currently contain a zone that can accommodate this commercial mixed-use development.  Staff presents this summary table as the basis for the site specific zone written to accommodate this proposal should it be forwarded in the development review process.
<b>Floor Area Ratio</b>	3.47	
<b>Lot Coverage</b>	87%	
<b>Setbacks</b>		
• Front	3.4 m	
• Rear	6.3 m	
• Interior Side [East]	0 m	
• Exterior Side [West]	0 m	
<b>Building Height</b>	44 m [12 storeys]	
<b>Off Street Parking</b>	94 spaces	
<b>Bicycle Parking</b>	105	

As the Zoning Bylaw 1992, No. 2050 defines the First Storey as “the uppermost Storey having its floor level not more than 2 metres above grade”, the ‘P1’ level is considered the First Storey. Hence, this building consists of 12 storeys as there is 11 storeys above the ‘P1’ level.

Parking Bylaw, 1992, No. 2011 requires 0.5 parking spaces per unit to be provided for apartments within commercial zones and 2 spaces per unit for townhouses. In addition, one parking space per 25 square metres of gross floor area of retail space is required. This proposal incorporates 94 parking spaces within the structure, exceeding the required amount of 43 parking spaces. Moreover, the subject property has a Walk Score of 74 which is considered ‘Very Walkable’.

### **Official Community Plan**

As the subject property is a consolidation of two lots, formerly 899 Esquimalt Road to the north and 896 Wollaston Street to the south, it consists of a split Land Use Designation of “Commercial Mixed-Use” on the northern lot and “Multi-Unit, Low-Rise Residential” on the southern lot. This proposed development requires an amendment to the Land Use Designation for the southern portion from “Multi-Unit, Low-Rise Residential” to “Commercial Mixed-Use”.

In assessing the fit with the neighbourhood, the proposed development consists of

- 2 Ground Level Commercial Units
- Amenity Room on the Main Floor
- 3 Studio Units
- 3 1 Bedroom Units
- 10 1 Bedroom and Den Units
- 28 2 Bedroom Units
- 10 3 Bedroom Units
- 3 Townhouse Units along Wollaston Street

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

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

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

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

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

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



OCP Section 2.3.1 - General Commercial-Mixed Use Objectives recognizes the importance of commercial areas. The proposed development would add two ground level commercial units to Esquimalt Road.

Section 2.3.1(a) states the Township should create a diversified commercial and employment sector that provides a wide range of goods and services to residents of Esquimalt.

Section 2.3.1(c) states the Township should encourage growth through revitalization and redevelopment of commercial areas.

Section 2.3.1(d) states the Township should encourage a mix of ground-level commercial and upper-level(s) residential.

OCP Section 2.3.2 - General Commercial-Mixed Use Policies

As the proposed development consists of 13 storeys and a floor area ratio of 3.59, density bonusing will be necessary as both the height and the density is inconsistent with Section 2.3.2(j). The applicant has not yet finalized an amenities package for the increased density.

Section 2.3.2(e) states the Township encourages the provision of amenities such as mini-park/plazas, street furniture, public art and decorative lighting on private lands in all commercial areas. The Township is amenable to using density bonusing, or providing variances to zoning or parking regulations for redevelopment proposals.

Section 2.3.2(j) states that in mixed commercial and multi-unit residential developments, buildings up to 12 storeys in height and with a floor area ratio of up to 3.0 for the residential portion of the building may be acceptable.

Section 2.3.2(k) states that development proposals with heights and/or densities greater than those set out in Section 2.3.2(j) may be considered, where appropriate, through variances to zoning and/or parking regulations and density bonusing of floor space where new commercial buildings provide affordable, accessible, or special needs housing units or amenities are provided for the benefit of the community.

As the proposed development does not comply with policy 2.3.2(j), the applicant has proposed to contribute affordable housing units and amenities for the benefit of the community to offset this noncompliance in accordance with policy 2.3.2(k).

The amenities that the applicant has elected to provide are outlined in their correspondence as of May 2, 2018 and, following further discussion and clarification with staff include:

- Provision of 40 rental housing units at 20% below market rate at an off-site development in the Township of Esquimalt
- Design, construction and provision of a kayak dock in the West Bay at a location to be agreed upon by the Township of Esquimalt
- Provision of 5 free publicly available electric vehicle charging stations within the parking level of the proposed development
- Built Green Canada Silver certification
- Security for the financial amount needed to bury the hydro lines directly in front of the proposed development on Esquimalt Road
- Construction and provision of a new bus stop in front of the proposed development on Esquimalt Road

### OCP Section 2.3.4 – Commercial Area 2: Esquimalt Road/Head Street Policies

The Head Street and Esquimalt Road area is Esquimalt's secondary commercial node. A beautification study for this area is intended to encourage redevelopment.

Although redevelopment is encouraged and the commercial activities found in this area may be similar to those of Esquimalt Village area. The Township's vision for this area is to provide services for the immediate neighbourhood.

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

### **Green Building Features**

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

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

This application was considered at the regular meeting of the DRC held on April 11, 2018. The committee members commented that the height of the proposed development is not acceptable under the Commercial Mixed-Use Designation. They liked the aesthetics of the proposed building on all sides except for the eastern face. Moreover, they liked the green wall system but raised concerns regarding the maintenance costs for the strata corporation.

The DRC resolved unanimously that the application be forwarded to Council with a recommendation of approval subject to the following conditions:

- That the proposed building height conforms to the current Official Community Plan
- That the aesthetics of the east face of the building be enhanced to be as attractive as the north, south and west elevations
- The financial responsibility for the maintenance of the green wall needs to be detailed.

and for the following reasons:

- The overall design of the project generally met the intent of the OCP for that location
- The proposed design provided an attractive north elevation along Esquimalt Road.
- The proposed design was sensitive to the adjacent residential neighbourhood by stepping down on the south side.

In response to the recommendation, the applicant has amended to plans for the proposed development to address these issues. The proposed building height is reduced to 12 storeys while the east face has been finished with spandrel curtain wall panels. In addition, the green wall system is amended to be a low maintenance system to minimize the financial burden to the future strata corporation.

### **Public Notification**

As this is an Official Community Plan Amendment and Rezoning application, should it proceed to a Public Hearing, notice would be mailed to tenants and owners of properties within 100m (328ft) of the subject property. In order to satisfy the requirements of the *Local Government Act*, staff is also required to provide additional notice to relevant government and institutional stakeholders within the Capital Region. Four signs indicating that the property is under consideration for a change in Official Community Plan Land Use Designation and Zoning have



been installed on the Esquimalt Road frontage, the Head Street frontage, and the Wollaston Street frontage. The 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 including reasons for the recommendation.**
2. Forward the application for OCP Amendment and Rezoning to Council with a **recommendation of approval including specific conditions and including reasons for the recommendation.**
3. Forward the application for OCP Amendment and Rezoning to Council with a **recommendation of denial including reasons for the recommendation.**



Subject Property Map:  
899 Esquimalt Road







#### **2.2.4.2 Townhouse Residential**

In the Townhouse Residential areas designated on “Schedule A”, new buildings up to three storeys with a Floor Area Ratio of up to 0.70 may be acceptable provided the neighbours are consulted and the design responds effectively to both its site and surrounding land uses. The requirements and guidelines of Development Permit Area No. 1 apply.



#### **2.2.4.3 Multi-Unit, Low Rise Residential**

In the Multi-Unit, Low-Rise residential areas designated on “Schedule A”, new buildings up to four storeys with a Floor Area Ratio of up to 1.5 may be acceptable. The requirements and guidelines of Development Permit Area No. 1 apply.

#### **2.2.4.4 Multi-Unit, High Rise Residential**

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

#### **2.2.4.5 Floathome Residential**

Floathomes provide an alternative housing choice, for year-round and seasonal residents as well as visitors. Esquimalt’s only Floathome community is located in West Bay, as designated on “Schedule A”.

##### **2.2.4.5.1 Floathome Residential Objectives**

To encourage the retention of the West Bay Marina Floathome community as a well-managed, environmentally-responsible housing choice.

##### **2.2.4.5.2 Floathome Residential Policies**

- a) Floathome owners and managers will adhere to municipal bylaws, environmental and marine safety standards set out by regulating authorities.
- b) The Township requires floathome owners and managers to use sewage disposal methods that are connected to the municipal sewage system.
- c) Year-round tenancies will be restricted in numbers of 50 percent of the total marina moorage and concentrated along the southern boundary of West Bay Marina.

### **2.3 Commercial—Mixed Land Use**

Commercial activity in Esquimalt is clustered in four main groupings:



- Esquimalt Village;
- Esquimalt Road/Head Street;
- Craigflower Road/Tillicum Road; and
- West Bay Harbour.

### **2.3.1 General Commercial - Mixed Use Objectives**

- a) To create a diversified commercial and employment sector that provides a wide range of goods and services to residents of Esquimalt.
- b) To foster the creation of an identifiable and vibrant Esquimalt Village that successfully integrates commercial, public and residential activity.
- c) To encourage growth through revitalization and redevelopment of commercial areas.
- d) To encourage a mix of ground-level commercial and upper-level(s) residential.

### **2.3.2 General Commercial - Mixed Use Policies**

- a) The Township encourages a mix of commercial and multi-unit residential developments in all commercial-mixed use areas denoted on "Schedule A". These will have commercial uses on the ground floor and residential uses above.
- b) All commercial-mixed use areas are designated Development Permit Areas, as shown on "Schedule C" in order to ensure that future development and infill contributes positively to the visual and aesthetic character of its site, setting and surrounding properties.
- c) The Township encourages public and private sector initiatives to improve streetscapes and accessibility for pedestrians and cyclists to all commercial areas.
- d) The Township will develop signage guidelines for each commercial area, as part of design guidelines for these areas. The Township, in partnership with interested members of the community, will take the initiative to design and install entrance signage at key street locations, including entrances to Esquimalt.
- e) The Township encourages the provision of amenities such as mini-parks/plazas, street furniture, public art and decorative lighting on private lands in all commercial areas. The Township is amenable to using density bonusing, or providing variances to zoning or parking regulations for redevelopment proposals.
- f) To encourage the use of bicycles, provision should be made in new commercial buildings for bicycle parking for employees and visitors. Secure bicycle parking for employees should be provided in the ratio of one (1) parking space per ten (10) full-time employees with a minimum of one (1) space for each new building. In all new commercial buildings, six (6) bicycle parking spaces should be available for the use of temporary visitors.
- g) End of trip facilities for cyclists such as secure bicycle parking/storage, lockers, change rooms and showers, should be provided to encourage cycling as a viable form of transportation.

- h) Where all of the following criteria are met in a commercial building, Council may reduce the off-street parking requirement through the Development Permit:
  - i) Two (2) or more secure bicycle storage spaces are provided;
  - ii) Shower and change rooms are provided;
  - iii) Six (6) visitor bicycle parking spaces are provided; and
  - iv) The building is located within 200 metres of a regional bus route.
- i) Lands outside the Commercial–Mixed Use designation on “Schedule A” will not be considered for commercial zoning unless the following criteria are met:
  - i) The project is needed to serve tourists or local residents and cannot be appropriately located within established commercial areas;
  - ii) The density and scale of the project is sensitive to the prevailing character of surrounding lands;
  - iii) The project, through its exterior finishes enhances the aesthetics of the neighbourhood;
  - iv) The project’s parking requirements can be satisfied on-site and will not unduly affect neighbouring residences; and
  - v) The proponent demonstrates that the neighbourhood has been consulted and residents have had an opportunity to express their concerns.
- j) In mixed commercial and multi-unit residential developments, buildings up to 12 storeys in height and with a floor area ratio of up to 3.0 for the residential portion of the building may be acceptable.
- k) Development proposals with heights and/or densities greater than those set out in Section 2.3.2 (j) may be considered, where appropriate, through variances to zoning and/or parking regulations and density bonusing of floor space where new commercial buildings provide affordable, accessible, or special needs housing units or amenities are provided for the benefit of the community.

### **2.3.3 Commercial Area 1: Esquimalt Village**

Esquimalt Village is located along Esquimalt Road, between Constance Avenue and Joffre Street. During the public consultation for this OCP Update, there was frequent mention of the need to improve the design, landscaping and diversity of businesses in Esquimalt Village.

#### **2.3.3.1 Esquimalt Village Objectives**

- a) To continue to intensify commercial usage in Esquimalt Village in order to create a more vital, diverse and attractive business area.
- b) To continue to encourage private business owners to improve their premises, including landscaping that complements the Esquimalt Village beautification scheme.

#### **2.3.3.2 Esquimalt Village Policies**

- a) Esquimalt Village will continue to be the principal commercial area within Esquimalt. The Township encourages a range of retail, services, professional



offices, community services, recreation, and arts / cultural uses that encourage activity throughout the day and evening.

- b) The Township encourages high quality development that supports and reinforces Esquimalt Village as the main commercial, civic and recreational service centre. Designs are encouraged which incorporate a pedestrian orientation and include such features as sidewalk cafes, attractive landscaping, public art and other amenities.
- c) Higher density mixed commercial/residential complexes are encouraged in Esquimalt Village.
- d) Esquimalt Village should continue to provide opportunities for Esquimalt's young people, including places for activities and programs.
- e) Improvements to the Esquimalt Road frontage within Esquimalt Village should encourage pedestrian use and facilitate connections to nearby public buildings and spaces.
- f) Thornton Walk, which is aligned with one of the region's earliest survey lines, will continue to form an ostensible organizing axis for a north/south pedestrian link. [Amendment Bylaw No. 2875, adopted July 11, 2016]
- g) It is the Township's intention to create a clearly defined, well-landscaped, and well-lit pedestrian network throughout the Esquimalt Village.
- h) Any redevelopment of the Old Town Hall site will maintain the existing or a relocated Town Square as a community focal point.

#### **2.3.4 Commercial Area 2: Esquimalt Road/Head Street Policies**

The Head Street and Esquimalt Road area, as shown on "Schedule A", is Esquimalt's secondary commercial node. A beautification study for this area is intended to encourage redevelopment.

Although redevelopment is encouraged and the commercial activities found in this area may be similar to those of Esquimalt Village area. The Township's vision for this area is to provide services for the immediate neighbourhood.

#### **2.3.5 Commercial Area 3: Craigflower Road/Tillicum Road Policies**

The Craigflower Road and Tillicum Road commercial area, as shown on "Schedule A", is considered as a neighbourhood shopping area serving primarily the residents of the Panhandle, Gorge Vale Golf Course and the area east of Tillicum Road.

As the nearby residential areas intensify and population grows, redevelopment of this commercial area is encouraged as a mix of small shops and services, potentially with residential above.

#### **2.3.6 Commercial Area 4: West Bay Harbour Policies**

The waterfront and lands around the West Bay Harbour, as shown on "Schedule A", will function as a "marine-oriented commercial village", serving regional marine traffic, local residents and tourists. It is strongly encouraged that this marine commercial area be oriented to pedestrians and boat traffic.



## A VIEW TO TOMORROW

Pacific House is a proposed 12-storey concrete mixed-use building with three levels of parking, first-floor retail, and a residential mix of apartments and townhomes. The development will also include an outdoor amenity area with green space sweeping ocean views, along with a common rooftop patio.

## A HISTORICAL PERSPECTIVE

The vast, beautiful Pacific Ocean that surrounds Esquimalt is so essential to life in the community that its name is a reference to the scenic waters. The word Esquimalt is an anglicized version of the First Nations word "es-whoy-malth," which means the place of gradually shoaling water. It is this central connection to the ocean that is at the core of Esquimalt's rich character. The charming waterfront town grew around the naval base, which was established in 1865, and today is a vibrant home for more than 17,500 residents. We at Lexi Development Group are excited at the prospect of being part of Esquimalt's ongoing story.

## WHY LEXI CHOSE ESQUIMALT

Lexi is a real estate investment and development company, established in 2004 and headquartered in West Vancouver, that sees tremendous opportunity for high-quality, multi-family projects in Esquimalt. Our purpose and values align with Esquimalt's growth strategy, its strong sense of community and revitalization aspirations in the nodes along Esquimalt Rd. Lexi brings an extensive depth of experience with developments that are distinguished by sustainable strategies, contemporary finishes and meticulous attention to detail, and looks forward to bringing these same commitments to the Township of Esquimalt.

## PROPOSED IMPROVEMENTS

Our goals go beyond building modern properties that help redefine neighbourhoods, we want to improve communities in the process. With this in mind, Lexi will upgrade sidewalks and the public areas around Pacific House within the vision of the OCP for the Township of Esquimalt. We will fund the move of the current bus stop down the street, and enhance the neighbouring building's exterior façade. With a drive to deliver developments that we, and the Township, can be proud of, the Lexi team looks forward to working with the community in delivering a fresh, new landmark residence and commercial hub in Esquimalt with Pacific House.

# LEXI

DEVELOPMENTS

DISTINCTIVE LIVING





100- 2240 CHIPPENDALE ROAD WEST VANCOUVER BC V7S 3J5 T 778340 4142 E FARZIN@FYARCH.CA

## **Design Rationale (REVISED)**

### **Pacific House Project**

Esquimalt Road & Head Street, Esquimalt Township

#### **Summary Statistics**

The proposed project is a mixed use Commercial fronting Esquimalt Rd., and Residential high-rise tower above, with townhouse units facing Wollaston St..

**Current Zoning:** C-2 & RD-1

**OCP Designation:** Commercial Mixed-Use (Commercial Node) & Multi-Unit

Lot Area: (667.7+696.8) 1364.53  
Sq. M. Proposed FAR: 3.80  
Proposed Lot Coverage: 85.6%

Setbacks:

North (Esquimalt Road): Podium - 3.51 M., Tower - 5.46  
M. East: Commercial 0 M. Part Residential 0 M.  
South (Wollaston Street): Podium - 6.27 M., Tower - 27.46 M.  
West (Head Street): 0 M.

Number of Stories: 12 Stories, Plus 3 levels of parking & Townhouses

Number of Units:

Residential: 57 - 54 apartments, plus 3 Townhouses  
Commercial Units: 2

Required Parking Stalls: 98 Stalls

1.3 / Apartment Units = 70 Stalls,  
25% of residential parking requirement = 14  
2 / Townhouse Units = 6 Stalls  
1 / 25 SQ. M. Commercial = 8 Stalls

Proposed Parking Stalls: 94 Stalls

Including 2 Accessible Parking Stalls & One Elec. Vehicle Stall

Required Bicycle Storage: = 114 Racks

Provided Bicycle Storage: 114 Racks

#### **Site Context:**

The site is located in the West Bay Neighbourhood, and the "Head Street Commercial" Precinct, on the southeast corner of Esquimalt Road & Head Street. The site is in the heart of a Commercial



Node, and the intersection of a Major Road (Esquimalt Road) & Residential Collector Road (Head Street), and abuts a Local Road (Wollaston Street) on the south portion of the site. The site is designated as "Commercial Mixed-Use" & "Multi-Unit" in the Official Community Plan.

The height difference between north and south of the site is 8.4 M. over an 11% slope, and there is a Bus Stop on Esquimalt Road, east of the Head Street.

### **Surrounding Buildings:**

Most of the adjacent and surrounding buildings the Proposed Project are zoned C-2, with small commercial units on both sides of Esquimalt Road and some buildings have a single floor of residential over the commercial units.

Three Commercial units and Eagle Club 12 are located east of the proposed site, with 3 storey Multi Family units adjacent to these units. In addition, on the north side of Esquimalt Rd. are single storey Commercial Units. On Wollaston Street to the east there is an adjacent duplex with a mixture of residential homes further east and south.

### **Architectural Context:**

The proposed project consists of three design aspects:

**The Pedestal:** which includes three levels of parking, the top floor of which is considered the first floor of the building, and three townhouses at its south end of parking structure facing Wollaston Street and it provides a "platform" for the upper structure.

**The Streetscape Platform:** the second floor, which includes Commercial units, the Tower entrance portico at the corner, main lobby, indoor and outdoor amenity spaces, and one residential unit with an outdoor garden, which provides a strong base for the tower.

**The Tower Form:** which is an 10 - storey building, with articulations and setbacks that provide the appropriate scale to the tower massing, while maximizing natural light and view to the units. The main floor has 1 residential unit, the next 3 floors of the tower have 6 residential units per floor, ranging in size from 40 to 117 Square Metres, and the last 7 floors have 5 residential units per floor, ranging in size from 69 to 135 Square Meters; with a high ceiling Penthouse.

### **Building Details**

The commercial portion of the building is located next to and facing Esquimalt Rd., with a 3.41 metre setback, which wraps around to the west, where it meets the Residential Tower Entrance at the corner of Esquimalt Rd. & Head St.

Three Levels of parking are accessed from individual entry drives on Head Street. The walls of three parking levels along Head Street will be covered with landscaped "living" walls & screens.

The Loading Bay has been located at the North end of Head Street next to the top parking level, for ease of access to the garbage and recycling room, and close to the Elevator and staircase to facilitate residential occupants circulation in and out of the Tower.



Townhouses are setback 6.35 metres. from Wollaston St., and 1.2 metres from the property to the immediate east.

The Residential Entry is designed as a rounded Classical Tower Entrance Portico. The tower is shaped to optimize the views to the Harbour from the residential apartment units, as well as the view lines to the northern neighbourhood.

The balconies for each residential apartment unit are designed to maximize natural light exposure, while the roof gardens at the Main floor and Tower Roof act as communal amenities. The southeast corner of the intersection of Esquimalt Rd. with Head St. is a prominent locale, an ideal location to create a unique architectural project with strong connections to the pedestrian oriented streetscape.

Surrounding buildings, do not exemplify any particular recognized architectural style, but rather give a nod to a few simple styles.

The Modernized and simple Classical Architectural Design of the proposed tower augments the intent of the Head Street Commercial Precinct, while complimenting the Esquimalt Rd. commercial frontage and public realm with a 2.6 metre wide continuous glass canopy at the front of the commercial units and articulated building facade.

Previously a portion of the eastern wall of the tower had a wall art mural was proposed. However, based on comments from the Design Review Committee, that portion of the wall has been redesigned, replacing the mural area with spandrel cladding matching the look of the other elevations, in combination with green wall planting at a portion of each floor. In addition, the north-east portion of the eastern elevation has been redesigned to include the same spandrel cladding.

## **Urban Design**

### Massing

There are two main drivers for the overall massing. The first is the base of the tower, which consists of:

- 3 levels of parking structure below
- Commercial units at Esquimalt Rd.
- Residential entrance defined by round classical portico
- One main floor residential unit and its yard
- An amenity lodge and its garden, and
- 3 townhouses in front of the south facing portion of the parking structure next to Wollaston St.

The second driver is the 10-storey tower above the base with a framed setback at the 9<sup>th</sup> floor, which further helps articulate the tower massing. In addition, tower has been angled to provide ocean views to the units, and an open the sight line for the neighbours to the northwest of the project.

### Pedestrian Oriented Streetscape

The proposed project provides a pedestrian oriented and friendly retail frontage. This allows for variety, individual identity and urban texture, which animates the streetscape visually at a pedestrian speed.

The proposed project has a strongly defined retail storefront design, with the architectural pilasters creating bays of 5 metre wide display windows, at a full height of 3.9 metres.

#### *Crime Prevention Through Environmental Design (CPTED)*

All of the street edges will be programmed with active uses for most of the day. There will be a main residential tower entry on the corner of Esquimalt Road and Head Street, with commercial unit(s) wrapped around the corner with a visual connection to the entry portico. There is the possibility of someone popping out or in to any of these public places. It provides for an "eyes on the street" effect, a series of visual cues which allows for a type of informal "neighbourhood watch" to be occurring at this important intersection, while enhancing the public realm.

#### **Material Palette**

The material palette elements for the project were chosen for their natural, simple and unadorned beauty. Clear tempered glass, with aluminum mullions, aluminum flashing and sign bands would contrast with the semi-polished poured concrete columns at the retail level. In keeping with an honest expression of materials, there will be no spandrels to hide the mechanical systems in the floors, but they will be visible and slightly set back from the exterior glass skin.

#### **Landscape Design Rationale**

An elegant landscape that is designed to showcase and enhance the architecture of this project is planned.

The building fronts onto to Esquimalt Road with a large feature corner has a planted corner bump-out and large plaza area and expanded paver sidewalk as the forecourt to the Commercial Retail Units and the main front entrance to the residences. Classically designed, high quality concrete pots planted with both woody plants and perennials punctuate the divisions of the building and the colonnade around the entry portico and enliven the streetscape.

Large and small canopy street trees are provided along Esquimalt Road. Vehicular access occurs along Head Street, with Truck loading area handled curb side on porous paving of grass grid with gravel infill. Landscape bed along Head St. provides buffer plantings that soften the adjacent building wall base. Vines to green screens of vertical growing vines frame this pedestrian route. On upper portion of the 3 levels of parking, green walls will provide landscape. In addition, the east building wall now includes the same Gray to Green green wall system to match those provided on the west face of the building. The green wall system requires regular maintenance from the provider for the first year and we will call for that to be continuous and be written into the maintenance for the building.

The streetscape to the South is stepped with roof decks that extend down to the street level with access walkways to the residences off Wollaston St.. At Wollaston, a less urban street, a grassed boulevard and smaller scale sidewalk are provided. A bioswale along the bottom edge of the landscape area provides for stormwater collection.

A series of roof decks provide for personal and communal outdoor amenity spaces. Large east facing patios are lined with drought tolerant plantings. The amenity space is furnished with outdoor kitchen under a trellis, together with a covered seating area in a gazebo designed to reflect the entry portico of the building. Garden Plots, tool storage and composting are also



provided for resident use. The top roof deck provides an extensive area of patios with distant views and vistas. This large rooftop deck is furnished as outdoor living room, firepit, kitchen/ dining area and a hot tub located to take advantage of view to the water.

The top building roof deck provides a significant outdoor area in excess of 300 square meters. Areas for individual or entertainment use are possible within the roof garden rooms. A seating area to the northwest is centered around a gas fire element. A large outdoor kitchen is organized under a trellis around the elevator/ stair tower. A barbeque, sink and seating area are provided at the kitchen, while an outdoor living room is south of the kitchen. A landscape perimeter of drought tolerant plants is provided around the roof deck edge to screen a hot tub situated to the south east, which provides for great views of the water beyond, and a bench for personal items is provided adjacent to the hot tub.

The overall landscape plan is a high quality landscape that is drought tolerant. The landscape installation will include an efficient irrigation system that serves all landscape plants.

### **Sustainability Statement**

#### *Environmental*

The project will meet or exceed the Township's environmental policies with a structure that uses an environmentally conscious design and use of leading edge materials. In addition, the introduction of a "living" green wall along Head St., and a portion of the east wall of the tower will complement the community's environmental aspirations.

#### *Built Green*

The project will be "Built Green" certified to Level Silver, which offers a reduction in monthly operating costs as economic benefits, healthier home environment, durable materials and resource efficient reducing environmental impact. The Built Green Checklist for High Density (HD) New Construction has been completed and submitted to Built Green Canada, and a Confirmation Letter of Enrolment in this program has been received from Built Green Canada, and both the Checklist and letter have been submitted to Township staff as part of the revised submission package.

#### *Social*

In addition to enhancing and improving the public realm of this important commercial node, the addition of home ownership above the retail supports all businesses in the area, while meeting the intent of the OCP's goals of community benefits such as increased sense of pride and community and security of tenure.

#### *Economic*

The proposed project would provide construction jobs for approximately two years and contributes to local economy by providing jobs in the retail spaces, while substantially increasing the community's tax base. In addition, the residential portions of the project provide the owners with the ability to build equity.

February 6, 2018 **REVISED MAY 10, 2018**



**899 HEAD ST. & 896 WOLLASTON ST., ESQUIMALT, BC  
PROPOSED DENSITY BONUS PACKAGE**

**OVERVIEW**

Under the existing Official Community Plan, the subject site and the immediate area of the Head St. and Esquimalt Rd. intersection, is noted as Commercial Area 2 and designated as a Secondary Commercial Node. The OCP intent is to encourage redevelopment of this area, including the continuation of providing services for the immediate neighbourhood. The sites are also within the DP Areas 1 & 2 of the OCP.

The OCP, based on the desire of its residents and business people, also recognizes the need to promote a "healthy community", particularly with respect to affordable home ownership and rental choices. OCP policies encourage the availability of a range of housing types, tenures and prices to ensure that people of all ages, household types, abilities and incomes are served by a diversity of housing choices.

The OCP also indicates that the Township may consider density floor space for mixed-use proposals where a development proposal includes affordable housing, and may be subject to a Housing Agreement.

In keeping with the above OCP policies, the owners of 899 Head St., and 896 Wollaston St. have filed an OCP Amendment and CD Rezoning Application for a Commercial Mixed-Use 12 storey building, that includes 2 retail units facing Esquimalt Rd., 54 residential stepped high-rise units above, over a covered parkade, with 3 townhouses facing Wollaston St., with a total FSR of 3.88. The proposal has been recommended for approval by the Design Review Committee, with conditions that include height conformity, enhancement of the east building elevation and a maintenance agreement for the green wall on Head St. These changes have been made as recommended and are reflected in the revised plans of May 9, 2018.

**PROPOSED DENSITY BONUS PACKAGE**

The OCP, in accordance with the Local Government Act, provides for consideration of an increase in the permitted number of dwelling units or floor area in return for the provision of certain amenities, or affordable or special needs housing.

In keeping with the intent of providing a quality density bonusing package, in good faith and without prejudice, the Head St. and Wollaston site owners are offering the following:

- Provision of rental infill housing units and redevelopment of a site or sites located in the vicinity of the Pacific House project, as noted below;



- The Rental Project(s) will be offered at 20% below market rate and will be carried out as joint venture partnership agreements with the chosen site owner(s), and with legal agreements as necessary with the Township of Esquimalt, with respect to the type and terms of rental units, and be built within an agreed time frame with the site owners and the Township;
- To this end, the owners have begun preliminary and earnest discussions with the 2 immediate neighbour owners of 897 Esquimalt Rd. (Esquimalt Trading) and 899 Esquimalt Rd. (Fraternal Order of Eagles) to replace their existing buildings as follows:
  - Provision of 28 rental housing units and redevelopment of the Esquimalt Trading site located at 897 Esquimalt Rd. adjacent to the owner's site, in a 6 storey woodframe building with at grade commercial space, under-building parking with access/egress from the 899 Head St. parkade. The units would be comprised of: 5 - 1 bedroom units of 600 - 700 sq. ft., 8 - 1 bedroom and a den units of 800 sq. ft., 12 - 2 bedroom and a den units of 1,100 sq. ft., and 3 - 1,300 sq. ft. townhouse units;
  - Provision of 12 rental infill housing units and redevelopment of the Fraternal Order of Eagles site located at 891 Esquimalt Rd. with a 4 storey woodframe building with at grade commercial space, under-building parking with access/egress from the 899 Head St. parkade. The units would be comprised of: 6 - 1 bedroom units of 600 - 700 sq. ft., 6 - 2 bedroom units of 800 - 900 sq. ft., and 6 - 3 bedroom units of 1,200 sq. ft.;
- These 2 sites, together with the subject site would lead to a significant beginning of the revitalization of the Esquimalt Rd. commercial node, with the addition of new storefronts supported by residences above, undergrounding of hydro and new streetscape landscaping and infrastructure, while supporting the community's need for new below market rental housing;
- Should acceptable agreements not be secured for these sites prior to 1st Reading of the Zoning Bylaw, the subject site owners will secure an alternate site, or sites in the vicinity that will provide the 40 units as close as possible to the unit types and sizes noted;
- Provision of assistance to the West Bay Community Association through a legal agreement, in either monetary terms and/or construction of a kayak dock in West Bay in a location, and design details to be agreed with the Association and the Township, and meeting Coast Guard, DFO and environmental requirements;

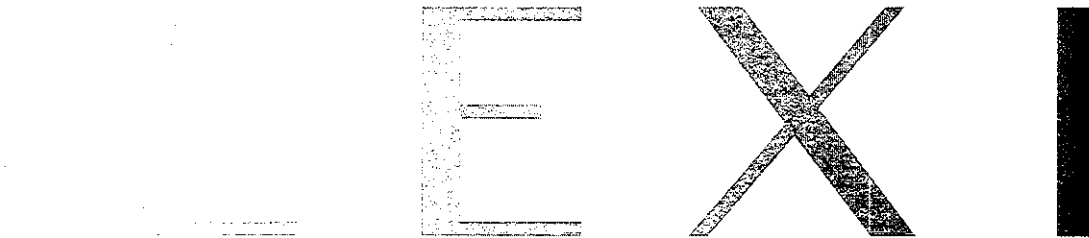
- Provision of 5 free publicly available EV car chargers and parking spaces within the Pacific House building. The electricity needed for these chargers will be supplied by solar modules that will be installed and incorporated at Pacific House, and the subject of a legal agreement with the Township. This will provide 25,000 Kilometers of free no-emissions driving for the residents of the Township of Esquimalt; also help the Township reach its public EV charger requirements with zero cost to the Township;
- Provision of Built Green Canada Silver certification for Pacific House. As a Built Green member we pride ourselves for establishing new standards for future developments in the Township of Esquimalt and to showcase the Township as a leader in sustainability and as an environmentally conscious city.
- Burying of BC Hydro Pole on the south East corner of Esquimalt and Head, together with buried conduit adjacent to Pacific House for future underground wiring in the area; and
- The remodelling, or contribution to the remodelling of the Bus Stop immediately in front of the Pacific House Site.

We trust that this bonus density package outline is acceptable, and we are available to discuss the details and any other thoughts you have in more detail at your earliest convenience.

Regards,

LEXI Group

Coastal Priority Properties Ltd. REVISED May 11, 2018



DEVELOPMENTS





899 Esquimalt Road  
Transportation Impact Assessment  
Draft Report

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Prepared for  
Farzin Yadegari Architect Inc

Date  
June 8, 2017

Project No.  
6192.01

## CORPORATE AUTHORIZATION

Prepared By: Simon Button, EIT

Bunt & Associates Engineering Ltd.

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Canada

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Senior Transportation Planner

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Approved By:

Date: 2017-06-08

Project No. 6211.01

Status: Draft

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## EXECUTIVE SUMMARY

Coastal Priority Property Ltd. is proposing to develop the properties at 899 Esquimalt Road and 896 Wollaston Street. The development will include a small commercial space fronting Esquimalt Road, 67 multi-family dwellings and three townhouses fronting Wollaston Street.

The development is located at the Esquimalt Road and Head Street intersection which is one of the four mixed-use commercial clusters identified in the Township of Esquimalt's OCP. 899 Esquimalt Road is currently a two storey building with a convenience store at ground-level and residential above. 896 Wollaston Street is currently a single-family house. The site is well serviced with transit, good cycling infrastructure and has a variety of commercial amenities within a distance widely considered to be a walkable range.

The Esquimalt Parking Bylaw requires the proposed building to provide 101 parking spaces including two disabled persons parking spaces. This development proposes a total of 96 underground vehicle parking spaces. Bunt recommends reducing the supply to 95 spaces in order to accommodate two disabled persons parking spaces.

The development will have three levels of underground parking with each level accessed from a separate driveway. Bunt recommends that the 22 spaces on P3 be allocated to commercial and residential visitors and that all spaces on P2 and P1 be reserved for residents. Both the visitor parking pool (22 spaces) and resident parking pool (73 spaces) are expected to meet or exceed the parking demands. Bunt's analysis indicates that there may be an oversupply of visitor parking. Bunt recommends that the strata monitor the visitor parking occupancy and reallocate the spaces if they are underused.

The Esquimalt Road and Head Street intersection currently has approximately 3,000 vehicles travelling through it during the PM peak hour. The proposed development is anticipated to add approximately 45 vehicle trips to the intersection during the PM peak hour.

The Esquimalt Road and Head Street intersection currently operates well during the PM peak hour. The southbound-left and westbound-left movements have vehicle queuing times of 85 seconds and 45 seconds respectively which is reasonable since it is in an urban environment and the vehicle queues typically clear during each traffic signal cycle. The remainder of the vehicle movements do not have significant queuing times.



## 1. INTRODUCTION

### 1.1 Study Scope and Objectives

Coastal Priority Property Ltd. is proposing to develop the properties at 899 Esquimalt Road and 896 Wollaston Street. The location of the site is at the intersection of Head Street in Esquimalt, BC and is shown in **Exhibit 1.1**.

The development is located in the centre of one of four commercial-mixed land use clusters in Esquimalt. 899 Esquimalt Road is currently a two storey building with a convenience store at ground-level and residential above. 896 Wollaston Street is currently a single-family house.

The proposed development will be providing 70 residential units and a commercial space fronting Esquimalt Road.

The purpose of this study is to:

- Evaluate the transportation impacts the proposed development has on the nearby road network;
- Review the development's parking and loading strategy and determine its suitability; and,
- Evaluate the proposed site accesses.

### 1.2 Development Details

The development will have a total of 70 residential units and a small commercial space. 66 units in the residential tower will range from 651 square foot one-bedroom units to 870 square foot two-bedroom units. In addition, there will be one two-bedroom residential unit on the main floor and three 1,398 square foot townhouses fronting Wollaston Street at ground-level. There will also be 2,088 square feet of commercial space fronting Esquimalt Road.

The site plan for the main floor is provided in **Exhibit 1.2**. The site has significant grade changes along Head Street with Esquimalt Road being three storeys higher than Wollaston Street. Because of this grade difference the three levels of underground parking will be accessed from three separate driveways.



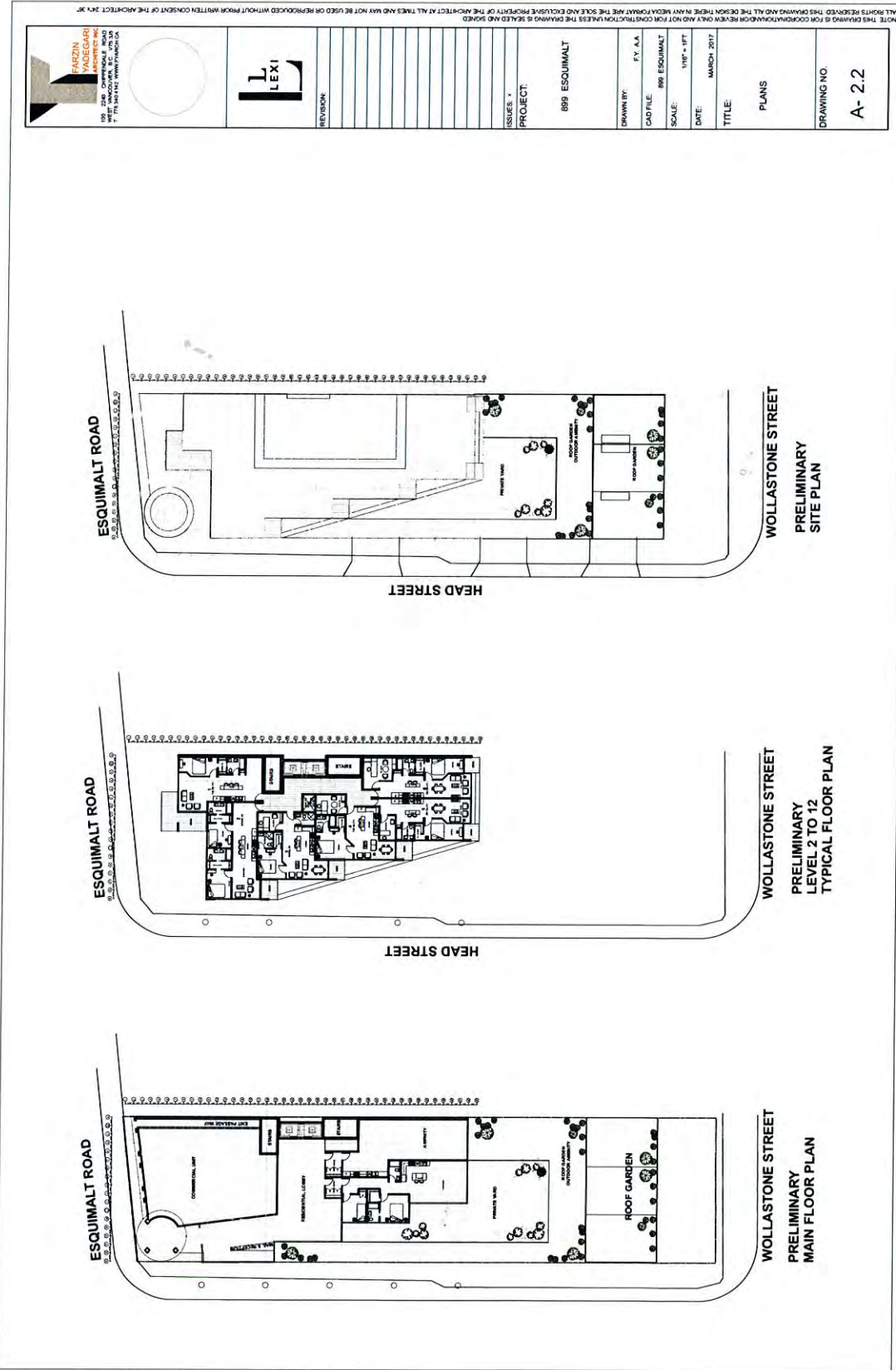


# Exhibit 1.1 Study Area

899 Esquimalt Road TIA  
May 2017

6211.01





 FARZIN VADEGHARI 100 22ND STREET VANCOUVER, BC V6V 1C6 TEL: 604.275.1111 WWW.FVA.CO	 LEXI	REVISION
		ISSUES: PROJECT: 899 ESQUIMALT
DRAWN BY: F.Y. A.A. CAD FILE: 899 ESQUIMALT SCALE: 1/8" = 1'-0" DATE: MARCH 2017	TITLE	PLANS
DRAWING NO.		A-2.2

# Exhibit 1.2 Site Plan

899 Esquimalt Road TIA  
May 2017

6211.01





## 2. LOCAL CONTEXT

### 2.1 Land Use

The site is located at the intersection of Esquimalt Road and Head Street which is one of four commercial activity clusters in Esquimalt. There are a series of commercial buildings near the intersection which contain a variety of retail stores and restaurants. There are also multi-family residential buildings near the intersection, particularly on Esquimalt Road. The neighbourhood transitions to single-family housing away from Esquimalt Road. A French K-12 school (École Victor-Brodeur) is located on Head Street 150 metres north of Esquimalt Road.

### 2.2 Street Network

Esquimalt Road is classified as a Major Road while Head Street is classified as a Residential Collector Road. Esquimalt Road provides connections to Victoria-West and downtown Victoria to the east as well as CFB Esquimalt to the west. Head Street connects to Lampson Street 400 metres north of Esquimalt Road. Lampson Street is one of two north/south Major Roads.

### 2.3 Walking and Cycling

The majority of the nearby streets have sidewalks on both sides. There are limited pedestrian crossings on Esquimalt Road. There are pedestrian push buttons to activate the pedestrian signal phase at the Esquimalt Road / Head Street intersection.

Esquimalt Road has painted bike lanes in both directions on either side of Head Street, but not through the intersection. The bike lanes continue eastwards to the Johnson Street Bridge in the City of Victoria and westwards to approximately 1.1 kilometres to the west.

The site is approximately 1 kilometre from the E&N Regional Trail which currently extends from Esquimalt Road in the east to Songhees First Nation in the west.

### 2.4 Transit

BC Transit route 15 services the site with eastbound and westbound stops on Esquimalt Road at the Head Street intersection. Route 15 connects the site with CFB Esquimalt to the west as well as Victoria-West, Downtown Victoria and the University of Victoria to the east. Bus Shelters are provided at both eastbound and westbound bus stops at Head Street.



### 3. SITE PLAN DESIGN REVIEW

#### 3.1 Vehicle Parking

The Esquimalt Parking Bylaw requires 1.3 parking spaces per dwelling in medium and high density buildings and 2.0 parking spaces per townhouse. The parking requirement for commercial spaces is dependent on the specific land use. The tenant for the single commercial unit is currently unknown. For this report it was assumed that the tenant would fall under the 'retail sales of goods and services' category in the Parking Bylaw. As shown in Table 3.1, a total of 96 parking spaces are proposed whereas the minimum requirement is 101 spaces.

**Table 3.1: Esquimalt Parking Bylaw Requirements and Proposed Supply**

PARKING SPACE TYPE	BYLAW REQUIREMENT	PROPOSED SUPPLY	MET / NOT MET
<b>Total Parking Spaces</b>	1.3 spaces per condo x 67 condos = 87 spaces 2.0 spaces per townhouse x 3 townhouses = 6 spaces 1.0 space per 25 m <sup>2</sup> of commercial floor area x 194 m <sup>2</sup> = 8 spaces <b>Total = 101 spaces</b>	96 spaces	Not met. Variance required.
<b>Disabled Persons Parking Spaces</b>	1 space per 50 required total spaces = <b>2 spaces</b>	0 spaces	Not met Variance required.
<b>Small Vehicle Parking Spaces</b>	Maximum of 50% of total required parking spaces = <b>51 spaces</b>	51 spaces	Meets requirements.

The current development plan does not meet the Parking Bylaw requirements for total parking supply and disabled persons parking spaces. Changes to the development plans may be possible to bring the development in line with the Bylaw requirements. If changes cannot be made, variance(s) will be required.

The Parking Bylaw requires that 25% of the residential parking be reserved for visitors. This equates to a visitor parking supply requirement of 23 spaces out of the 93 residential parking spaces.

#### 3.2 Vehicle Access

The parking spaces are distributed across three levels of underground parking. Each level of underground parking is accessed from a separate driveway off-of Head Street. This driveway arrangement is possible due to the steep grade on Head Street. The horizontal distances between the driveways are large enough that conflicts between drivers entering/exiting different driveways are not anticipated. The horizontal distance between the first two driveways is approximately 16.6 metres and the horizontal distance between the second and third driveways is approximately 13.6 metres.

Having three separate driveways could pose some operational difficulties if they are not managed appropriately. It is recommended that all commercial and residential visitor parking spaces be provided on the upper parking level (P3) and all of the parking spaces on P2 and P1 be assigned to residents. Signage



reflecting this parking arrangement should be erected at all three driveway entrances. This parking arrangement will simplify the parking arrangement and minimize confusion with the three parkade entrances.

### 3.3 Commercial Loading

The Esquimalt Parking Bylaw requires off-street loading spaces for commercial land uses when the floor area exceeds 700 square metres. Since the proposed development has 194 square metres of commercial floor area it does not require off-street loading spaces.

There is an existing 9.5 metre long commercial loading space in front of the adjacent property (893 Esquimalt Road) which will provide convenient access to the proposed commercial space. 9.5 metres is a sufficient length for the type of vehicles which will service the 2,088 square foot commercial space.

### 3.4 Residential Loading

The garbage room for the building is located on P3. Garbage compactors typically require 4.4 metres of vertical clearance which is typically unviable in underground parkades. Due to the vertical clearance restrictions, the development is proposing to construct a loading space on Head Street between the accesses to P3 and P2. The loading space would be used as a staging area for taller vehicles such as garbage compactors. The loading space could also be used for larger moving trucks when residents move in and out of the building.

### 3.5 Parking Recommendations

Bunt recommends that parking spaces #21, 22 and 23 on P3 be replaced by two disabled persons parking spaces (see Exhibit 3.1). This results in 22 parking spaces on P3. Bunt does not recommend changing the parking layout on P2 or P1.

The 22 parking spaces (including two disabled persons parking spaces) on P3 are anticipated to exceed the demand for commercial and residential visitor parking. The Esquimalt Parking Bylaw requires 25% of the residential parking be reserved for visitors. For this development 25% of the residential parking requirement is 23 spaces which equals 0.33 spaces per dwelling. The Metro Vancouver Apartment Parking Study analyzed the visitor parking demand at three strata sites in a suburban context (Burnaby, Richmond and Port Coquitlam). The study found that visitor parking at the three sites did not exceed 0.06 parked vehicles per dwelling.

It is anticipated that a visitor parking supply rate of 0.1 spaces per dwelling will be able to meet the visitor parking demand in the proposed development. A visitor parking supply rate of 0.1 spaces per dwelling equates to a visitor parking supply of 7 spaces.

A comparison between the Esquimalt Parking Bylaw requirements and Bunt's recommended supply is shown in Table 3.2. The recommended parking supply is anticipated to exceed the anticipated parking

demands. There may be an oversupply of visitor parking. Bunt recommends that the strata monitor the visitor parking occupancy and repurpose the parking spaces if there is an oversupply.

**Table 3.2: Esquimalt Parking Bylaw Requirements and Recommended Supply**

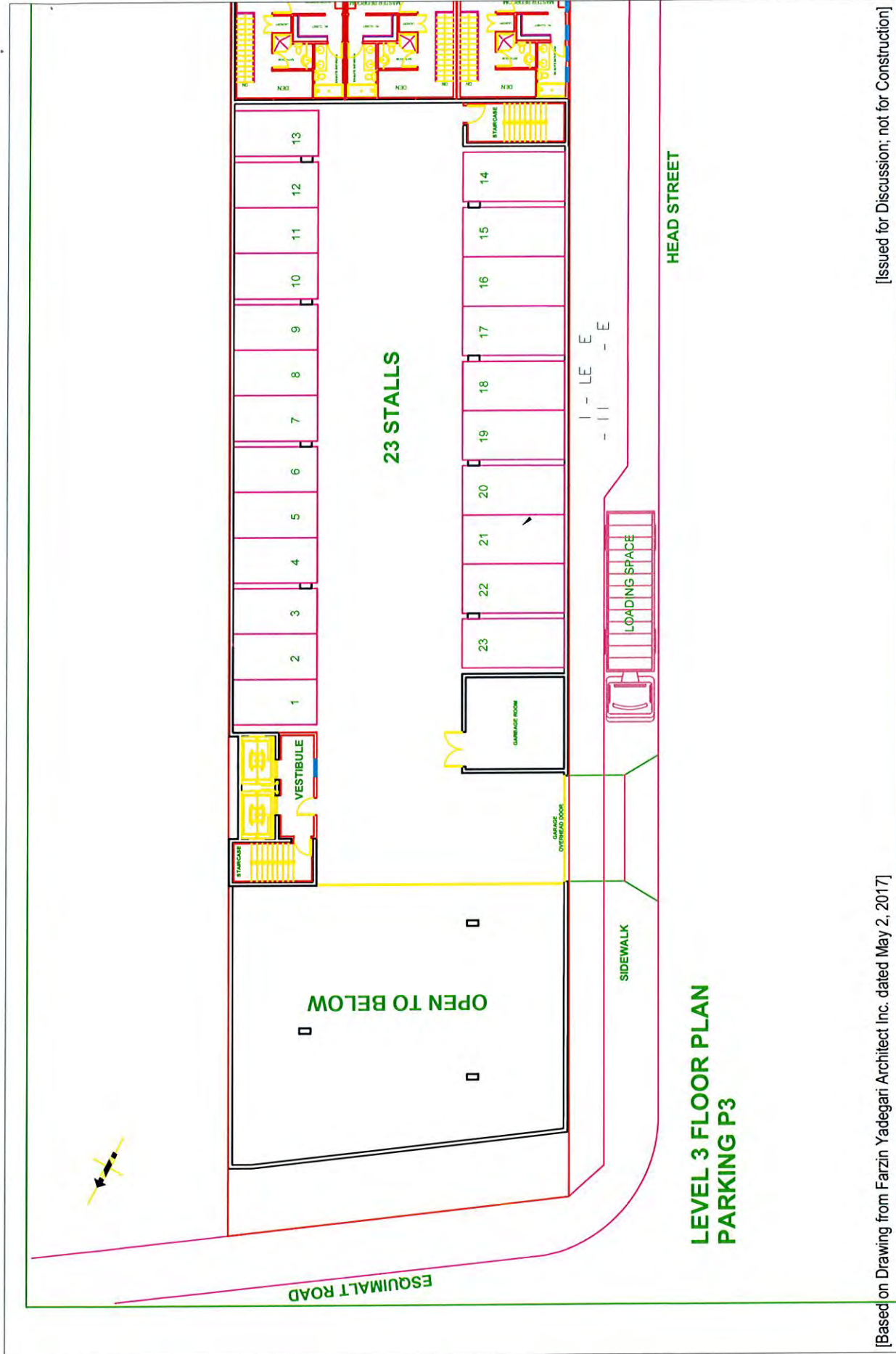
PARKING TYPE	BYLAW REQUIREMENT	RECOMMENDED SUPPLY	COMMENT
<b>Residential - Resident<sup>1</sup></b>	70 spaces	73 spaces	Exceeds Bylaw requirement
<b>Residential - Visitor<sup>2</sup></b>	23 spaces	14 spaces <sup>3</sup>	Below Bylaw requirement but exceeds anticipated demand
<b>Commercial</b>	8 spaces	8 spaces	Meets Bylaw requirement
<b>TOTAL</b>	<b>101 SPACES</b>	<b>95 SPACES</b>	Below Bylaw requirement but exceeds anticipated demand

Note 1: 75% of residential parking requirement

Note 2: 25% of residential parking requirement

Note 3: Includes 2 disabled persons parking spaces





[Based on Drawing from Farzin Yadegari Architect Inc. dated May 2, 2017]

[Issued for Discussion; not for Construction]

# Exhibit 3.1 Potential P3 Layout Changes



6211.01 May 2017 Scale Custom on Letter Prepared by SSB  
899 Esquimalt Road TIA

## 4. TRAFFIC OPERATIONS

### 4.1 Traffic Operations Assessment Methodology

The traffic operations were assessed at the Esquimalt Road / Head Street intersection for the PM peak hour. The analysis was completed for the existing conditions (2017) and for the 2028 horizon year (ten years after development completion). The 2028 analysis includes the vehicle trips generated by the proposed development and background traffic.

The operations of study intersections were assessed using the methods outlined in the 2000 Highway Capacity Manual (HCM), using the Synchro 9 analysis software. The traffic operations were assessed using the performance measures of Level of Service (LOS) and volume-to-capacity (V/C) ratio.

The LOS rating is based on average vehicle delay and ranges from "A" to "F" based on the quality of operation at the intersection. LOS "A" represents optimal, minimal delay conditions while a LOS "F" represents an over-capacity condition with considerable congestion and/or delay. Delay is calculated in seconds and is based on the average intersection delay per vehicle. A delay of less than 10 seconds receive an LOS A whereas delays greater than 50 seconds receive and LOS F. In downtown and Town Centre contexts, during peak demand periods, delays greater than 50 seconds (LOS F) are common.

The volume to capacity (V/C) ratio of an intersection represents the ratio between the demand volume and the available capacity. A V/C ratio less than 0.85 indicates that there is sufficient capacity to accommodate demands and generally represents reasonable traffic conditions in suburban settings. A V/C value between 0.85 and 0.95 indicates an intersection is approaching practical capacity; a V/C ratio over 0.95 indicates that traffic demands are close to exceeding the available capacity, resulting in saturated conditions. A V/C ratio over 1.0 indicates a congested intersection where drivers may have to wait through multiple signal cycles. In urban downtown and town centre contexts, during peak demand periods, V/C ratios over 0.90 and even 1.0 are common.

### 4.2 Existing Conditions

Bunt conducted a traffic count at the Esquimalt Road / Head Street intersection on Wednesday April 19<sup>th</sup> from 3:30 to 5:30 PM. During this time period, 4:15PM to 5:15PM was identified as the peak hour.

Bunt observed approximately 1250 westbound vehicles and approximately 1050 eastbound vehicles during the weekday PM peak hour on Esquimalt Road adjacent to the development site.

As shown in **Exhibit 4.1**, there are minimal traffic operations concerns with the existing conditions. The two vehicle movements of potential concern are:

- The westbound through lane is nearing its theoretical capacity. Westbound through vehicles have an average queuing time of approximately 45 seconds. The vehicle queue is cleared each traffic signal cycle.



- The southbound left-turn movement is nearing capacity. Southbound left-turning vehicles have an average queuing time of approximately 85 seconds. The vehicle queue is cleared each traffic signal cycle.

The queuing time for these movements is considered reasonable given the urban nature of the intersection and that this degree of queuing is only achieved during the busiest hour of the day.

### 4.3 Future Conditions

#### 4.3.1 Background Traffic

Background traffic is the traffic that would exist without the proposed development. Background traffic was estimated by reviewing historical traffic data near the site. Traffic data on Esquimalt Road west of Dominion Road (approximately 450 metres east of the site) was obtained from the Capital Regional District (data collected in 2007) and from the Township of Esquimalt (data collected in 2016). In 2007 there was an average of 16,508 vehicles travelling on Esquimalt Road. In 2016 the number of vehicles decreased to 15,581 which is a 1% decrease in vehicles each year. In order to provide conservatism and robustness it was assumed that the background traffic would remain the same as the existing 2017 traffic.

#### 4.3.2 Development Generated Traffic

The Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition) was used to estimate the number of vehicle trips generated from the proposed building. The vehicle trips rates as per the ITE Trip Generation Manual and are presented in Table 4.1 for the PM peak hour.

**Table 4.1: PM Peak Hour Vehicle Trip Generation**

LAND USE				TRIP RATES			TRIP VOLUMES		
ITE LAND USE CODE	TITLE	SIZE	VARIABLE	IN	OUT	TOTAL	IN	OUT	TOTAL
232	High-rise condos/townhouses	70	Units	0.24	0.14	0.38	16	10	26
932	High-turnover restaurant	2,088	ft <sup>2</sup>	5.91	3.94	9.85	12	8	20
<b>TOTALS</b>							<b>28</b>	<b>18</b>	<b>46</b>

As shown in Table 4.1, the ITE trip rate results in approximately 40 to 50 total two-way vehicle trips during a typical PM peak hour period which is less than one vehicle a minute. The ITE trip rate for a high-turnover restaurant was chosen as this land use has the highest trip rate out of the potential tenants for the commercial space. Furthermore, the ITE trip rates are typically obtained from suburban locations with almost all travel completed by vehicle. It is anticipated that a number of residents and customers of the proposed development will walk, bike or use transit. Thus the trip volumes shown in Table 4.1 are likely an overestimation of the actual vehicle trips generated by the proposed development.



The new vehicle trips were assigned travel directions based on the existing travel patterns at the Esquimalt Road / Head Street intersection. From this data it is estimated that 50% of the traffic into the site is coming from the north, 40% from the east and 10% from the west. Leaving the site, 60% of traffic is going to the north, 35% is going east and 5% is going west.

#### 4.3.3 Traffic Operations Results

As shown in **Exhibit 4.2**, there the proposed development has minimal impact on the traffic operations of the Esquimalt Road / Head Street intersection. The vehicle queuing times and volume/capacity ratios remain relatively unchanged compared to the existing traffic operations. The westbound through movement and the southbound left-turn movement remain the two critical movements. The development does not add any traffic volumes to either of these movements.

#### 4.4 Potential Traffic Mitigation

Bunt tested the impact of adding a protected southbound left turn phase to the signal (protected/ permissive) to address the existing traffic delays for the southbound left and westbound through movement. As shown in **Exhibit 4.3**, this is shown to not result in significant improvements to the intersection's operations. The additional phase results in a 120 second cycle length which is longer than desired. In addition, operations for the intersection as a whole do not improve and deterioration is observed for the northbound movements. As such and in recognition that the proposed development does not exacerbate the existing condition we do not recommend alteration to the intersection's signalization.









## Exhibit 4.2 Future Traffic Operations - PM Peak Hour





# Exhibit 4.3 Future Traffic Operations (Mitigated) - PM Peak Hour



## 5. CONCLUSIONS AND RECOMMENDATIONS

### 5.1 Conclusions

- The proposed new residential development at 899 Esquimalt Road has a total of 70 residential units and 2,088 square feet of commercial space.
- The site is well serviced with transit and is within walking range to a wide variety of commercial and service amenities.
- The Parking Bylaw requires 93 parking spaces for the residential unit and 8 parking spaces for the 2,088 square feet of commercial space. This equates to a minimum parking requirement of 91 spaces for this project.
- The development plan offers 96 parking spaces and it does not include any disabled persons parking spaces. The development will have three levels of underground parking with each level accessed from a separate driveway.
- The site is expected to generate approximately 40-50 total vehicle trips per weekday PM peak hour. This is considered to be a negligible amount traffic considering Esquimalt Road currently has approximately 2,300 vehicles during the PM peak hour.
- The existing Esquimalt Road / Head Street intersection is near capacity, but within an acceptable range for an urban intersection during the PM peak hour.
- The proposed development is anticipated to have minimal impact to vehicle operations at the Esquimalt Road / Head Street intersection.

### 5.2 Recommendations

- Bunt recommends reducing the parking supply to 95 spaces in order to accommodate two disabled persons parking spaces. This leads to a parking supply of 22 spaces on P3, 35 spaces on P2 and 38 spaces on P1.
- Bunt recommends that the 22 spaces on P3 be allocated to commercial and residential visitors and that all spaces on P2 and P1 are reserved for residents. Both the visitor parking pool (22 spaces) and resident parking pool (73 spaces) are expected to meet or exceed the parking demands.
- Bunt's analysis indicates that there may be an oversupply of visitor parking. Bunt recommends that the strata monitor the visitor parking occupancy and reallocate the spaces if they are underused.
- Bunt recommends that signage be erected at the three driveway entrances indicating that P3 is for commercial and residential parking whereas P2 and P1 are reserved for residents.





## 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	<input checked="" type="radio"/> No
2	If not, have you consulted a Green Building or LEED consultant to discuss the inclusion of green features?	<input checked="" type="radio"/> Yes	No
3	Will you be using high-performance building envelope materials, rainscreen siding, durable interior finish materials or safe to re-use materials in this project? If so, please describe them.	<input checked="" type="radio"/> Yes	No
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. <b>Yes, the concrete used in the project is supplied by local suppliers</b>		
6	Have you considered advanced framing techniques to help reduce construction costs and increase energy savings? <b>Not applicable, concrete building</b>	Yes	No
7	Will any wood used in this project be eco-certified or produced from sustainably managed forests? If so, by which organization? <b>Not applicable, concrete building</b>  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. _____	Yes	<input checked="" type="radio"/> No
9	List any products you are proposing that are produced using lower energy levels in manufacturing. _____		
10	Are you using materials which have a recycled content [e.g. roofing materials, interior doors, ceramic tiles or carpets]?	<input checked="" type="radio"/> Yes	No
11	Will any interior products [e.g. cabinets, insulation or floor sheathing] contain formaldehyde?	Yes	<input checked="" type="radio"/> No



## Water Management

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

### Indoor Water Fixtures

12	Does your project exceed the BC Building Code requirements for public lavatory faucets and have automatic shut offs?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
13	For commercial buildings, do flushes for urinals exceed BC Building Code requirements? <b>Not applicable, residential building</b>	<input type="radio"/> Yes	<input type="radio"/> No
14	Does your project use dual flush toilets and do these exceed the BC Building Code requirements?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
15	Does your project exceed the BC Building Code requirements for maximum flow rates for private showers? <b>The design is reviewing the use of low flow showerheads</b>	<input type="radio"/> Yes	<input type="radio"/> No
16	Does your project exceed the BC Building Code requirements for flow rates for kitchen and bathroom faucets? <b>The design is reviewing the use of low flow faucets</b>	<input type="radio"/> Yes	<input 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 type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> N/A
18	Will this project eliminate or reduce inflow and infiltration between storm water and sewer pipes from this property? <b>The design is considering storm water management and to be coordinated with the City for feasibility</b>	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input 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. _____	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> N/A
20	Have you considered storing rain water on site (rain barrels or cisterns) for future irrigation uses?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> N/A
21	Will surface pollution into storm drains will be mitigated (oil interceptors, bio-swales)? If so, please describe. _____	<input type="radio"/> 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?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
23	What percentage of the site will be maintained as naturally permeable surfaces?	<u>8.5%</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. _____	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> N/A
----	--	---------------------------	--------------------------	--------------------------------------

## Natural Features/Landscaping

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

25	Are any healthy trees being removed? If so, how many and what species? _____ Could your site design be altered to save these trees? Have you consulted with our Parks Department regarding their removal?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> 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? _____	<input checked="" type="radio"/> Yes	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. _____	Yes	No	<input checked="" type="radio"/> N/A
29	Will new landscaped areas incorporate any plant species native to southern Vancouver Island?	<input checked="" type="radio"/> Yes	No	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)?	<input checked="" type="radio"/> Yes	No	N/A
32	Have you planned to control invasive species such as Scotch broom, English ivy, Himalayan and evergreen blackberry growing on the property?	<input checked="" type="radio"/> Yes	No	N/A
33	Will topsoil will be protected and reused on the site?	<input checked="" type="radio"/> Yes	No	N/A

### Energy Efficiency

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

34	Will the building design be certified by an independent energy auditor/analyst? If so, what will the rating be? _____	<input checked="" type="radio"/> Yes	No	N/A
35	Have you considered passive solar design principles for space heating and cooling or planned for natural day lighting? _____	<input checked="" type="radio"/> Yes	No	N/A
36	Does the design and siting of buildings maximize exposure to natural light? What percentage of interior spaces will be illuminated by sunlight? _____%	<input checked="" type="radio"/> Yes	No	N/A
37	Will heating and cooling systems be of enhanced energy efficiency (ie. geothermal, air source heat pump, solar hot water, solar air exchange, etc.)? If so, please describe. _____ If you are considering a heat pump, what measures will you take to mitigate any noise associated with the pump? _____	<input checked="" type="radio"/> Yes	No	N/A
38	Has the building been designed to be solar ready?	Yes	<input checked="" type="radio"/> No	N/A
39	Have you considered using roof mounted photovoltaic panels to convert solar energy to electricity?	Yes	<input checked="" type="radio"/> No	N/A
40	Do windows exceed the BC Building Code heat transfer coefficient standards?	<input checked="" type="radio"/> Yes	No	N/A
41	Are energy efficient appliances being installed in this project? If so, please describe. _____			
42	Will high efficiency light fixtures be used in this project? If so, please describe. _____	<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?	<input checked="" type="radio"/> Yes	No	N/A

Yes, narrow and long floor plate of the building maximizes access to natural daylight. It is estimated that greater than 50% of the livable areas are illuminated by sunlight throughout the day.

The project will comply with the energy performance requirements of British Columbia Building Code 2012

Yes, the design incorporates passive solar heating and natural ventilation cooling, as well as maximized daylighting with narrow and long floor plate

The project is considering to provide heat and cool using VRF systems, that have great energy performance by sharing energy between the suites and low green house gas emissions

The VRF system has been proved to have little noise compared to conventional heat pump systems

Yes, Energy Star appliances will be specified for this project

Yes, the design is considering a full-LED lighting option, with occupancy sensors where safety is not compromised

Yes, occupants will have full control over light levels, temperature set-points, and ventilation shut off

Yes, the design is reviewing various options and will pick the control system with greatest safety and energy performance



## Air Quality

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

46	Will ventilation systems be protected from contamination during construction and certified clean post construction?	<input checked="" type="radio"/> Yes	No	N/A
47	Are you using any natural, non-toxic, water soluble or low-VOC [volatile organic compound] paints, finishes or other products? If so, please describe. _____	<input checked="" type="radio"/> Yes	No	N/A
48	Will the building have windows that occupants can open?	<input checked="" type="radio"/> Yes	No	N/A
49	Will hard floor surface materials cover more than 75% of the liveable floor area?	<input checked="" type="radio"/> Yes	No	N/A
50	Will fresh air intakes be located away from air pollution sources?	<input checked="" type="radio"/> 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. <b>Yes, recyclable materials such as plastic, glass and papers will be separated and recycled during demolition and construction of the new building</b>	<input checked="" type="radio"/> Yes	No	N/A
52	Will materials be recycled during the construction phase? If so, please describe. _____	<input checked="" type="radio"/> 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?	<input checked="" type="radio"/> Yes	No	N/A
54	For new commercial development, are you providing waste and recycling receptacles for customers?	Yes	No	<input checked="" type="radio"/> N/A

## Green Mobility

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

55	Is pedestrian lighting provided in the pathways through parking and landscaped areas and at the entrances to your building[s]?	<input checked="" type="radio"/> 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	<input checked="" type="radio"/> N/A
57	Is access provided for those with assisted mobility devices?	<input checked="" type="radio"/> Yes	No	N/A
58	Are accessible bike racks provided for visitors?	<input checked="" type="radio"/> Yes	No	N/A
59	Are secure covered bicycle parking and dedicated lockers provided for residents or employees?	<input checked="" type="radio"/> 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 checked="" type="checkbox"/> weather protected bus shelters <input checked="" type="checkbox"/> plug-ins for electric vehicles	The project is planning to deliver a weather protected bus shelter, and shared bicycle to the building and community. It is planned to utilize one parking stall with plug-in to accommodate 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.



# TOWNSHIP OF ESQUIMALT

## PACIFIC HOUSE - ( ESQUIMALT-HEAD)

899 ESQUIMALT- 896 WOLLASTON



### PACIFIC HOUSE - RESIDENTIAL, COMMERCIAL AND AMENITY AREA

UNITS: METRIC	
1364.53	LOT AREA
76.15 UNIT1(2BR)	FLOORS 2-4
91.20 UNIT2(2BR)	
76.00 UNIT3(1BR+DEN)	
40.15 UNIT4(STUDIO)	
44.83 UNIT5(1BR)	
117.04 UNIT6(3BR)	
445.37 FLOOR TOTAL	
3 DUPLICATION, FLOORS(2-4)	
1336.11	TOTAL :
76.15 UNIT1(2BR)	FLOORS 5-11
91.20 UNIT2(2BR)	
76.07 UNIT3(1BR+DEN)	
69.04 UNIT4(2BD)	
135.18 UNIT5(3BD)	
447.64 FLOOR TOTAL	
7 DUPLICATION, FLOORS(5-11)	
3133.48	TOTAL :
103.32 AMENITY:( MAIN FLOOR)	MAIN FLOOR
122.12 MAIN FLOOR RESIDENTIAL SUIT:	
154.35 COMMERCIAL:( MAIN FLOOR)	
113.42 TOWN HOUSE -8	P1,P2,P3
113.42 TOWN HOUSE -9	
113.42 TOWN HOUSE -10	
5190	TOTAL FLOOR AREA (SQM)
3.80	FAR

### BUILDING SUMMARY

UNITS : METRIC

LOT AREA:	
LOT AREA (896 WOLLASTON)	667.73
LOT AREA (899 ESQUIMALT)	696.80
COMBINED LOT AREA	1364.53

ZONE:	
896 WOLLASTON	RD-1
899 ESQUIMALT	C-2

PROPOSED USE:	
COMMERCIAL, RESIDENTIAL, AMENITY	

LOT COVERAGE:	
1168	

1364.53

AVERAGE GRADE CALCULATION:	
NW	24.9
NE	24.9
SE	17.5
SW	17.4
AVERAGE	21.175

NO. OF STORIES	12
NO. OF RESIDENTIAL UNITS	57
NO. OF COMMERCIAL UNITS	2

### BUILDING SUMMARY

UNITS : METRIC

PARKING:	
RESIDENTIAL	73
COMMERCIAL	8
VISITOR	10
HANDICAPPED	2
EV	1
TOTAL PARKING STALLS	94

REQUIRED BIKE RACKS:	114
PROVIDED BIKE RAKS:	114

SETBACKS	
EAST	0
SOUTH (PODIUM)	6.27
SOUTH (TOWER)	27.46
NORTH (PODIUM)	3.51
NORTH (TOWER)	5.46
WEST	0



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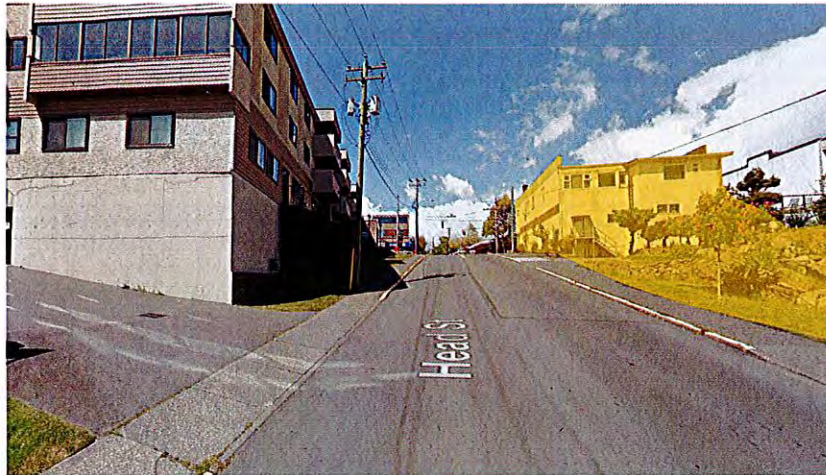
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ESQUIMALT TO EAST



HEAD TO NORTH



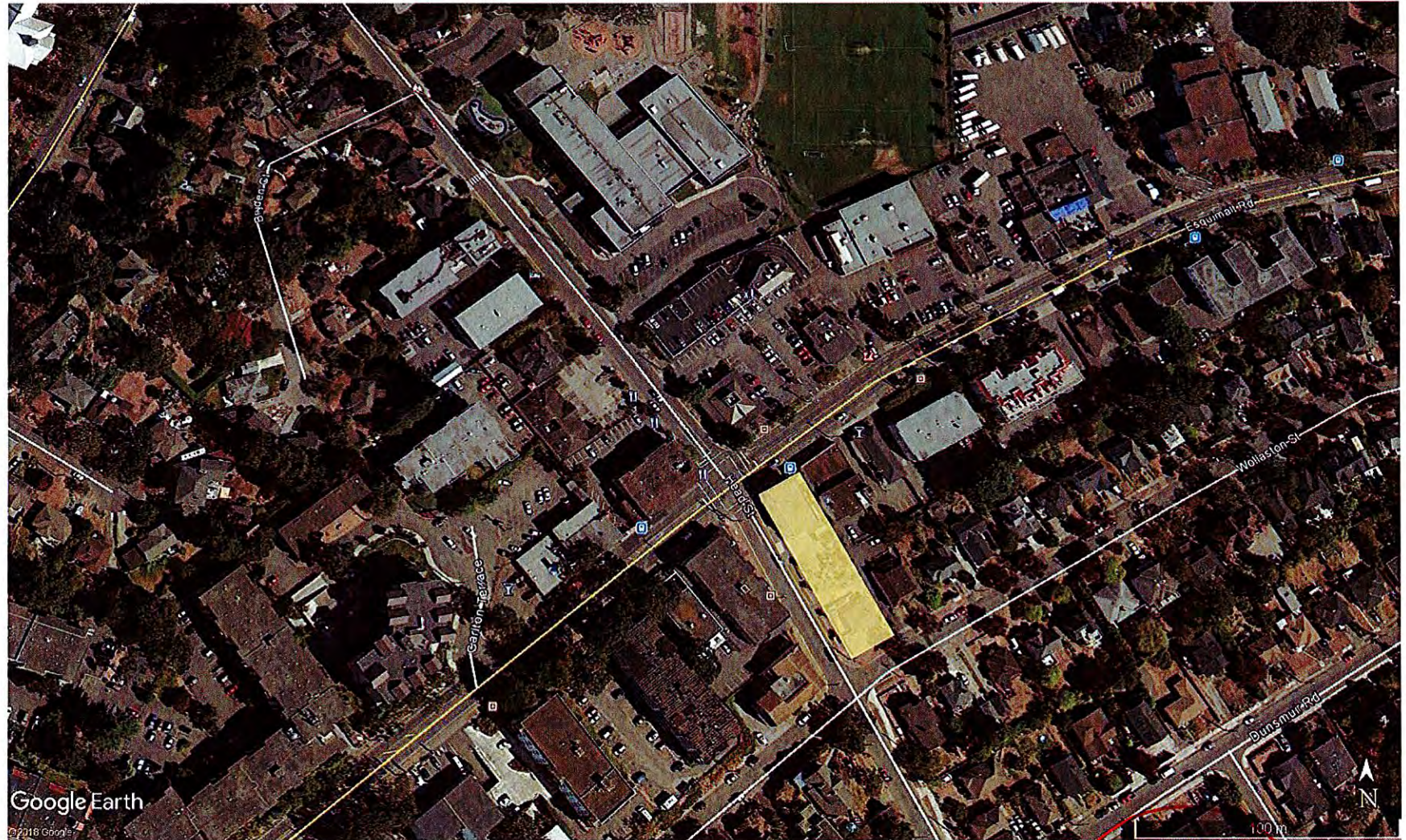
WOLLASTON TO NORTH



HEAD TO SOUTH



WOLLASTON TO EAST



PROPOSED BUILDING LOCATION

No.	Description	Date

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Checker

SCALE:

DATE:  
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TITLE:  
**PROJECT LOCATION**

PROJECT:  
**PACIFIC HOUSE**

DRAWING NO.  
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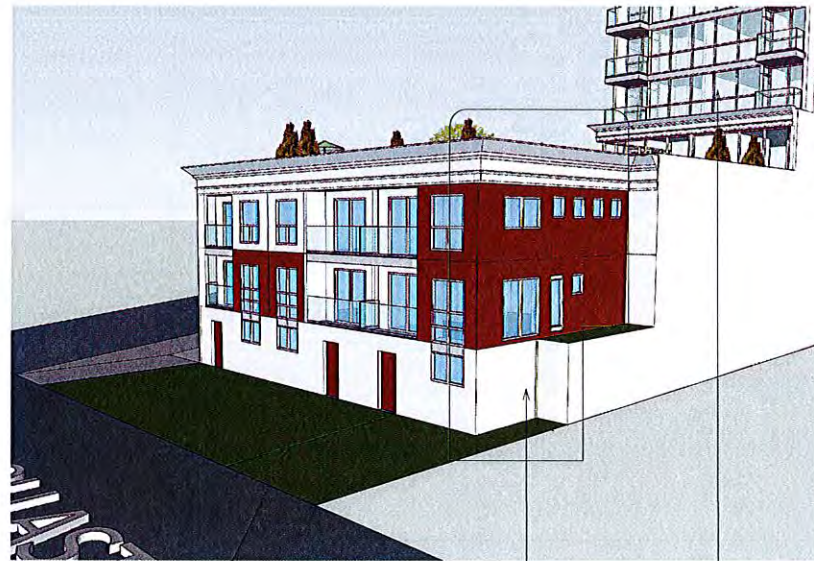
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6M SETBACK & GREEN FRONT YARD.

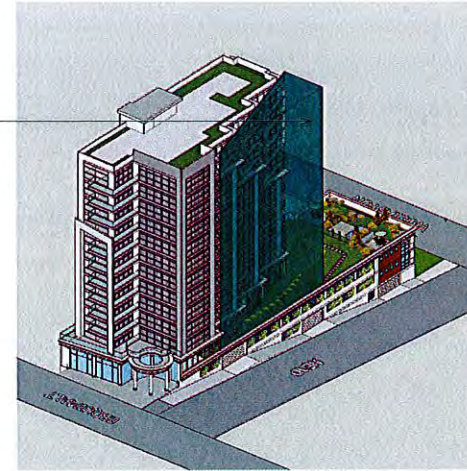
1.2M SETBACK TO EAST NEIGHBOR & PLANTER

GREEN WALLS ALONG HEAD COVERS THE PARKING OPENINGS AND GIVES A PLEASANT VIEW TO THE STREET

TOWER HAS SETBACKED 24M, SO THE TOWN HOUSES EVOKES A LOW-RISE RESIDENTIAL ELEVATION TO WOLLASTON STREET.



THIS VOLUME HAS DEDUCTED FROM THE ALLOWABLE VOLUME BOUNDARY TO NOT TO BLOCK NORTH-WEST NEIGHBORS' VIEW



THE FRAME EVOKES SETBACK TO THE FOUR TOP FLOORS

TOWER ROOF GARDEN

TOWNHOUSES PRIVATE ROOF GARDEN

ROOF GARDEN IN MAIN FLOOR (AMENITY)

5.6M TOWER SETBACK

MAIN FLOOR SETBACK TO ESQUIMALT (3.4M)

MAIN FLOOR PRIVATE AREA

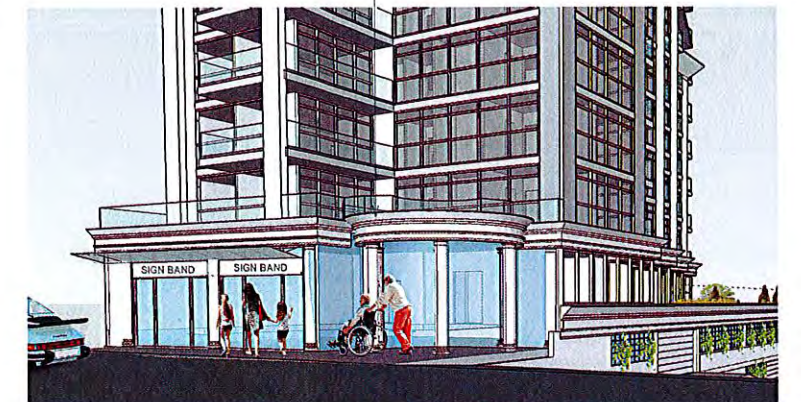
THREE ENTRANCES THROUGH HEAD STREET



SPANDRELL CLADDING

GREEN WALL IN EAST ELEVATION

CLASSICAL STYLE DESIGN IN MAIN FLOOR AND PORTICO DESIGN



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DESIGN DIAGRAM

PROJECT:

PACIFIC HOUSE

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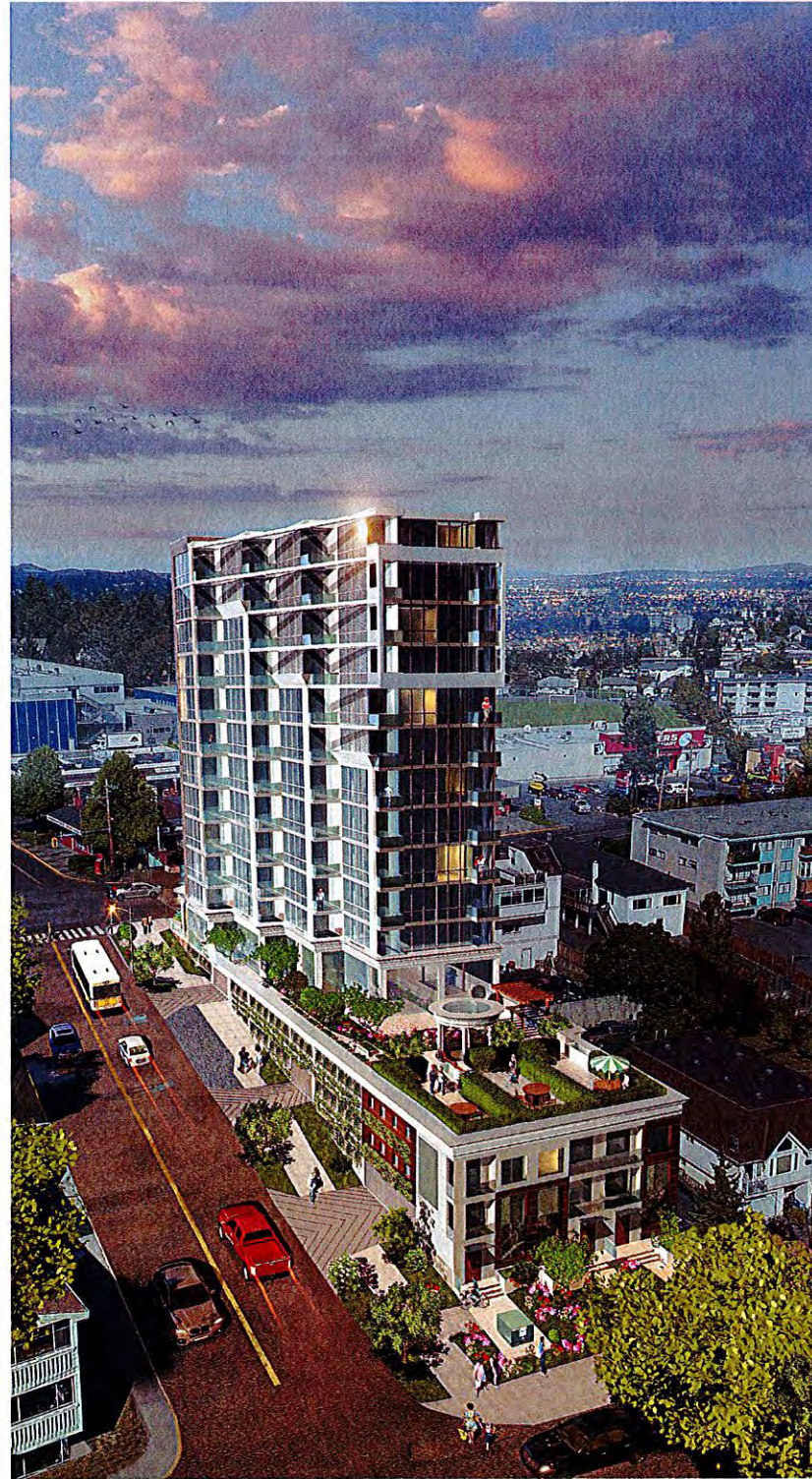
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PERSPECTIVES

PROJECT:  
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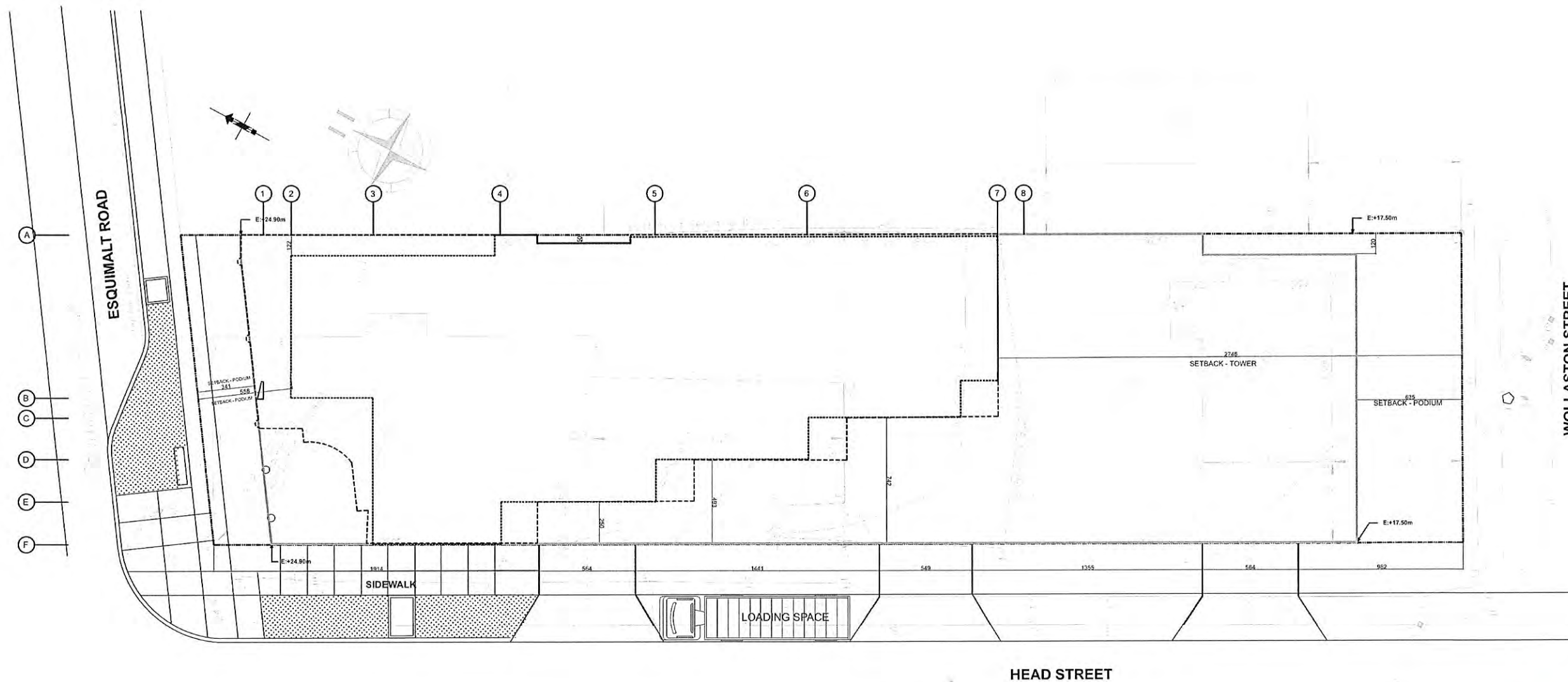
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**NOTE**

- LINE OF BASEMENT WALLS
- LINE OF TOWER WALLS
- - - LINE OF MAIN FLOOR
- LINE OF PROPERTY
- ▨ FIRST BASEMENT ( SITE COVERAGE AREA)
- ▨ TOWER AREA

No.	Description	Date

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CHECKED BY: Checker	DATE: APRIL, 2018	PROJECT: <b>PACIFIC HOUSE</b>

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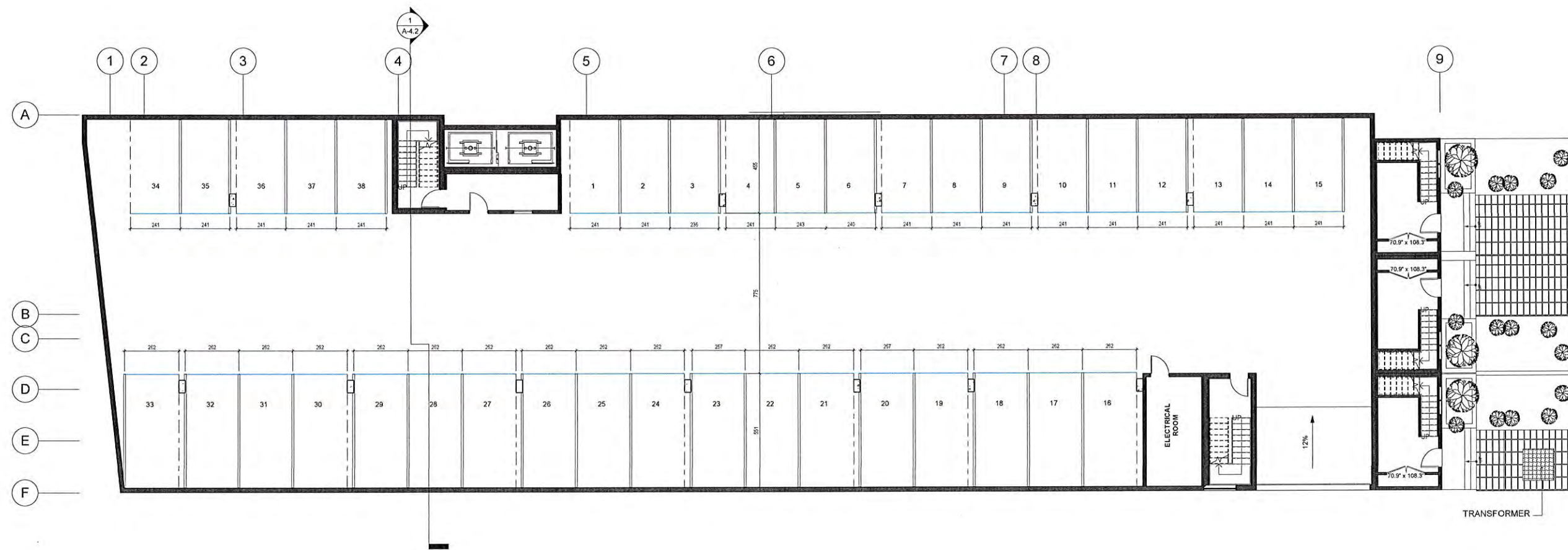
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① P3 LEVEL  
1 : 100

No.	Description	Date

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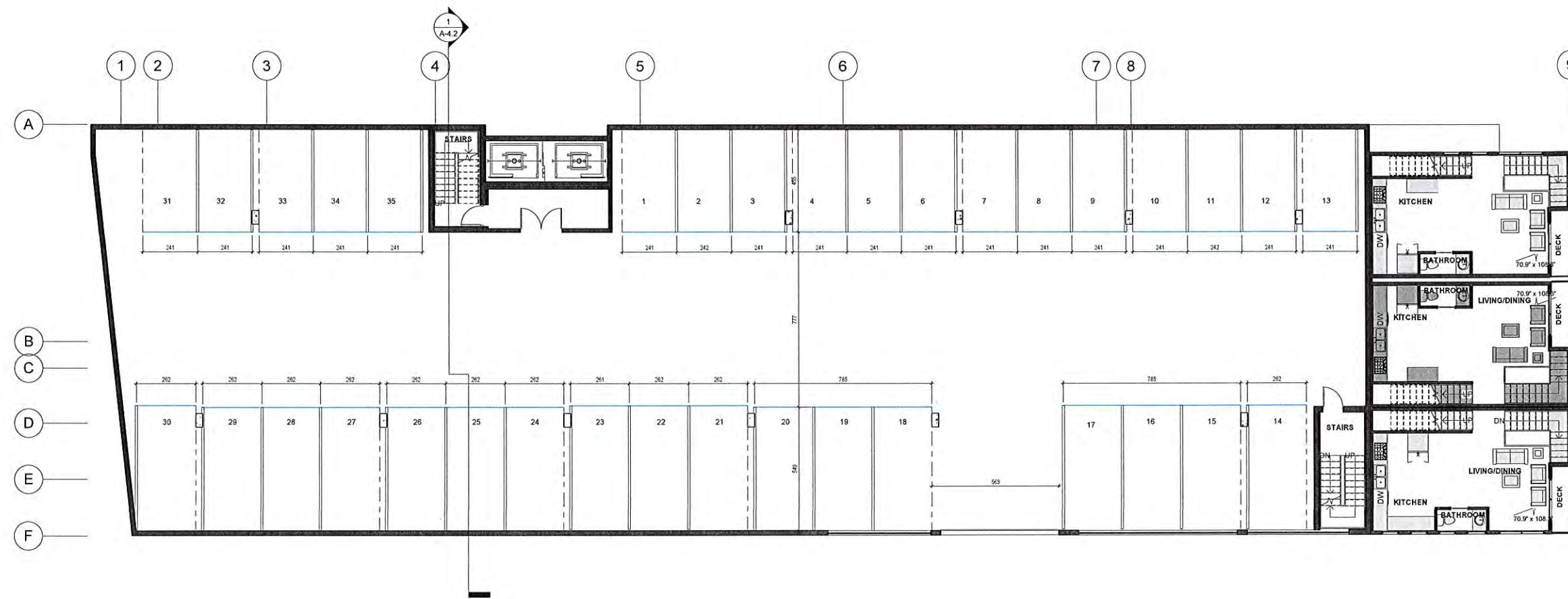


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① P2 LEVEL  
1 : 100

No.	Description	Date

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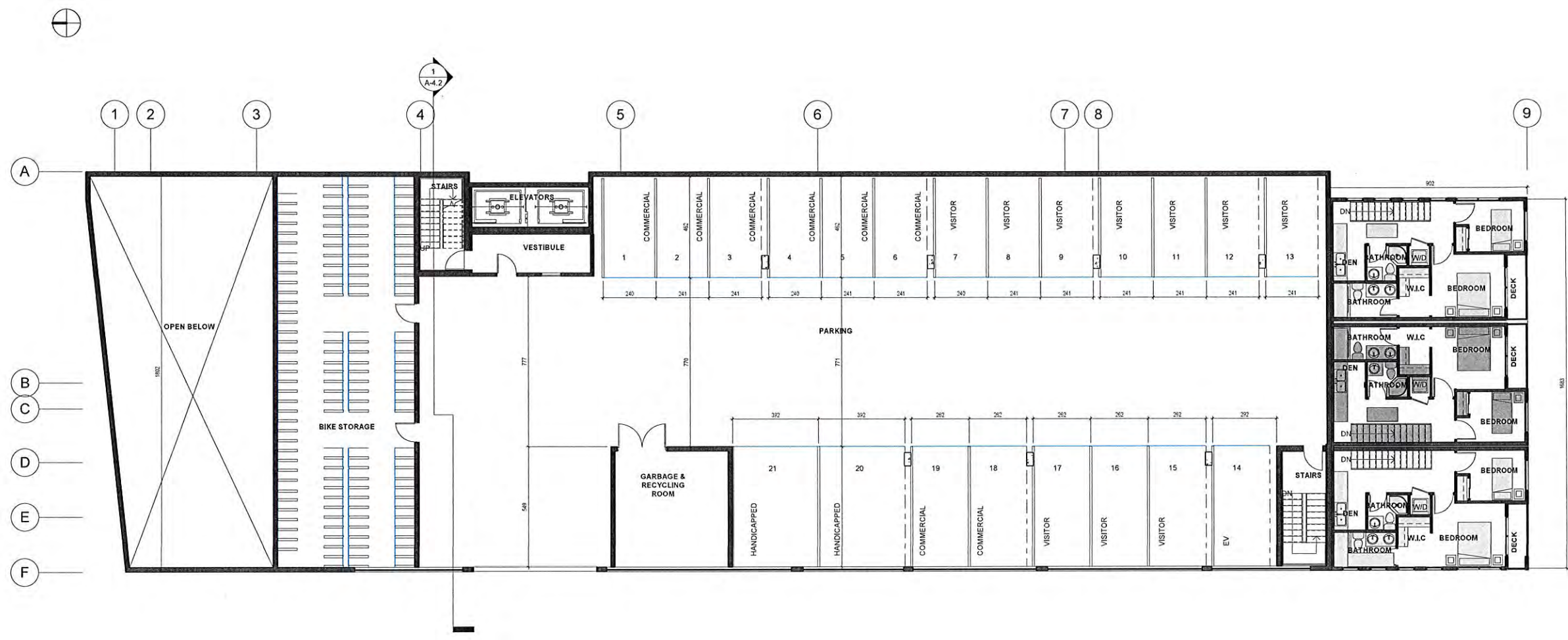
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① P1 LEVEL  
1 : 100

No.	Description	Date

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SCALE:  
1 : 100

DATE:  
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TITLE:  
**PARKING P1**

PROJECT:  
**PACIFIC HOUSE**

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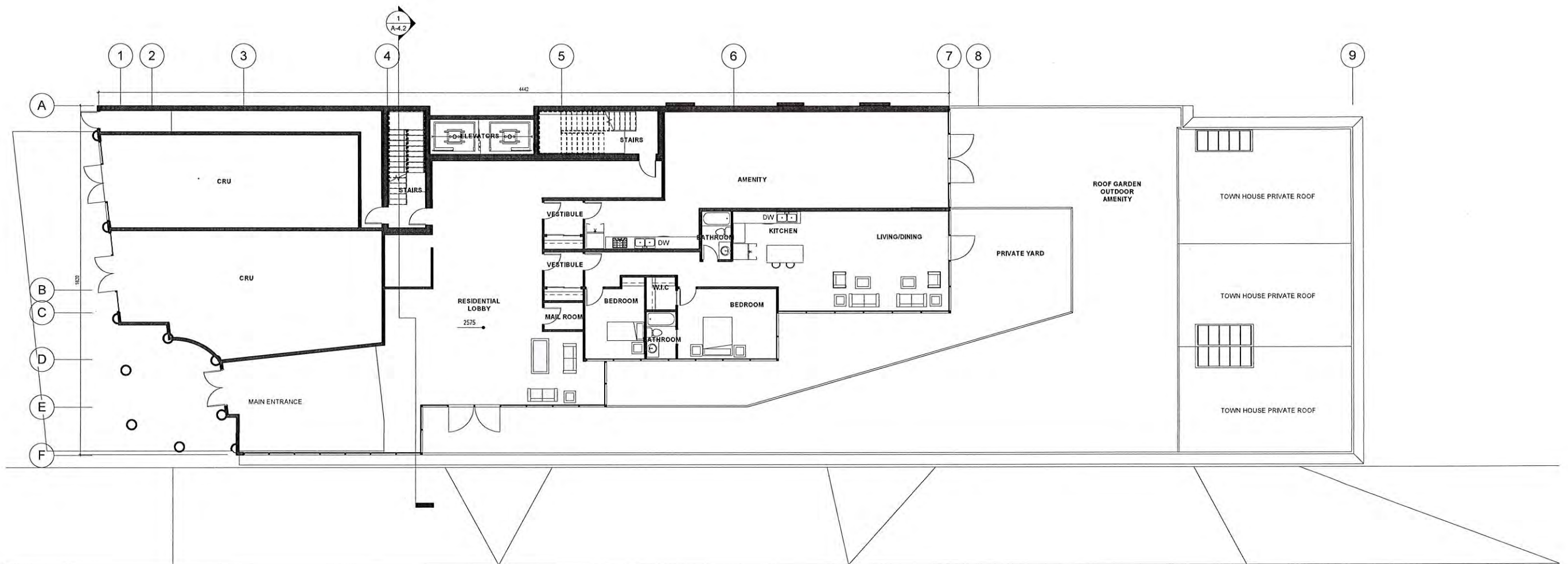




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① MAIN FLOOR  
1 : 100

No.	Description	Date

DRAWN BY: F.Y. A.A.	SCALE: 1 : 100	TITLE: MAIN FLOOR
CHECKED BY: Checker	DATE: APRIL, 2018	PROJECT: PACIFIC HOUSE

DRAWING NO.  
A-2.4



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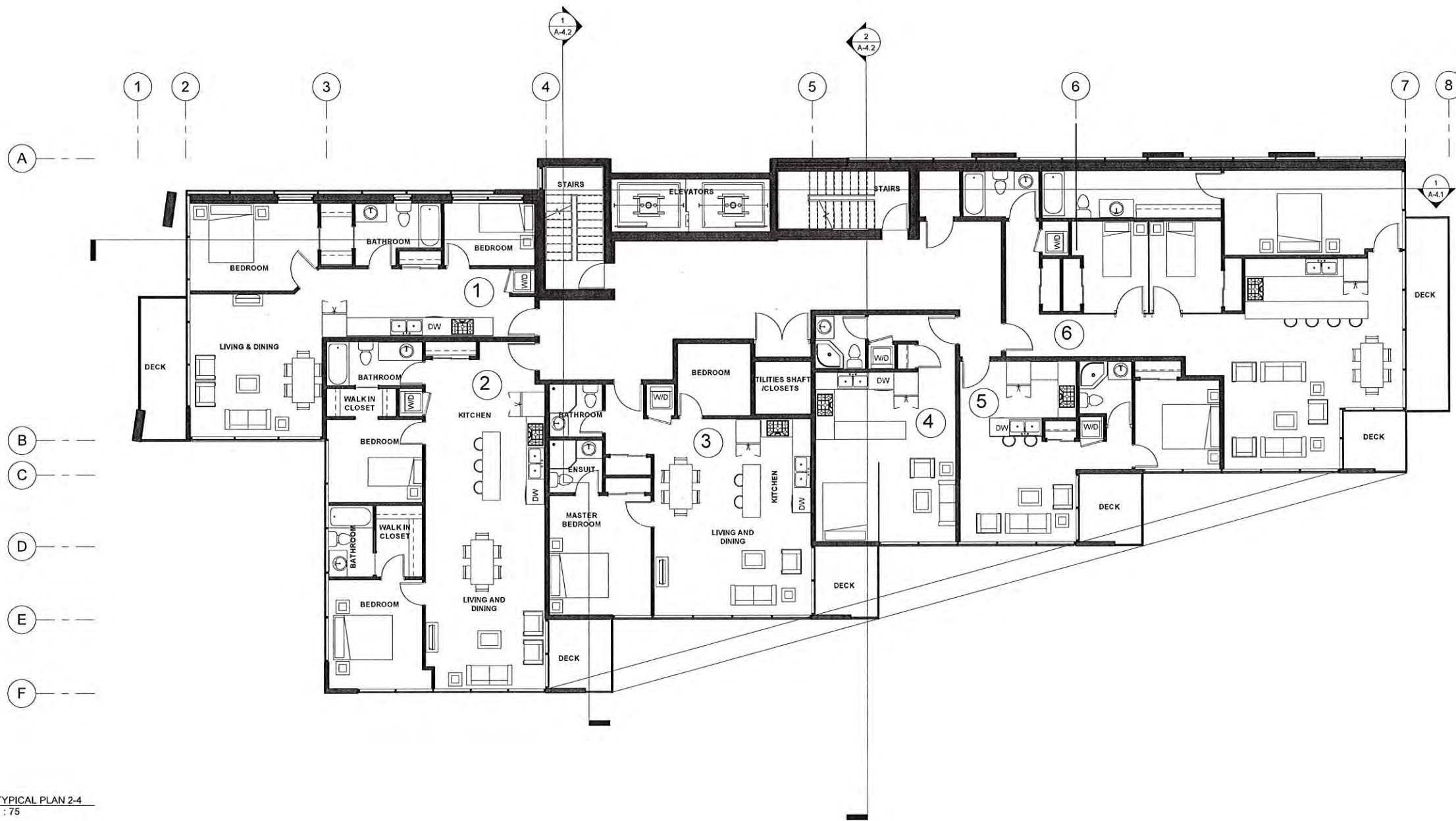
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① TYPICAL PLAN 2-4  
1 : 75

No.	Description	Date

DRAWN BY:  
F.Y. A.A.  
CHECKED BY:  
Checker

SCALE:  
1 : 75  
DATE:  
APRIL 2018

TITLE:  
**TYPICAL FLOOR PLAN 2-4**  
PROJECT:  
**PACIFIC HOUSE**

DRAWING NO.  
**A-2.5**

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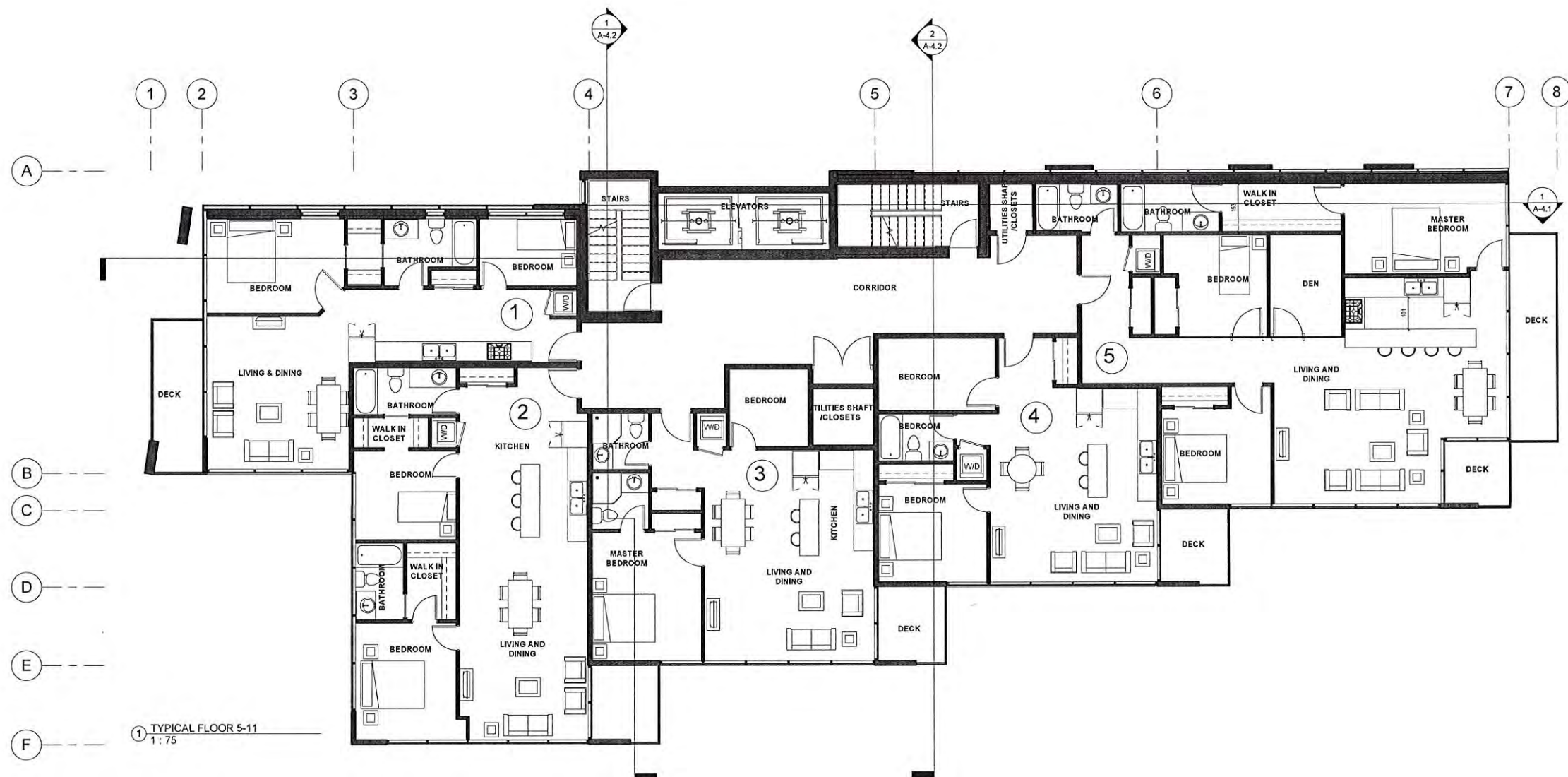
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① TYPICAL FLOOR 5-11  
1:75

No.	Description	Date

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F.Y. A.A.

CHECKED BY:  
Checker

SCALE:  
1 : 75

DATE:  
APRIL, 2018

TITLE:  
**TYPICAL FLOOR PLAN 5-11.**

PROJECT:  
**PACIFIC HOUSE**

DRAWING NO.  
**A-2.6**

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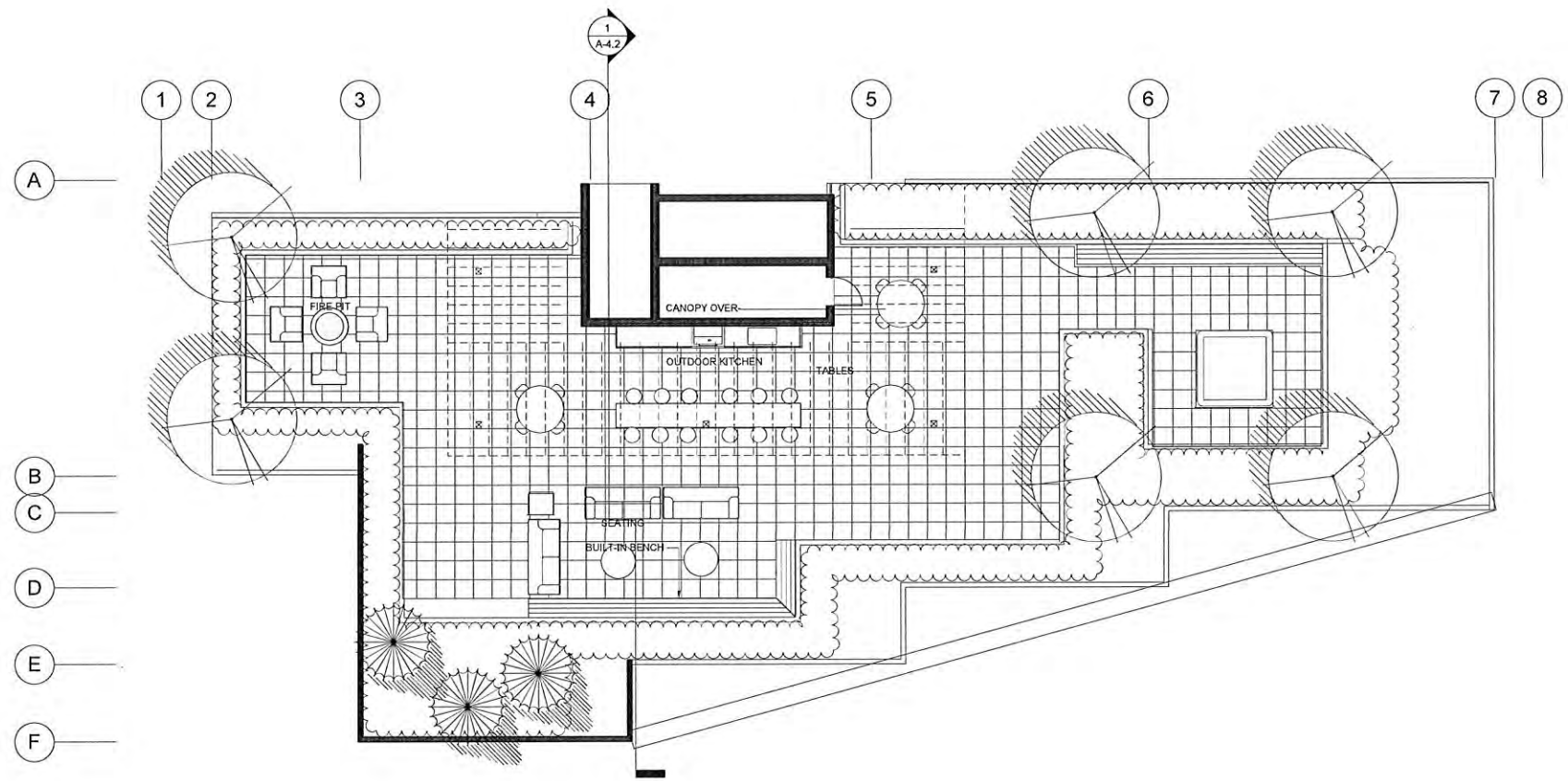
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① ROOF LEVEL  
1 : 100

No.	Description	Date

DRAWN BY: F.Y. A.A.	SCALE: 1 : 100
CHECKED BY: Checker	DATE: APRIL, 2018

TITLE: <b>GREEN ROOF PLAN</b>
PROJECT: <b>PACIFIC HOUSE</b>

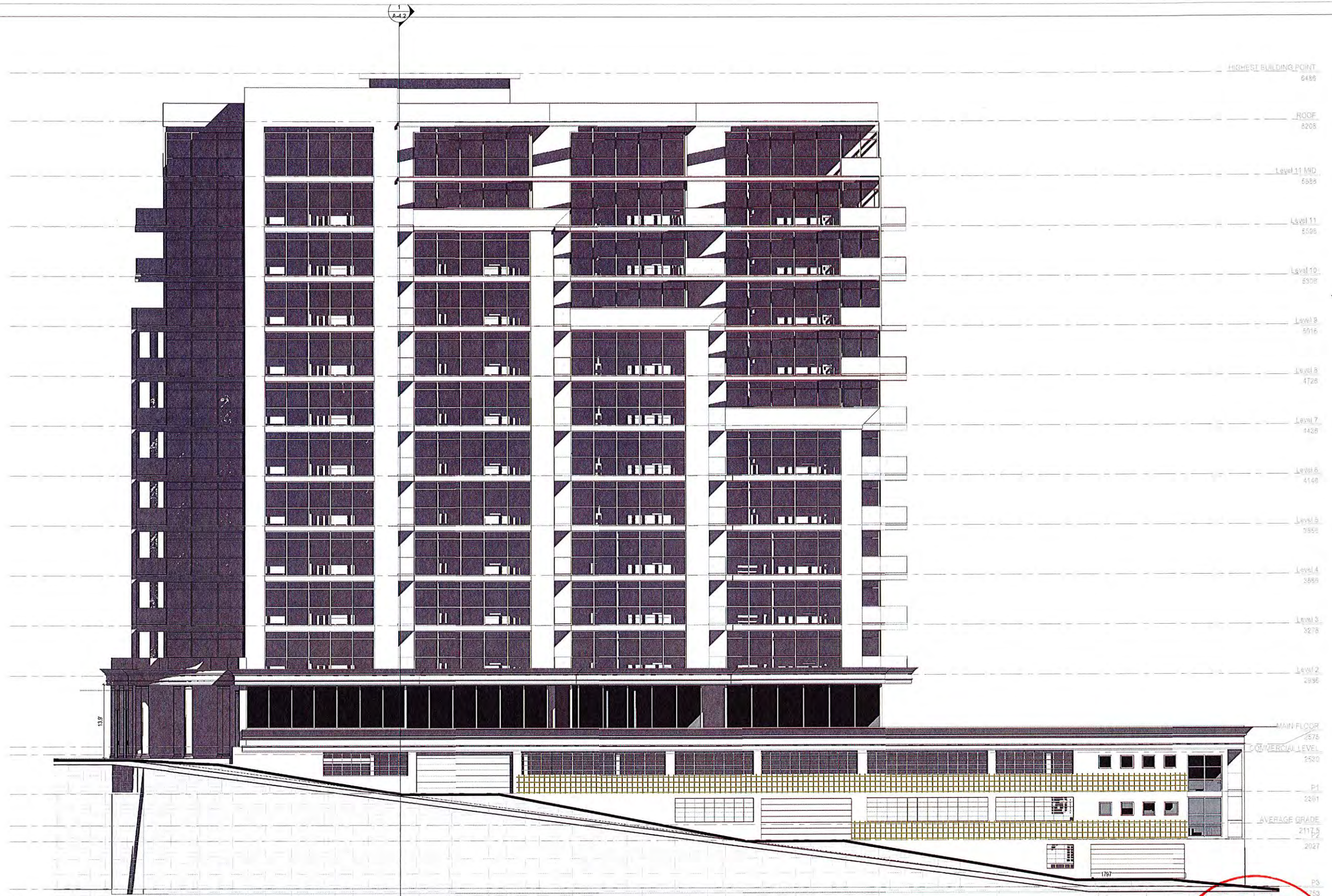
DRAWING NO.  
**A-2.7**



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① West Elevation  
1 : 100

No.	Description	Date

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CHECKED BY: Checker	DATE: APRIL, 2018	PROJECT: PACIFIC HOUSE

DRAWING NO.  
A-3.1

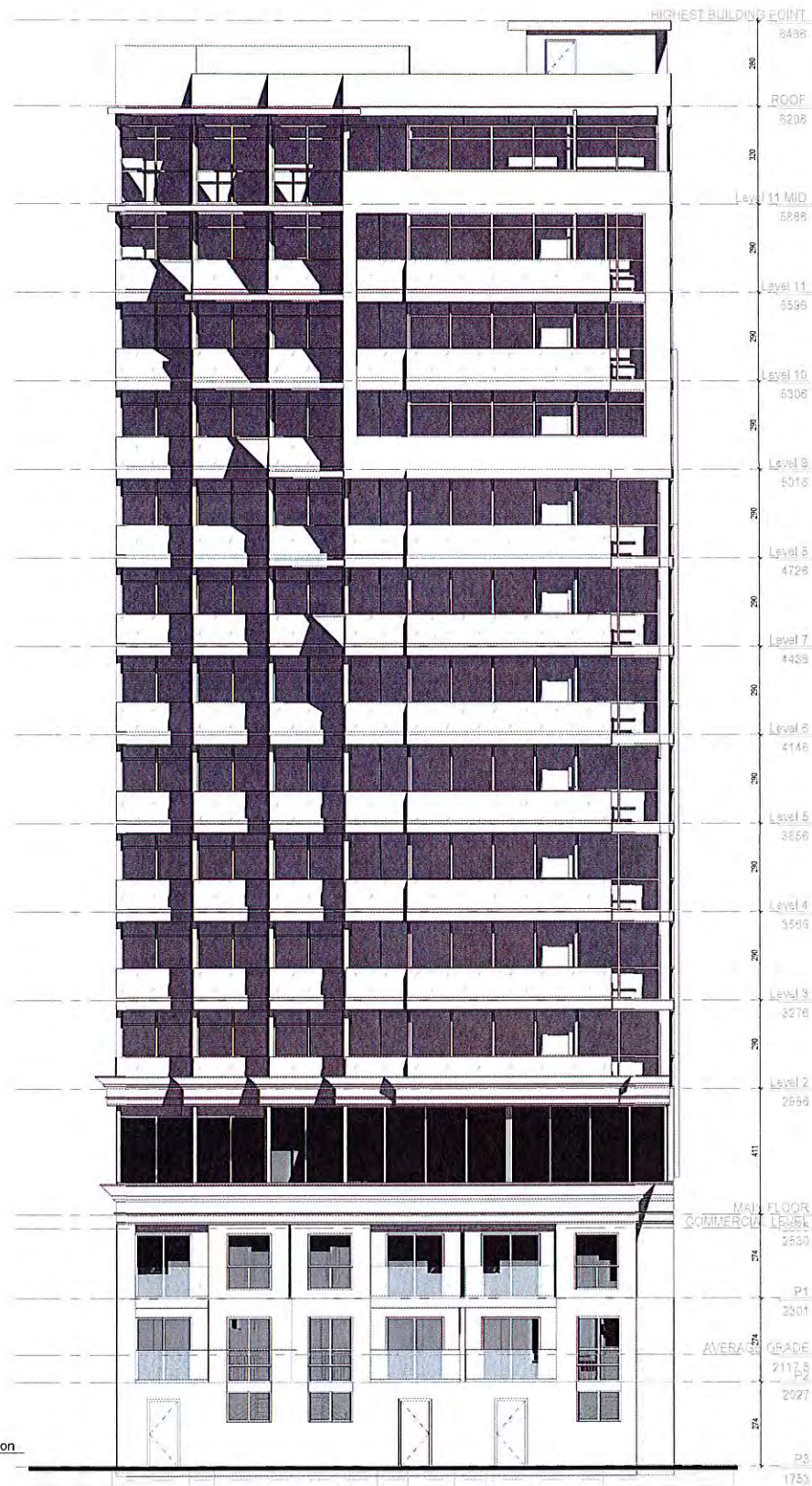


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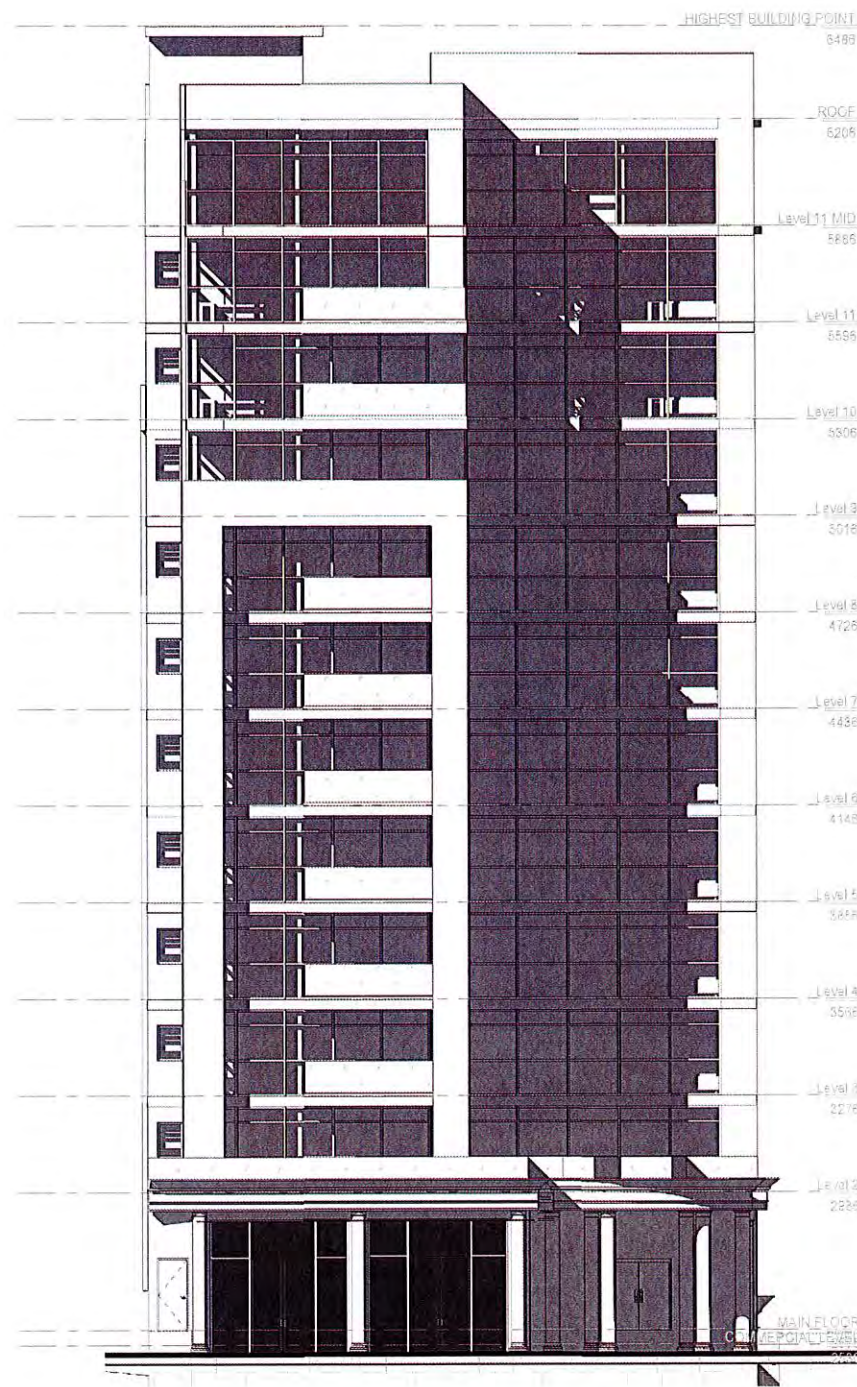
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① South Elevation  
1 : 100



② North Elevation  
1 : 100

No.	Description	Date

DRAWN BY:  
F.Y. A.A.

CHECKED BY:  
Checker

SCALE:  
1 : 100

DATE:  
APRIL, 2018

TITLE:  
NORTH & SOUTH ELEVATIONS

PROJECT:  
PACIFIC HOUSE

DRAWING NO.  
A-3.2

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① East Elevation  
1:100

No.	Description	Date

DRAWN BY:  
F.Y. A.A.

CHECKED BY:  
Checker

SCALE:  
1:100

DATE:  
APRIL, 2018

TITLE:  
**EAST ELEVATION**

PROJECT:  
**PACIFIC HOUSE**

DRAWING NO.  
**A-3.3**

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1  
A-4.2

HIGHEST BUILDING POINT

6486

ROOF

6206

Level 11 MID

5886

Level 11

5596

Level 10

5306

Level 9

5016

Level 8

4726

Level 7

4436

Level 6

4146

Level 5

3856

Level 4

3566

Level 3

3276

Level 2

2986

MAIN FLOOR

COMMERCIAL LEVEL

2530

P1

2301

AVERAGE GRADE

2115

2027

P3

1753

1 Section 2  
1:100

No.	Description	Date

DRAWN BY:

F.Y. A.A.

SCALE:

1:100

TITLE:

BUILDING SECTION

CHECKED BY:

Checker

DATE:

APRIL, 2018

PROJECT:

PACIFIC HOUSE

DRAWING NO.

A-4.1



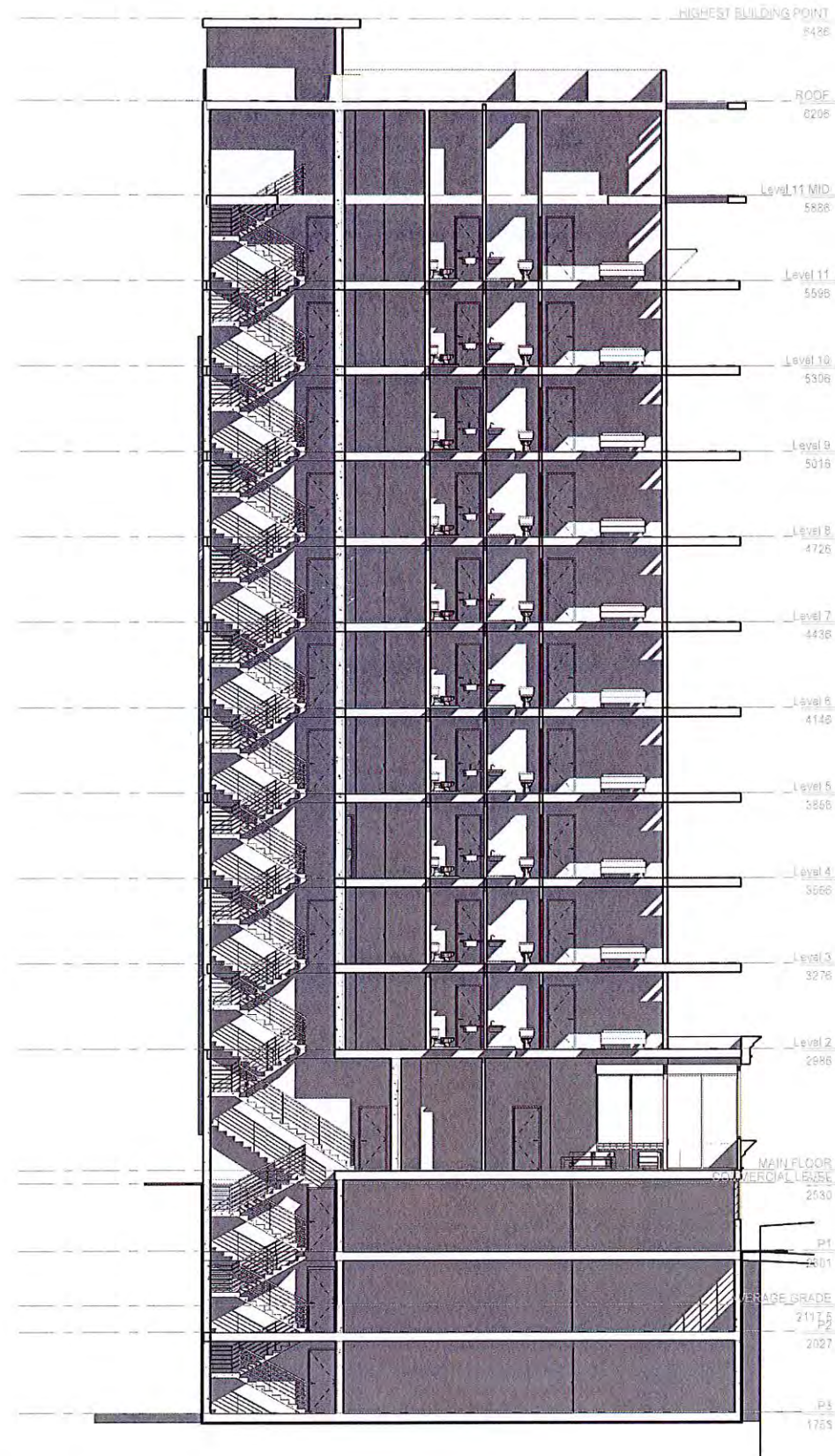
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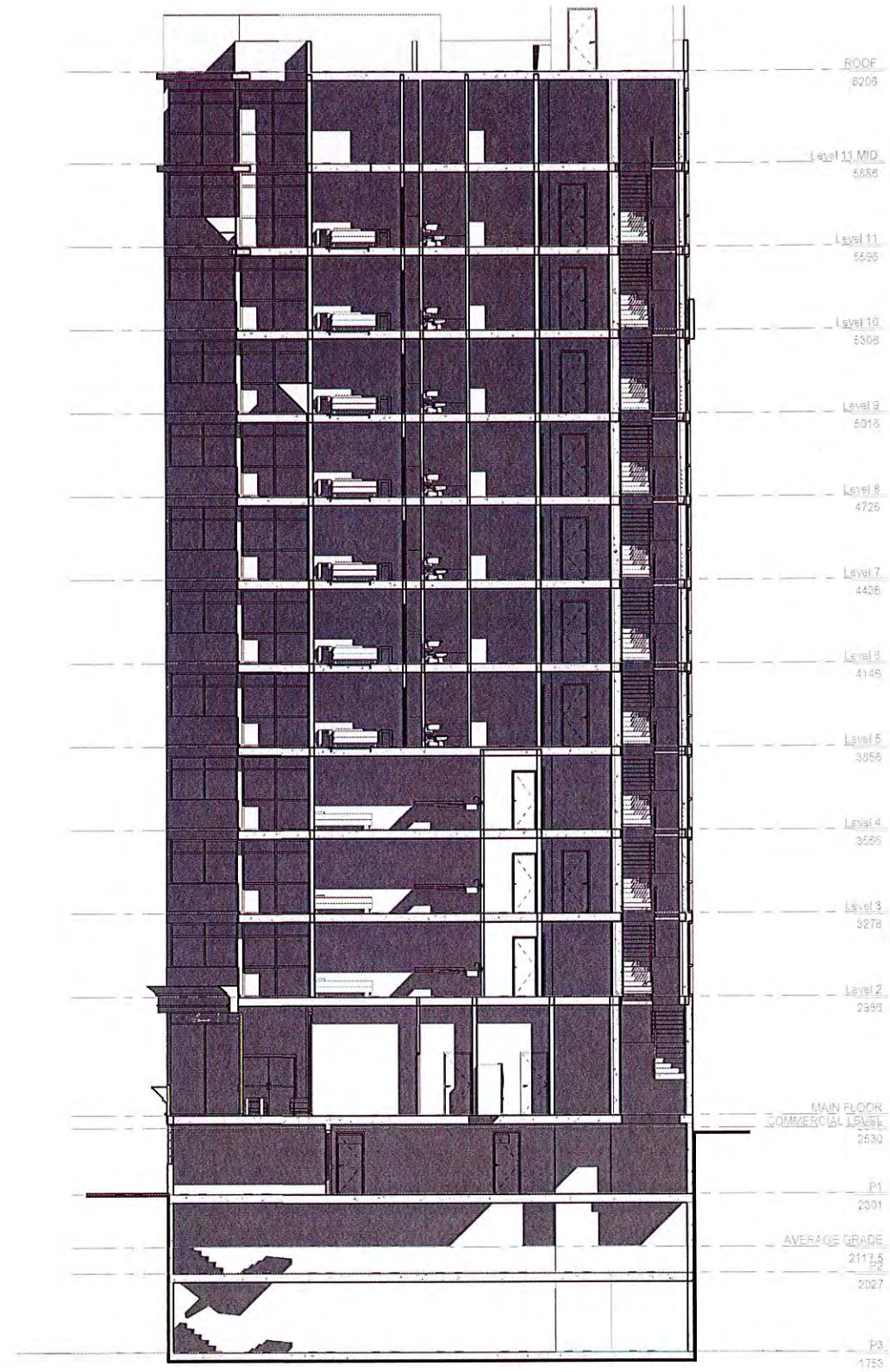
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① Section 1  
1 : 100



② Section 3  
1 : 100

No.	Description	Date

DRAWN BY:  
F.Y. A.A.

CHECKED BY:  
Checker

SCALE:  
1 : 100

DATE:  
APRIL, 2018

TITLE:  
**BUILDING SECTIONS**

PROJECT:  
**PACIFIC HOUSE**

DRAWING NO.  
**A-4.2**

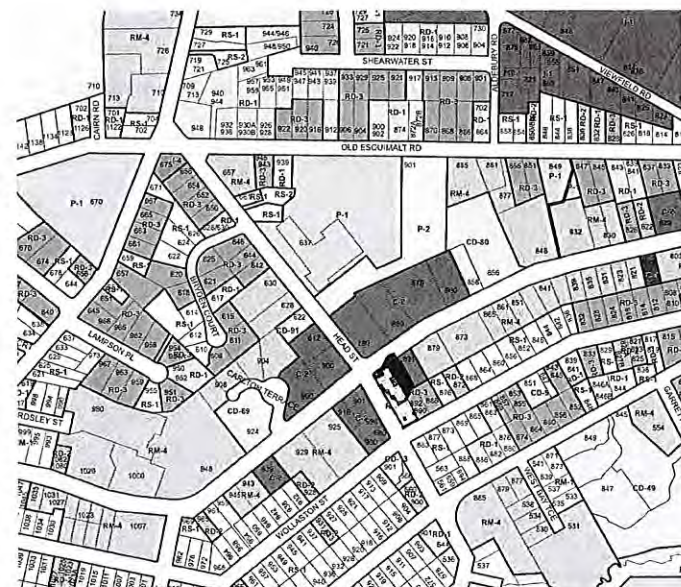


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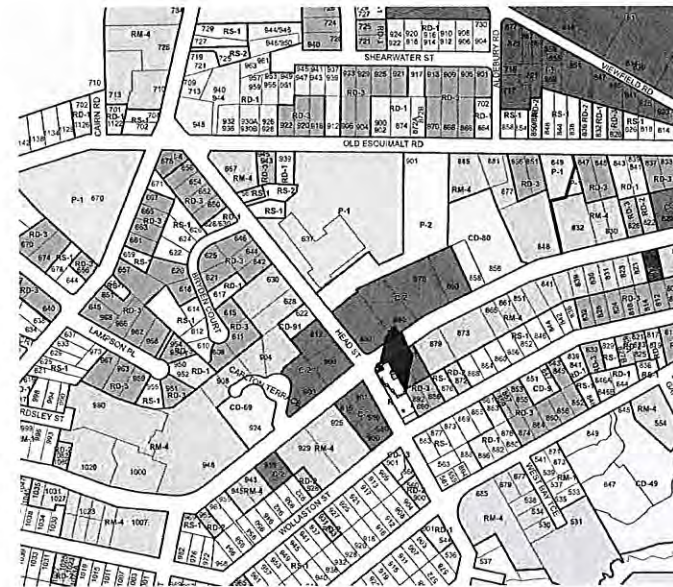




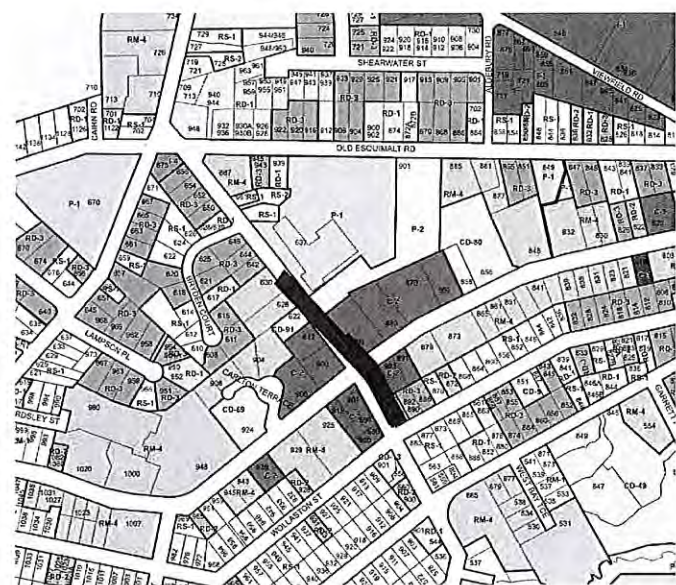
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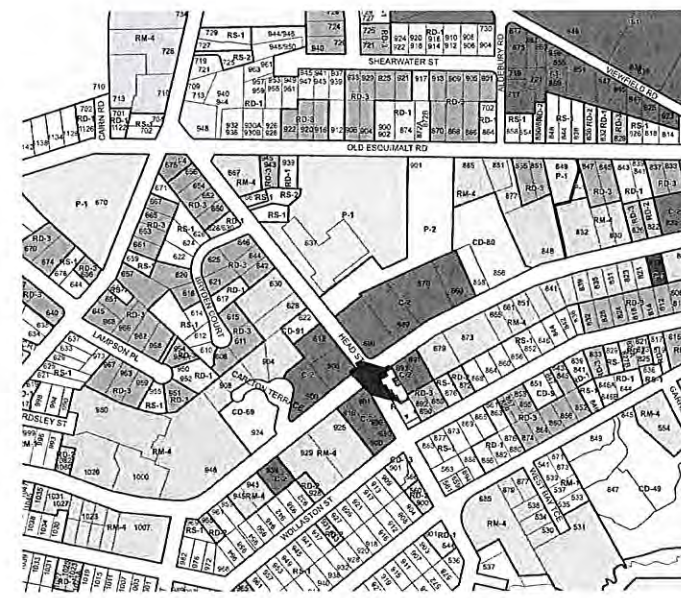
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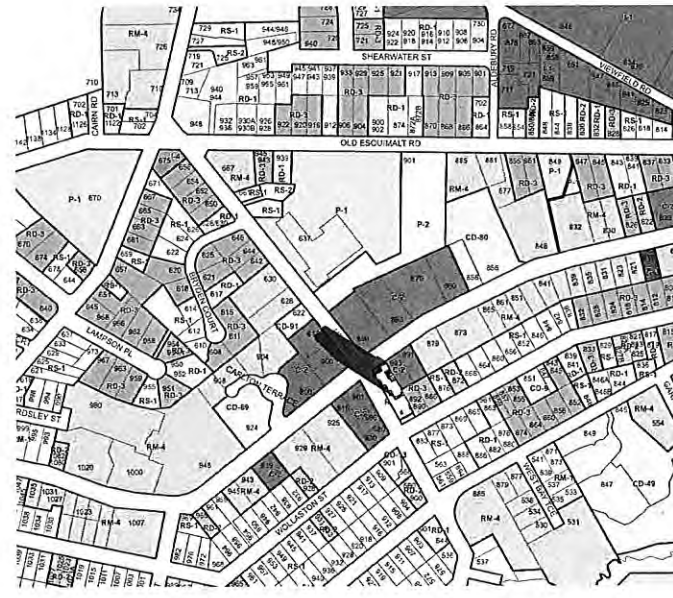
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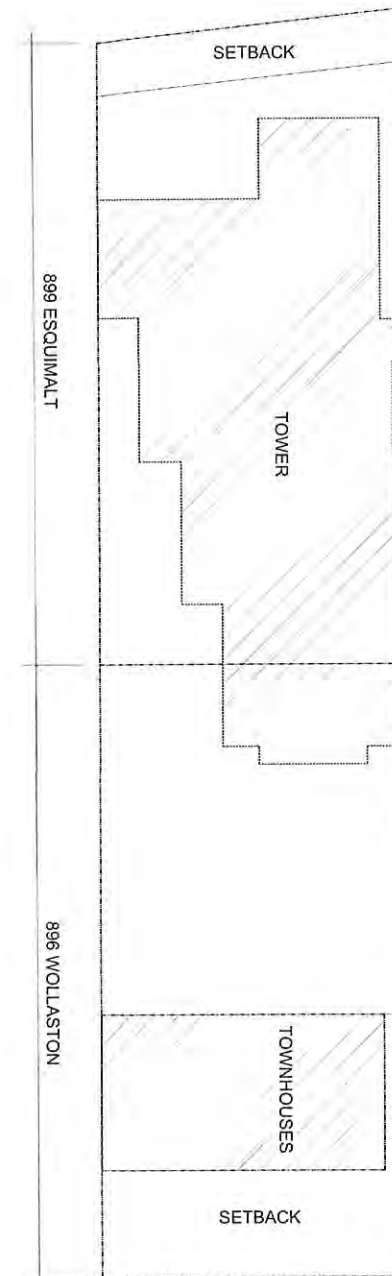
DEC-21-10 AM



JUNE 21- 10AM



MARCH 21-10 AM



TOWER AND TOWNHOUSE LOCATION

No.	Description	Date

DRAWN BY: F.Y. A.A.	SCALE:
CHECKED BY: Checker	DATE: APRIL, 2018

TITLE: <b>SHADOW AND BLDG. LOCATION</b>
PROJECT: <b>PACIFIC HOUSE</b>

DRAWING NO. <b>A-6.1</b>
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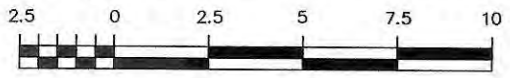
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**Site Plan Of:  
 Lot A, Section 11,  
 Esquimalt District, Plan EPP69557.**



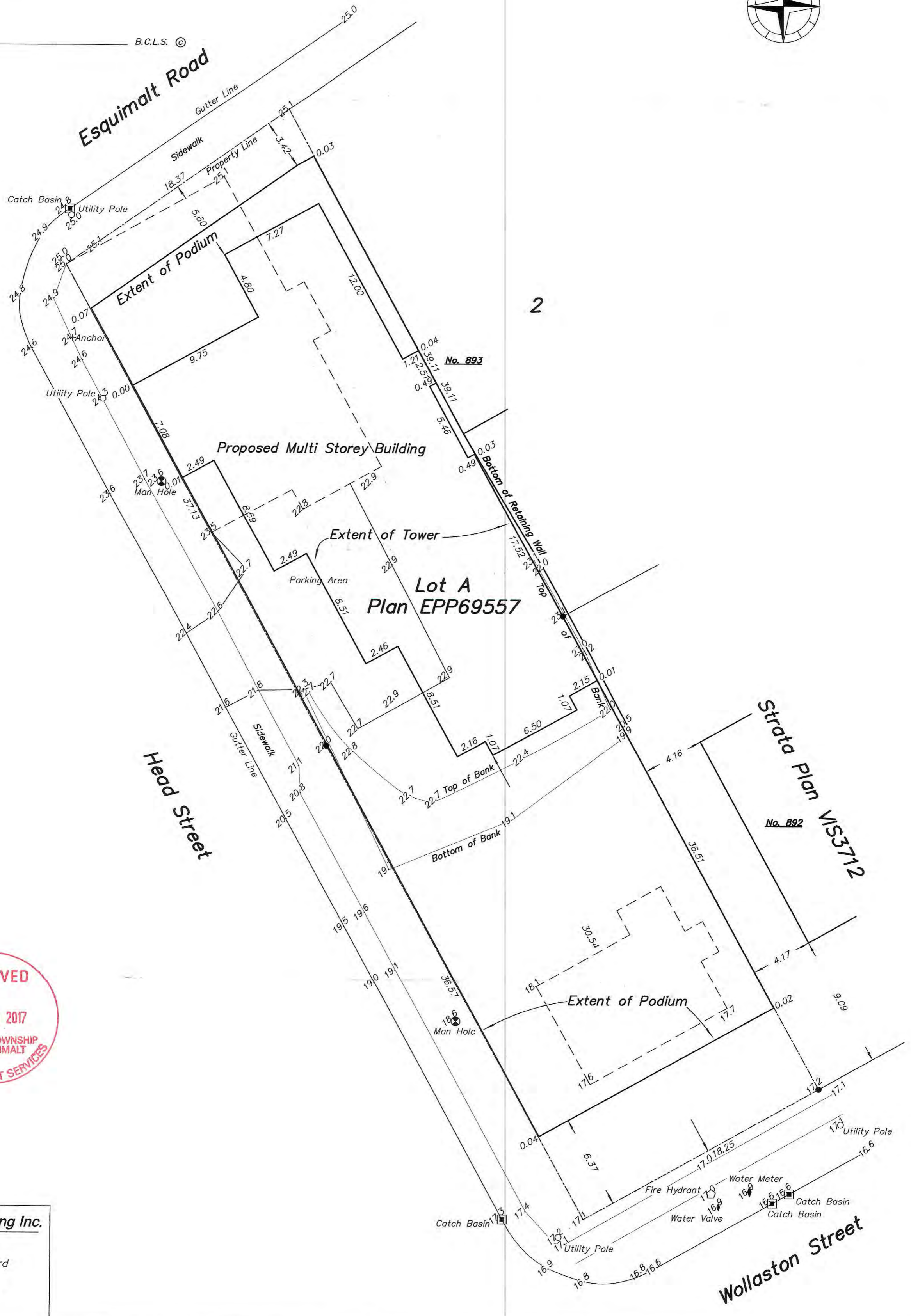
Scale = 1:200

Dated this 29th day of November, 2017.

Elevations are based upon geodetic datum and referenced to OCM 87H3783.

Elevations & distances shown are in metres.

B.C.L.S. ©



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[www.weysurveys.com](http://www.weysurveys.com)

#4-2227 James White Boulevard

Sidney, BC V8L 1Z5

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