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Please see comments regarding the Proposed Changes to Amendment Bylaw No. 3027 below.

(The proposed changes are *Italicized* and rationales are provided in **Bold Blue type**, as required.)

### **PURPOSE**

*The first purpose of the changes referenced below is to create additional residential units for the currently undeserved “missing middle” senior community in Esquimalt. Along with increasing the total number of units available in the community, these additional units also create the financial rationale for providing the residents additional storage space, scooter parking and bicycle storage that would otherwise have been untenable. This increase in the total number of units can be achieved without adjustment to the overall building height, without reducing the residential unit size and reducing the overall mass of the building.*

*Second, there are also some limitations to the existing zoning discovered in design development phase of the project that will impact the quality of space that is being created for the residents. This limits are caused by the dimensions of the site and the relationship to the zoning bylaw. Rather than reduce the unit sizes and living space, or reducing elevator lobbies to less than ideal code minimums, and we are proposing minor adjustments to the existing zoning setbacks, as referenced below.*

*Third, for security and convenience reasons, we are proposing moving the commercial retail units accessible parking stall to the street, rather than having it below grade. Having it at the street removes security concerns of having non-tenants within the tenant spaces and locates the accessible parking space significantly closer to the commercial retail unit.*

## **1. SUMMARY**

### **1.1. Summary of the Proposed Changes**

- 1.1.1. A series of changes that are associated with increasing the total residential unit count, such as number of storeys, increased Floor Area Ratio, number of dwelling units, etc.
- 1.1.2. A series of changes that are associated with changing the residential parking requirement from 0.67 to typical 0.5 for seniors living.
- 1.1.3. A series of changes associated with requirements that are in conflict with one another as related to the dimensions of this specific site.
- 1.1.3. To achieve minimum requirements for parking stall depths, unit sizes, while providing best practice sized spaces for a building focused on seniors living, adjustment to the front yard setback above the fourth (4) storey and rear yard

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setback below the first (1) storey are being proposed.

1.1.4. A proposed change to the location of the Commercial Retail Unit's (CRU's) required accessible parking stall to the street.

1.1.4. This moves the accessible parking stall significantly closer to the CRU and remove the requirement for accessible access to the CRU's below grade parking stalls, which would create a security concern for residents and increase the travel distance for the people using the accessible stalls.

## **2. PROPOSED CHANGES TO SECTION 219 COVENANT FOR LOTS 18, 19, 20, SECTION 11, ESQUIMALT DISTRICT, PLAN 265**

### **2.1. Restrictions and Requirements – Parking**

2.1.1. Increase the maximum number of building storeys from 8 storeys to 9 storeys. [Section 219 (5.b)]

2.1.1. Increased to accommodate the additional residential units.

2.1.2. Increase the Floor Area Ratio from 3.0 to 3.2. [Section 219 (5.b)]

2.1.2. Increased to accommodate the additional residential units.

2.1.3. Increase height of the green wall on east and west walls from the 2nd to the 8th storey from the 2nd to the 9th storey. [Section 219 (5.d)]

2.1.3. Increased to accommodate the additional storey resulting from the additional residential units.

### **2.2. Restrictions and Requirements – Parking**

2.2.1. Reduce the minimum parking for Visitors from twelve (12) to ten (10). [Section 219 (7.c)]

2.2.1. As a result of the proposed change of the residential parking rate to 0.5, the parking required is 52 stalls for residential. At the rate provided in [Bylaw No. 3027](#) is "1 in every 8 required Parking Stalls shall be ... Visitor Parking," 52 residential stalls requires 7 of them to be visitors. 10 are being provided being a 40% increase.

## **3. PROPOSED CHANGES TO AMENDMENT BYLAW NO. 3027**

### **3.1. Residential Floor Area Ratio**

3.1.1. Increase the Floor Area Ratio from 2.95 to 3.15. [Bylaw No. 3027 (2.2.a)]

3.1.1. Increased to accommodate the additional residential units.

### **3.2. Combined Mixed Use Floor Area Ratio**

3.2.1. Increase combined Floor Area Ratio from 3.0 to 3.2. [Bylaw No. 3027 (2.2.b)]

3.2.1. Increased to accommodate the additional residential units.

### **3.3. Number of Dwelling Units**

3.3.1. Increase the maximum residential unit count from 92 to 104. [Bylaw No. 3027 (2.4)]

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3.3.1. Increased to accommodate the additional residential units.

### 3.4. Siting Requirements

3.4.1. Reduce the front yard setback above the fourth storey from 8.0m to 7.5m. [Bylaw No. 3027 (2.9.a.ii)]

3.4.1. The north-south dimension of the site limits the location of the elevator/structural core in relation to the below grade parking. This limit is a result of the required dimensions of parking stall depths and drive aisle, structural wall depths required by for seismic loading, best practice depths for the elevator lobby of a seniors living facility, and the 45m<sup>2</sup> minimum residential unit area. The proposed setback reduction allows for the structural core to remain where it is located without reducing the residential units areas below 45m<sup>2</sup>. Refer to "AR\_219-141\_Hythe Pointe\_DSK-01.pdf"

### 3.5. Siting Exceptions

3.5.1. Reduce the minimum distance to the rear Lot Line from 0.6m to 0.4m. [Bylaw No. 3027 (2.10.c.iii)]

3.5.1. (Same as 3.4.1)

### 3.6. Off-Street Parking

3.6.1. Reduce off-street parking ratio for dwelling units from 0.67 to 0.5. [Bylaw No. 3027 (2.13.c)]

3.6.1. The parking ratio for "Senior Citizen Apartment" per Parking Bylaw, 1992, No. 2011 (Table 1 - Residential) is "0.5 spaces per dwelling unit."

## 4. PROPOSED VARIANCE TO PARKING BYLAW, 1992, NO. 2011

### 4.1. Off Street Parking

4.1.1. A proposed relocation of the required CRU accessible parking stall to the street in front of the CRU.

4.1.1. This moves the accessible parking stall significantly closer to the CRU and remove the requirement for accessible access to the CRU's below grade parking stalls, which would create a security concern for residents and increase the travel distance for the people using the accessible stalls.

### END OF LIST



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Attachment(s): AR\_219-141\_Hythe Pointe\_DSK-01.pdf

cc. Jason Craik — Principal, Avenir Senior Living  
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