

From: [Esquimalt Ltd.](#)
To: [Corporate Services](#); [Council](#)
Cc: [REDACTED]; [Ryan Jabs](#); [Bill Brown](#); [James Davison](#)
Subject: SSMU - Esquimalt's competitiveness, Existing costly bylaws, and some remarks to Staff Report 03.11.2024
Date: March-11-24 8:06:34 AM
Attachments: [image.png](#)
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Good morning Mayor and Council,

Please see below my thoughts on SSMUs in Esquimalt, and how to make our municipality attractive for these kinds of developments:

Competitiveness amongst other municipalities in Greater Victoria Area for attracting SSMU developments.

Part of the SSMU Provincial guideline package issued in December 2023 was a document containing computer modeling of anticipated effects and uptake of the new legislation. Available on this link: https://www2.gov.bc.ca/assets/gov/housing-and-tenancy/tools-for-government/local-governments-and-housing/ssmuh_toa_scenarios.pdf

One interesting map on Page 185 - Figure 99 - shows "expected price per square foot beyond profitable cost to deliver multiplex housing" in our region. Majority of the potential SSMU lots in Esquimalt are close to zero or negative dollars above Developers' profitability. (see attached exert with the Core area enlarged)

What this map tells me is that Esquimalt may have a competitive disadvantage compared to the City of Victoria, South and East Saanich, and (eventually) Oak Bay for redevelopment of lots under the new SSMU guidelines. There has been plenty of transactions of redevelopment lots in these areas after the announcement of the new legislation.

To attract as many quality developments under the new SSMU guidelines as possible, I would like to encourage Council to be aggressive in laying down Esquimalt's SSMU bylaw.

Existing Building/Development Bylaw that should be reviewed and changed

In addition to a progressive zoning bylaw, we will need to focus on some cost issues that have been brought to Council earlier by other developers. (Ryan Jabs of Lapis Homes in

2020: <https://esquimalt.ca.legistar.com/LegislationDetail.aspx?ID=19874&GUID=B2540938-1290-4AF7-AF2A-297153BD9475&Options=&Search=>)

- Sprinkler systems are required in buildings with more than 3 dwelling units (bylaw 2899). This is a very strict requirement that goes above and beyond BC Building Code, and may not take into consideration the effectiveness of current fire rated assemblies, adds extra costs other municipalities may not require.

In 2020 Staff have reviewed this bylaw requirement, and did not initiate changes to it saying: BC Code will get stricter, and the sprinkler system requirement will be universal on these types of projects. Well it has not!

We as a company are involved in the first Missing Middle project in the City of Victoria where a 14-unit building is not required to have sprinkler and fire alarm systems. I urge Council to change this requirement and revert it back to base BC Code standards to maintain Esquimalt's competitiveness.

- Frontage improvements and Underground servicing of small developments: Considerable cost is associated with frontage improvement and underground BC Hydro and Telus/Shaw servicing. These services will be required to go underground for most new SSMUs. The subdivision and servicing bylaw should be reviewed and realigned with SSMUs, potentially giving some sort of relaxation to buildings up to 4 units to maintain Esquimalt's competitiveness.

SSMU Staff Report Community of Whole - 03.11.2024

"Item 3.: Does the Committee wish to recommend more restrictive site standards (see Appendix F) than that recommended by the Province?"

Staff considerations in the Site Standard guidelines are conservative and don't take into account the 6 unit developments with below 1.0 to zero parking.

Please don't apply more restrictions on site standards than absolutely necessary.

"Item 7. Does the Committee wish to consider recommending designating the Esquimalt Road, Craigflower Road, Admirals Road, and Tillicum Road corridors as 'frequent transit'?"

Frequent transit bus stop definition as per Province for this legislation:

Frequent transit bus stops are defined as bus stops with at least one route with the following service:

- a. Monday to Friday: A bus must stop at least every 15 minutes, on average, between the hours of 7 a.m. and 7 p.m.
- b. Saturday and Sunday: A bus must stop at least every 15 minutes, on average, between the hours of 10 a.m. and 6 p.m.

Esquimalt is in a unique position to be connected by one rapid (total of two) and two frequent (total of the five) BC Transit lines.

Currently no bus line meets the Provincial requirements of 15min max interval in the set times.

Current Transit time table - this question will come up during discussion: "How far off are we from meeting the provincial requirements for frequent transit stops?"

Please see below: Weekday frequency is spot on, but the weekend bus count (especially on Sunday) needs a bit of work.

Esquimalt Bus Route Frequency Averages (in minutes)			
	Weekdays 7am to 7pm	Saturday 10am to 6pm	Sunday 10am to 6pm
line 15 rapid	13.8	16.5	16
line 14 frequent	12.5	16.5	20
line 26 frequent	15.3	17.75	20

I would like to encourage Council to proactively designate these corridors as frequent transit areas in the new SSMU bylaw. Recommended buffer radius of 200m, Esquimalt is a compact settlement and the 200m would fit better with relaxed parking and increase unit counts.

Hope to see you all later tonight at the Committee of Whole.

Thank you and have a great day,

Janos Farkas

Xquimalt Developments Ltd.



[Instagram](#)

F Price surfaces and development option across regions

These graphs show the model results described in Section 3 and Section 5 for the other regions considered. The price surface shows the geographic distribution of the estimated prices a standardized new multiplex unit is estimated to sell for as described in Section 3.3. The development option shows the difference between the expected price per square foot a new multiplex unit to the cost to redevelop the existing use into multiplexes, including buying the land and developer profit as described in Section 5. The distribution of single family properties by development option for each jurisdiction is shown in the third graph.

While the model is applied on a lot by lot basis and the maps reflect that, the model is not designed to have lot level accuracy but is designed to be accurate at the broad neighbourhood and jurisdiction level. The maps are intended to show the geographic distribution of the model results, not to show the price or development option for specific lots.

F.1 Victoria

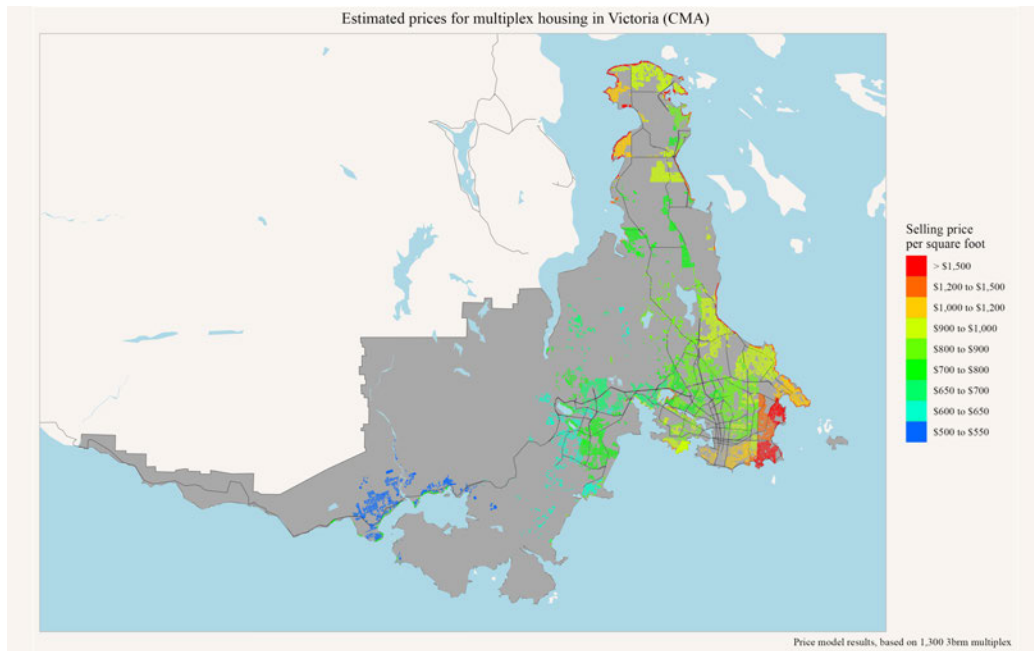
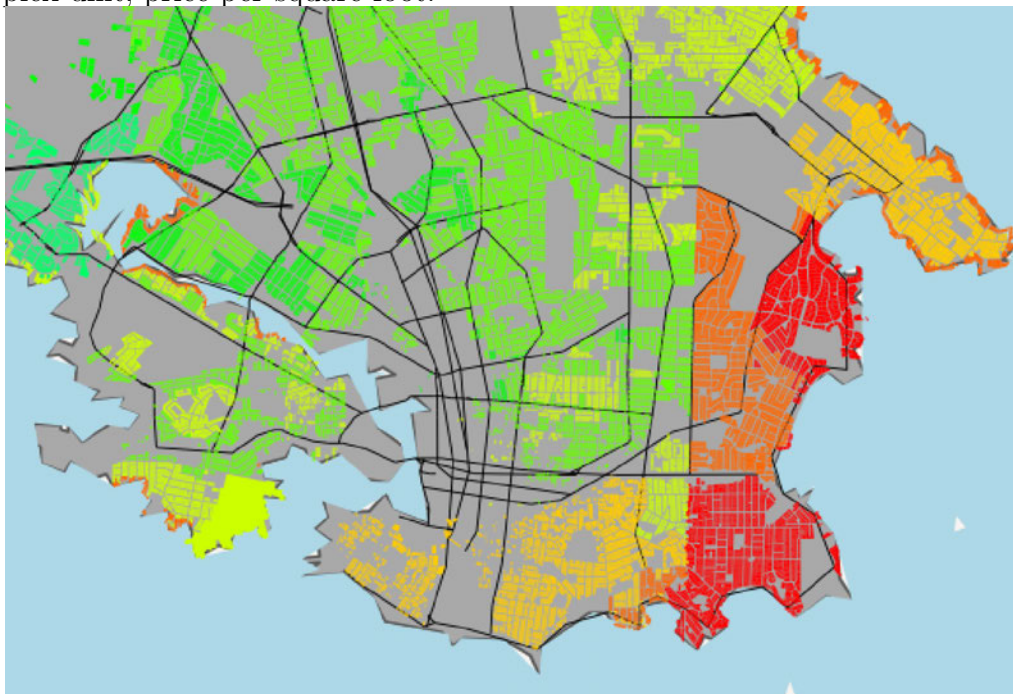


Figure 98: Victoria price surface for hypothetical 1,300sf 3 bedroom multiplex unit, price per square foot.



F PRICE SURFACES AND DEVELOPMENT OPTION ACROSS REGIONS

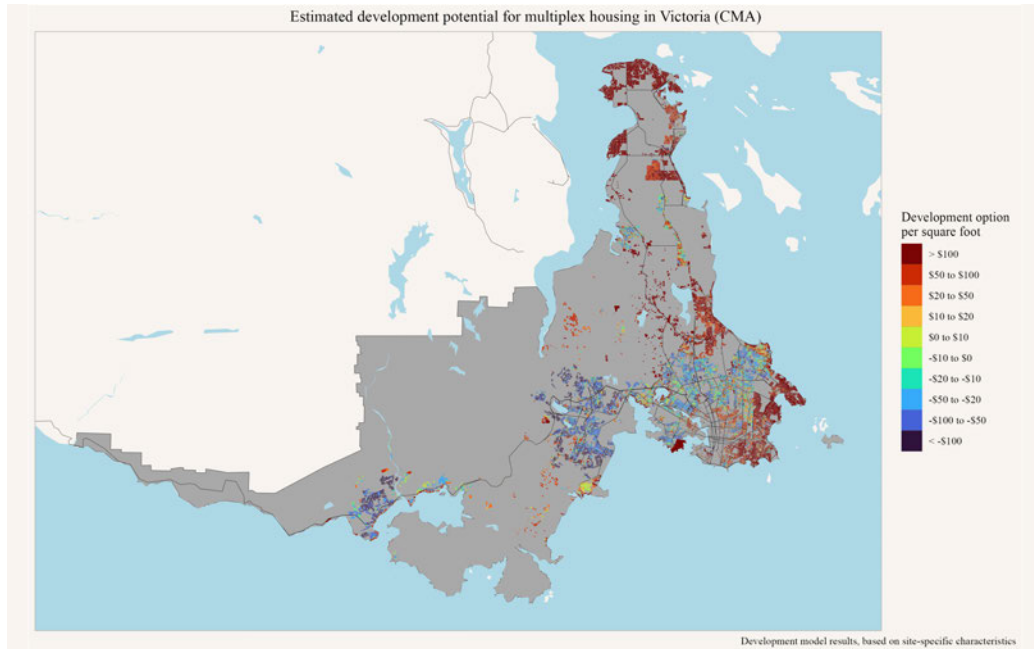


Figure 99: Victoria development option, expected prices per square foot beyond profitable cost to deliver multiplex housing.

