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ESQUIMALT RD

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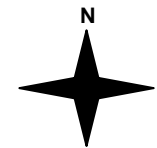
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**SUBJECT PROPERTY MAP**  
**826 ESQUIMALT ROAD**

**826 Esquimalt Road**



**Subject Property Boundary:**



2013 Aerial Photo

## **2.2.4 Multi-Unit Residential**

Over the years, townhouses and apartment buildings have tended to be developed in clusters throughout the neighbourhoods of Esquimalt. They are generally located in the following areas:

- On both sides of Esquimalt Road from Grafton Street to Dunsmuir Road;
- The area around Craigflower Road and Selkirk Avenue;
- Admirals Road, Astle and Nelson Streets;
- West Bay south of Dunsmuir Road; and
- West Parklands.

Smaller clusters of multi-unit development are also found along Lampson Street between Devonshire and Old Esquimalt Roads, Lampson Street south of Lyall Street, and Ellery Street south of Esquimalt High School. This scattered pattern of development has contributed to residents' concerns related to the proliferation of multi-unit developments in neighbourhoods where single-unit and two-unit homes have been the predominant land use.

### **2.2.4.1 Multi-Unit Residential Policies**

The following policies provide more predictability for residents in mixed residential use neighbourhoods and give direction to design teams involved in the preparation of development proposals.

- a) Multi-Unit Residential refers to three or more dwelling units on a parcel. Multi-unit Residential does not refer to a single-unit home with a secondary suite.
- b) The Township encourages the concentration of multi-unit residential development where such development is in keeping with the overall goals of this Plan.
- 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;
- e) A mix of housing types will be provided in multi-unit residential areas in order to provide visual interest and to meet the varying housing needs of Esquimalt's current and future residents;
- 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. Projects must either consolidate the isolated parcels or leave a sufficient area available to allow for the eventual redevelopment of the adjacent land.
- 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.
- i) For the purposes of density bonuses, “amenities” may include, but not be limited to:
- Privately-owned, publicly-accessible open space;
  - Public art;
  - Contributions towards the enhancement of public recreation facilities;
  - Contributions towards street and boulevard enhancements, including street furniture and decorative lighting;
  - Daycare facilities; and
  - Preservation of heritage structures or features.
- j) In new multi-unit residential developments, secure bicycle storage for residents should be provided in the ratio of 1.5 storage spaces per dwelling unit. In addition to the residents' parking, each multi-unit building should have six (6) bicycle lock-up spaces for the use of visitors.



A bicycle storage requirement may be waived or varied in a Development Permit where, in the opinion of Council, there is no demonstrated need, such as in a congregate care facility.

### 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



## Development Permit Area No. 1 — Multi-Unit Residential

### 9.3.1 Scope

All land designated Multi-Unit Residential on Schedule “C” are part of DPA No. 1.

### 9.3.2 Category

Section 919(1)(f) of the *Local Government Act* — form and character, multi-family residential.

### 9.3.3 Justification

This Plan emphasizes the importance of protecting residential neighbourhoods and encouraging a high quality of construction for new development. It is essential that new multi-unit residential development not have a negative impact on, or be out of character with, existing residential neighbourhoods. The primary objective of Development Permit Area No. 1 is to ensure that the development of multi-unit residential sites is compatible with surrounding uses.

### 9.3.4 Requirements of Owners of Land within the Development Permit Area

a) Owners of land within Development Permit Area No. 1 must not do any of the following without first obtaining a development Permit in accordance with the guidelines for this Development Permit Area:

- i) subdivide lands; or
- ii) construct or alter a building or structure;

without first obtaining a Development Permit in accordance with the guidelines of this Development Permit Area.

b) Exemptions:

The following do not require a development permit:

- i) construction of buildings or structures less than 10 square metres in area;
- ii) minor additions to existing dwellings where the floor area of the addition does not exceed 10 percent of the ground floor area of the dwelling;
- iii) emergency repairs to existing structures and public walkways where a potential safety hazard exists;
- iv) fences;
- v) the cutting of trees as permitted upon application under the municipal tree protection bylaw; and
- vi) placement of signs less than 1.5 sq. metres in area.

### 9.3.5 Guidelines for Owners of Land within the Development Permit Area

a) The size and siting of buildings that abut existing single- and two-unit and townhouse dwellings should reflect the size and scale of adjacent development and complement the surrounding uses. To achieve this, height and setback restrictions may be imposed as a condition of the development permit.

- b) 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.
- c) High-density multi-unit residential buildings or mixed commercial/residential buildings in commercial areas with a zero front setback should be designed so that the upper storeys are stepped back from the building footprint, with lower building heights along the street front.
- d) Landscaping of multi-unit residential sites should emphasize the creation of an attractive streetscape, as well as provide privacy between individual buildings and dwellings, screen parking areas and break up large expanses of paving.
- e) Surface parking areas in multi-unit residential developments less than five storeys in height, will be situated away from the street and screened by berms, landscaping or solid fencing or a combination of these three.
- f) Underground parking will be provided for any multi-unit residential buildings exceeding four storeys.
- g) The retention of public view corridors particularly views to the water should be encouraged wherever possible.
- h) To preserve view corridors and complement natural topography, stepped-down building designs are encouraged for sloping sites.
- i) Retention and protection of trees and the natural habitat is encouraged wherever possible.
- j) Townhouses will be designed such that the habitable space of one dwelling unit abuts the habitable space of another unit and the common wall overlap between adjoining dwellings shall be at least 50 percent.
- k) Site lighting in multi-unit residential developments should provide personal safety for residents and visitors and be of the type that reduces glare and does not cause the spill over of light onto adjacent residential sites.
- l) Garbage receptacle areas and utility kiosks should be screened by solid fencing or landscaping or a combination of the two.
- m) For waterfront sites, retention of natural features and existing trees should be a priority in site planning considerations.
- n) When any existing single-unit residence or duplex residence is being redeveloped to a multi-unit residential use by adding on of one or more dwelling units, such addition will be designed so that all of the units form a cohesive whole. In order to achieve cohesiveness:
  - i) both, the existing and proposed structures will be in the same architectural style;
  - ii) variations between the roofline of the existing building and any proposed addition(s) will be no greater than 1.5 metres;



- iii) roof styles and pitches must be complementary;
- iv) architectural features such as sloping roofs and dormers should be incorporated into the design to unite the various parts of the structure; and
- v) the existing and proposed structure will be constructed using the same or complimentary exterior finishes including roofing materials, window treatments, door styles and other finishing details.
- o) Within the area bounded by Tillicum, Craigflower, Lampson and Transfer Streets, redevelopment to multi-unit residential use will require that vehicular access to these sites be off Lampson Street rather than Tillicum, in recognition of the high levels of traffic currently using Tillicum Road.
- p) To create a more aesthetic and functional design that links each multi-unit residential project with the streetscape, the following guidelines are recommend:
  - i) Avoid long, narrow parcels with minimal road frontage (consolidate one or more parcels where necessary);
  - ii) Place parking areas away from the street; and
  - iii) Design porches and windows overlooking the street to increase personal interaction and safety.

**45. MULTIPLE RESIDENTIAL [RM-5]**

The intent of this Zone is to accommodate high density Apartment development.

**(1) Permitted Uses**

The following Uses and no others shall be permitted:

- (a) Apartment Residential
- (b) Home Occupation

**(2) Floor Area Ratio**

The Floor Area Ratio shall not exceed 1.5.

**(3) Unit Size**

The minimum Floor Area for each Dwelling Unit shall not be less than 60 square metres.

**(4) Building Height**

- (a) No Principal Building shall exceed a Height of 20 metres.
- (b) No Accessory Building shall exceed a Height of 4 metres.

**(5) Lot Coverage**

- (a) All Principal Buildings, Accessory Buildings and Structures combined, shall not cover more than 30% of the Area of a Parcel.
- (b) The Floor Area of each storey above the second storey of a Principal Building shall not exceed 25% of the Area of the Parcel.

**(6) Siting Requirements**

**(a) Principal Building**

No Principal Building shall be located with 7.5 metres of a Front, Side or Rear Lot Line.

**(b) Accessory Building**

- (i) Front Setback: No Accessory Building shall be located in front of the front face of the Principal Building.
- (ii) Side Setback: No Accessory Building shall be located within 1.5 metres of an Interior Side Lot Line nor 3.6 metres of an Exterior Side Lot Line.
- (iii) Rear Setback: No Accessory Building shall be located within 1.5 metres of a Rear Lot Line.
- (iv) Building Separation: No Accessory Building shall be located within 2.5 metres of a Principal Building.



(7) **Usable Open Space**

Usable Open Space shall be provided in an amount of not less than 7.5% of the Area of the Parcel.

(8) **Fencing**

Subject to Section 22, no fence shall exceed a Height of 1.2 metres in front of the front face of the Principal Building and 2 metres behind the front face of the Principal Building.

(9) **Off Street Parking**

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