



Committee of the Whole Report

For the Meeting of July 28, 2022

To: Committee of the Whole **Date:** July 14, 2022

From: Karen Hoesel, Director, Sustainable Planning and Community Development

Subject: Rezoning Application No. 00794 for 480 and 492 Esquimalt Road and Development Permit with Variances Application No. 00183

RECOMMENDATION

Rezoning Application

That Council instruct staff to prepare the necessary Zoning Regulation Bylaw Amendment that would authorize the proposed development outlined in Rezoning Application No. 00794 for 480 and 492 Esquimalt Road, that first and second reading of the Zoning Regulation Bylaw Amendment be considered by Council and a Public Hearing date be set once the following conditions are met:

1. Revised plans that address the following:
 - a. confirm the percentage of horizontal ground-mounted long-term bicycle parking stalls to meet *Schedule C* requirements.
2. Preparation of legal agreements executed by the applicant to secure the following with the form and contents to the satisfaction of the Director of Sustainable Planning and Community Development and the City Solicitor:
 - a. Secure the building as rental in perpetuity.
 - b. Secure a minimum of 30 two-bedroom units.
 - c. Secure a Statutory Right of Way over the courtyard for public use.
 - d. Secure the following building amenities:
 - i. minimum of 47 storage lockers for residents
 - ii. rooftop amenity spaces as proposed in the landscape plans, including seating, barbeques and portable propane fire pits.
3. Preparation of legal agreements executed by the applicant to secure the following with the form and contents to the satisfaction of the Director of Engineering and Public Works and the City Solicitor:
 - a. Secure the provision of car share memberships and usage credits for all residential units, one car share vehicle, one dedicated car share vehicle stall and public access

to the stall, a minimum of 123 long-term bicycle stalls to exceed the minimum requirements by 19, ten of which are cargo bicycle stalls, a bicycle wash and repair station, electrical outlets for 50% of the bicycle parking stalls, enrollment in the BC Transit EcoPass program for three years for each of the three commercial units, and end of trip facilities for the commercial tenants.

- b. Secure a sidewalk to City standards on Russell Street north of the development site connecting to Dundas Street.
 - c. Secure a Statutory Right-of-Way of between 0.95m and 1.75m along the Esquimalt Road frontage to accommodate a sidewalk and boulevard to City standard widths.
 - d. Secure a Statutory Right-of-Way of 1.63m along the Russell Street frontage.
 - e. Release of the existing triangular-shaped Statutory Right-of-Way at 492 Esquimalt Road, numbered 175468-G.
 - f. Secure the proposed removal of power poles and the subsequent undergrounding of power servicing on Russell Street.
4. Provision of a letter from the owner at 404 Dundas and outlines their awareness and agreement to follow the requirements of tree replacement on their property.
 5. Revised Arborist Report to change the proposed small trees to Part 2, small trees, and to include the Part 1, medium trees proposed. The report must also be revised to include the review of the BC Hydro Servicing and providing comment on the feasibility for retention of the municipal tree at 414 Dundas

Development Permit with Variances Application

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, and after the Public Hearing for Rezoning Application No. 00794 if it is approved, consider the following motion:

1. That Council authorize the issuance of Development Permit with Variances Application No. 00183 for 480 and 492 Esquimalt Road, in accordance with:
 - a. Plans date stamped May 31, 2022.
 - b. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variances:
 - i. increase the height from six storeys to seven storeys to accommodate the rooftop amenity access and mechanical room
 - ii. decrease the rear yard setback from 3.0m to 0.12m
 - iii. decrease the residential vehicle parking from 83 stalls to 43 stalls
 - iv. decrease the visitor vehicle parking from 9 stalls to 4 stalls
 - v. decrease the commercial vehicle parking from 30 stalls to 16 stalls.
2. That the Development Permit, if issued, lapses in two years from the date of this resolution.

LEGISLATIVE AUTHORITY

This report discusses a Rezoning Application and a concurrent Development Permit with Variances Application. Relevant rezoning considerations include the proposal to add residential as a new use while the relevant DP/DPV/DVP considerations relate to the application's consistency with design guidelines and the impact of variances.

Enabling Legislation

In accordance with Section 479 of the *Local Government Act*, Council may regulate within a zone the use of land, buildings and other structures, the density of the use of the land, building and other structures, the siting, size and dimensions of buildings and other structures as well as the uses that are permitted on the land and the location of uses on the land and within buildings and other structures.

In accordance with Section 483 of the *Local Government Act*, Council may enter into a Housing Agreement which may include terms agreed to by the owner regarding the occupancy of the housing units and provided such agreement does not vary the use of the density of the land from that permitted under the zoning bylaw.

In accordance with Section 489 of the *Local Government Act*, Council may issue a Development Permit in accordance with the applicable guidelines specified in the *Community Plan*. A Development Permit may vary or supplement the Zoning Regulation Bylaw but may not vary the use or density of the land from that specified in the Bylaw.

Pursuant to Section 491 of the *Local Government Act*, where the purpose of the designation is the establishment of objectives for the form and character of commercial, industrial or multi-family residential development, a Development Permit may include requirements respecting the character of the development including landscaping, and the siting, form, exterior design and finish of buildings and other structures.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis and recommendations for a Rezoning Application and Development Permit with Variances Application for the property located at 480 and 492 Esquimalt Road. The proposal is to rezone from the M-1 Zone, Limited Light Industrial District to a new zone in order to construct a six-storey mixed-use building with commercial, industrial and live-work uses on the ground floor and approximately 85 rental residential units on the upper storeys. There is a concurrent Development Permit with Variances Application pertaining to the proposed form, character, exterior design, finishes and landscaping and variances related to height, setbacks and parking.

The following points were considered in assessing the Rezoning Application:

- The proposal exceeds the envisioned densities within the *Official Community Plan* (OCP, 2012) of Employment-Residential, but on balance is consistent with the OCP as it meets further objectives related to rental housing, unit typologies, transportation and mobility, economic development and urban design. In addition, the proposed density meets the maximum 3.0 Floor Space Ratio of the existing M-1 Zone
- The rezoning application to add residential uses and increase the height is generally consistent with the Employment-Residential designation in the OCP, which envisions buildings up to approximately five storeys and commercial mixed-use buildings
- The application is generally consistent with the General Employment with Limited Residential designation in the *Victoria West Neighbourhood Plan*, which envisions commercial-residential buildings up to six storeys in this area of the neighbourhood
- The proposal would remove three power poles on Russell Street and underground the servicing, which exceeds City requirements and would help improve pedestrian accessibility and beautify the streets

- The proposal incorporates both 480 Esquimalt and 492 Esquimalt Road and replaces the existing vehicle access on Esquimalt Road with access on the lesser classified Russell Street, consistent with the Highway Access Bylaw and with reduced transit and cycling conflicts. Removal of on-street parking along Russell Street, opposite the subject site, would be required to facilitate two-way vehicle traffic and access.

The following points were considered in assessing the Development Permit with Variances:

- The proposal is generally consistent with the applicable design guidelines as the divided building mass adds visual interest and provides access to sunlight for the properties to the north and the floor to ceiling height of the first storey (6.5m) provides flexibility for future commercial and industrial uses. The ground floor features abundant glazing for visual permeability into the commercial units and ample common amenity space is provided within the courtyard and on various rooftops
- The proposal to increase the number of storeys from six to seven is supportable as the seventh storey is only for the mechanical room and the amenity space access and otherwise the building functions as six storeys
- The variance to decrease the rear yard setback from 3.0m to 0.12m is supportable as the building steps back above the first storey to a minimum of 3.0m, and the separation of the building into two wings would help light penetrate through the site throughout the day
- The variances to decrease the residential vehicle parking from 83 stalls to 43 stalls, decrease the visitor vehicle parking from 9 stalls to 4 stalls and decrease the commercial vehicle parking from 30 stalls to 16 stalls are supportable due to the comprehensive Transportation Demand Management program proposed as well as the property's location within a walkable area with access to frequent transit and cycling routes along the E&N Rail Trail and Esquimalt Road.

BACKGROUND

Description of Proposal

This Rezoning Application is to rezone from the M-1 Zone, Limited Light Industrial District, to a new zone in order to construct a six-storey mixed-use building with commercial, industrial and live-work uses on the ground floor and approximately 85 rental residential units on the upper storeys.

The following differences from the M-1 Zone are being proposed and would be accommodated in the new zone:

- permit residential uses in conjunction with a ground-floor commercial component
- increase height from three storeys to six storeys and from 15m to 23m
- decrease the width of a loading stall from 4.0m to 3.0m.

The associated Development Permit with Variances is to construct a new seven-storey mixed-use building with commercial, industrial and live-work uses on the ground floor and approximately 85 rental residential units on the upper storeys. Specific details include:

- a seven-storey building with massing split between two wings and connected by a one-storey ground floor commercial unit
- main entrances fronting onto the courtyard on Esquimalt Road
- common amenity space through a courtyard and three rooftop patios
- access to the underground parkade and the loading stall from Russell Street.

Exterior materials include:

- corrugated metal
- profiled metal shingle
- concrete
- mass timber
- perforated panels
- aluminum screening.

Landscaping elements include:

- courtyard with seating, short term bicycle racks and three trees
- rooftop gathering space on top of the one-storey commercial portion of the building that connects the two residential wings
- common rooftop amenity space on both building wings with raised vegetable garden beds, barbeque, various seating arrangements and fire pits
- climbing vines attached to the mechanical screening.

The proposed variances are related to:

- increasing the height from six storeys to seven storeys and from 20m to 23m to accommodate the rooftop amenity access and mechanical room
- decreasing the rear yard setback from 3.0m to 0.12m (for the ground floor only)
- decreasing the residential vehicle parking from 83 stalls to 43 stalls
- decreasing the visitor vehicle parking from 9 stalls to 4 stalls
- decreasing the commercial vehicle parking from 30 stalls to 16 stalls.

Land Use Context

The area is characterized primarily by industrial and multi-unit residential uses to the south and along Esquimalt Road, and transitions to lower density residential to the north.



Existing Site Development and Development Potential

The site is presently used as a used car dealership and a café. Under the current M-1 Zone, Limited Light Industrial District the property could be developed for various industrial and commercial uses, with densities up to 3.0 Floor Space Ratio (FSR) and a maximum height of 15m.

Data Table

The following data table compares the proposal with the existing M-1 Zone. An asterisk is used to identify where the proposal does not meet the requirements of the existing Zone. A comparison to relevant policy has also been provided.

Zoning Criteria	Proposal	Existing M-1 Zone	Victoria West Neighbourhood Plan	Official Community Plan
Site area (m ²) – minimum	2197.82	N/A		
Density (Floor Space Ratio) – maximum	3.0	3.0	2.5	2.5
Density (Floor Space Ratio) for residential uses – maximum	2.45	N/A	1.25	1.5

Zoning Criteria	Proposal	Existing M-1 Zone	Victoria West Neighbourhood Plan	Official Community Plan
Total floor area (m ²) – maximum	6593.46	6593.46		
Height (m) – maximum	22.97	15	20	N/A
Storeys – maximum	7	N/A	6	5
Site coverage (%) – maximum	66	N/A		
Open site space (%) – minimum	34	N/A		
Setbacks (m) – minimum Setbacks for corner lots (diagonal line 3m away from intersection) Front (Esquimalt Road) Rear (north) Side (Russell Street) Side (east)	3.0 1.14 0.12* (first-storey only) 3.78 4.01	3.0 N/A 3.0 N/A 3.0 or 0		
Residential parking – minimum	43	83		
Visitor parking – minimum	4	9		
Commercial parking - minimum	16	30		
Loading spaces	1	1		
Width of a loading stall (m) – minimum	3.0*	4.0		

Zoning Criteria	Proposal	Existing M-1 Zone	Victoria West Neighbourhood Plan	Official Community Plan
Long term bicycle parking stalls – minimum	123	104		
Short term bicycle parking stalls – minimum	24	20		

Active Transportation

The application proposes the following features which support active transportation:

- 123 long term bicycle stalls (exceeding the minimum requirements), including ten cargo bicycle stalls
- 50% of the long-term bicycle stalls will be equipped with 110V outlets for electric bicycle charging
- end of trip facilities, including lockers and two showers, within the building for the commercial employees
- a bicycle wash and repair station located on the first level of the underground parkade.

Public Realm

Removal of the power poles on Russell Street and subsequent undergrounding of the power servicing would be secured as public realm improvements. A sidewalk to City Standards would be constructed along the proposed route, including the section between the subject site and the intersection of Russell Street and Dundas Street. These improvements would be secured in a legal agreement, registered on the property's title, prior to Council giving final consideration of the proposed Zoning Regulation Bylaw Amendment.

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications*, prior to submission of the application, it was posted on the Development Tracker along with an invitation to complete a comment form on March 23, 2021, which is attached to this report. Additionally, the applicant participated in an online meeting with the CALUC on April 8, 2021. At the time of writing this report, a letter from the CALUC had not been received.

Comments were received from those both in support and in opposition of the proposal. Concerns generally revolved around the height, parking, shading and the industrial look of the building.

The previous version of the building featured two building masses in an east-west orientation, which created considerable concern around shadowing for neighbours to the north. In response to the consultation the applicant has reoriented the building masses into a north-south orientation and increased the east side yard setback, so that light can more readily penetrate through the

site. In addition, the applicant has softened the aesthetics of the building through colour changes that are more consistent with a residential building.

The associated application proposes variances, therefore, in accordance with the City's *Land Use Procedures Bylaw*, it requires notice, sign posting and a meeting of Council to consider the variances.

ANALYSIS

Rezoning Application

Official Community Plan

The property is designated as Employment-Residential within the OCP, which envisions building forms that include commercial mixed-use buildings, heights up to approximately five storeys and densities of 2.5 Floor Space Ratio (FSR), with residential densities occupying half of the total FSR of the building. The proposal for 3.0 FSR, of which 2.45 FSR is residential, exceeds the envisioned densities within the OCP, but on balance is consistent with the OCP as it meets other objectives regarding rental housing, unit typologies, transportation and mobility, economic development and urban design. In addition, the proposed density does not exceed the maximum density of the existing M-1 Zone.

The proposal would add 85 units of rental housing to the property and would also secure these units through a Housing Agreement as rental in perpetuity and through Residential Rental Tenure Zoning, which advances goals and objectives in Section 13: Housing and Homelessness.

The extensive Transportation Demand Management program would encourage residents and employees to utilize alternate modes of transportation, and the provision of a car share vehicle would benefit the broader community in a similar fashion, which achieves some of the goals and objectives in Section 7: Transportation and Mobility.

In addition, the new development would convert a used car dealership and surface parking lot into multiple commercial units, which would improve the commercial viability of the Esquimalt Road corridor and advance goals and objectives found within Section 14: Economy.

Finally, the proposed building would create a positive street relationship at ground level, including a publicly accessible courtyard secured with an SRW, and would underground several hydro poles, which advances goals and objections within Section 8: Placemaking – Urban Design and Heritage.

Victoria West Neighbourhood Plan

The proposal is generally consistent with the *Victoria West Neighbourhood Plan*, which identifies the property within the General Employment with Residential designation, which envisions commercial-residential buildings up to six storeys in this area of the neighbourhood. The Plan also recommends flexibility in design to accommodate a range of commercial and industrial uses, which can be seen in the proposal's extra-high floor to ceiling heights proposed in the first floor. Finally, the Plan recommends provision of a public amenity when residential density is added

through a rezoning. In this instance, the applicant is providing a public courtyard, access to which will be secured through a Statutory Right-of-Way.

Inclusionary Housing and Community Amenity Contribution Policy

The application proposes rezoning from an industrial zone with no residential permitted to a mixed-use zone with residential permitted. The proposal is for a purpose-built rental project, which will be secured in perpetuity through a legal agreement and through inclusion in the Residential Rental Tenure Zoning. However, this application qualifies as an atypical rezoning due to the rezoning from an industrial zone with no residential permitted to a mixed-use zone with residential permitted and would normally require an economic analysis to be conducted to determine if there is a land lift. In this instance, the applicant would prefer to advance the application without an economic analysis. Similar proposals for rental buildings have not generated a land lift, and as such staff do not believe an economic analysis is necessary.

Housing

The application, if approved, would add approximately 85 new residential rental units, which would increase the overall supply of housing in the area and contribute to the targets set out in the *Victoria Housing Strategy*.

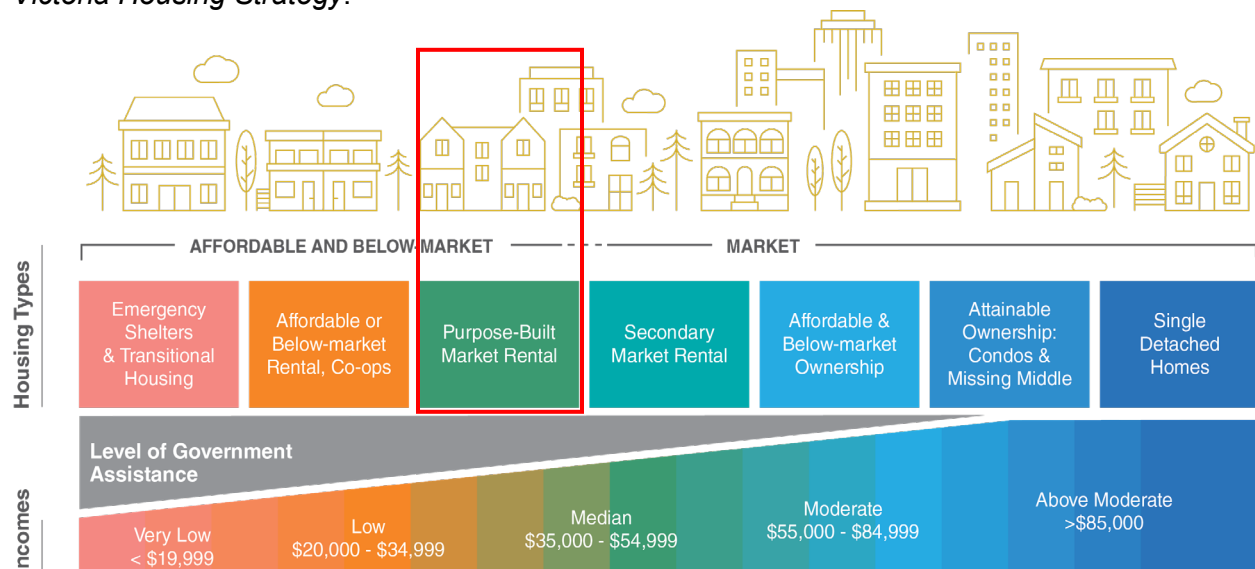


Figure 1. Housing Continuum

Affordability Targets

The proposal consists of 85 residential rental units at market rates.

Housing Mix

At present there is no policy that provides targets regarding housing mix and unit type is not regulated or secured. However, the OCP identifies a mix of units as an objective and identifies the need for a diverse range of housing units including family housing. As submitted, this application proposes 25 studio, 30 one-bedroom and 30 two-bedroom units. The two-bedroom units would be secured through a legal agreement.

Security of Tenure

A Housing Agreement is being proposed which would secure the building as rental in perpetuity. In addition, the property would be added to *Schedule N – Residential Rental Tenure*.

Existing Tenants

The proposal is to redevelop a café and used car dealership which would not result in a loss of existing residential rental units. Therefore, the Tenant Assistance Policy is not applicable.

Statutory Right-of-Way

The applicant is amenable to providing a Statutory Right-of-Way (SRW) of between 0.95m and 1.75m along Esquimalt Road and a SRW of 1.63m along Russell Street, which will help fulfill Council-approved Official Community Plan objectives such as accessible sidewalks and boulevards which support the long-term viability of street trees.

Development Permit with Variances Application

Official Community Plan: Design Guidelines

The *Official Community Plan* (OCP) identifies this property within DPA 7A: Corridors. The objectives of DPA 7A are:

- to revitalize areas of commercial use along corridors through high quality architecture, landscape and urban design to enhance their appearance, achieve coherent design along corridors, strengthen commercial viability and encourage pedestrian use
- to enhance the function of Esquimalt Road as a frequent transit corridor through transit-oriented streetscaping, with the design of adjacent development to support and advance this objective
- to ensure corridors are compatible with adjacent and nearby lower density residential neighbourhoods through human-scaled urban design and a sensitive transition in building form and place character.

Design Guidelines that apply to DPA 7A are the *Multi-Unit Residential, Commercial and Industrial Design Guidelines* (2012), *Revitalization Guidelines for Corridors, Villages and Town Centres* (2017), *Advisory Design Guidelines for Buildings, Signs and Awnings* (2006), and *Guidelines for Fences, Gates and Shutters* (2010).

The *Victoria West Neighbourhood Plan* also has a number of goals and objectives relating to the design of new buildings. Buildings are encouraged to feature active frontages with storefront-type windows and entries at grade facing Esquimalt Road with types of light industrial uses appropriate to the location within a residential neighbourhood. Buildings that mix light industrial and residential uses should be sensitively designed to reduce residential overlook of loading, storage or working areas and minimize impacts on the residential uses. Finally, development adjacent to lower-density residential uses should sensitively transition through massing, design, setbacks and landscape that minimizes shading and overlook and provides for building separation and privacy.

Staff consider that the proposal is generally consistent with the aforementioned Design Guidelines in the following ways:

- the split building mass provides access to sunlight for the properties to the north
- the extra-height first storey floor to ceiling height provides both flexibility in commercial and industrial uses while differentiating itself through materiality, from the upper residential storeys
- the ground floor features abundant glazing and the unit at the corner of Russell Street and Esquimalt Road wraps around the corner to address both frontages
- the proposal provides ample common amenity space within the courtyard and on various rooftops
- the cobblestone “feel” that is a main design element of the plaza and mezzanine, is to be achieved using Newstone Group “Old Village” series, which provides an aged look without the surface texture of traditional cobblestone. Instead, small breaks and gaps are along the edge, while the surface is smooth, creating a trip-free surface
- parking is located underground and the loading stall is concealed at the northwest corner of the property.

Variances

Although a site-specific zone is sought, some variances are recommended instead of inclusion in the new zone. This ensures that if this proposal is not built, any potential future redevelopment would require Council’s consideration and approval for these specific aspects. The following sections discuss the proposed variances.

Height

The proposal to increase the number of storeys from six to seven is supportable as the seventh storey is only for the mechanical room and the amenity space access, both of which will be screened to minimize the visual impact. Otherwise, the building still functions as six storeys.

Setbacks

The proposal to reduce the rear yard setback from 3.0m to 0.12m is supportable as this setback is for first storey of the building and will therefore have minimal impacts on the neighbouring property. The building steps back to a minimum of 3.0m at the second storey and the split between the two wings of the building are designed to provide additional space to the properties to the north as well as let light penetrate through the site.

Vehicle Parking

The proposal to decrease the residential vehicle parking from 83 stalls to 43 stalls, decrease the visitor vehicle parking from 9 stalls to 4 stalls and decrease the commercial vehicle parking from 30 stalls to 16 stalls are supportable due to the comprehensive Transportation Demand Management program designed to offset the number of vehicle trips. This program includes 123 long term bicycle stalls, which is 19 stalls more than required by *Schedule C*, 10 cargo bicycle stalls, a bicycle wash and repair station, car share memberships and \$100 in car share credit for each of the residential units, one car share vehicle and one publicly accessible car share stall. In addition, end of trip facilities, including lockers and two showers, will be provided for the employees of the commercial units along with enrolment in the BC Transit EcoPass program for three years for each of the three commercial units. Finally, the property is located in a walkable area with access to frequent transit and cycling routes along the E&N Rail Trail and Esquimalt Road.

Accessibility

The applicant has identified the following accessibility measures within the proposal:

- three accessible parking stalls
- no stairs required to access commercial spaces
- double door at residential lobby entrances
- elevators accessing all residential floors, and rooftop amenities
- minimum 1500mm corridor widths in residential hallways
- three foot wide entry doors to all suites.

Sustainability

As indicated in the applicant's letter dated January 13, 2022 sustainability features associated with this proposal include heat recovery through air source heat pumps and opportunities for vegetable garden boxes on the roof for residents.

Advisory Design Panel Review

The application was reviewed by the Advisory Design Panel on November 24, 2021. At that meeting, the following motion was passed:

That Development Permit with Variances Application No. 00182 for 480 & 492 Esquimalt Road be approved with the following changes:

- *Consideration of additional amenity space on the east tower*
- *Consideration of an increase in the rear yard setback and the potential for the building to step back on the north side*
- *Potential to offset the windows looking into the courtyard to provide more privacy*
- *Consider glare impact on the public space by having more muted materials*
- *Consideration of adding balconies*
- *Confirm that the colour pallet for the metal tile is on the lighter end of the grey scale*
- *Consider enhancing the residential character of the upper floor*
- *Consideration of more landscaping along the street frontage.*

In response, the applicant has added a rooftop amenity space to the east building, provided a future development study to justify setbacks, added projecting balconies to the two-bedroom units, changed the metal shingle colour to light grey and the corrugated metal to white, and added additional soft landscaping along Esquimalt Road and Russell Street.

Tree Preservation Bylaw and Urban Forest Master Plan

The goals of the Urban Forest Master Plan include protecting, enhancing, and expanding Victoria's urban forest and optimizing community benefits from the urban forest in all neighborhoods. This application was received after July 21, 2021; therefore, the Tree Preservation Bylaw No. 21-035 applies.

A total of eight [8] trees have been inventoried, three are municipal, five are bylaw-protected off-site trees, and one is off-site and undersized. Three protected off-site trees are proposed to be removed to accommodate the construction of the underground parkade. All three municipal trees are proposed for retention and currently one is proposed as new. The arborist has not

provided comment on the proposed BC Hydro servicing and the impacts to the existing municipal tree on Dundas and its retention status is currently To Be Determined.

Based on bylaw criteria, eleven trees are required on-site to meet the tree minimum required for a lot of this size.

The Tree Planting Plan shows planting space with required soil volume for five Part 1, medium trees, and seven Part 2, small trees as defined under the Tree Protection Bylaw. At the required 2:1 replacement ratio for small trees, this qualifies as three replacement trees towards minimum stocking levels. This accounts for eight of the required eleven [11] Replacement Trees for the site. Cash-in-lieu of \$2000 will be required for each replacement tree deficit.

The attached Arborist Report notes that the neighbouring lot to the north (404 Dundas) can accommodate the required three [3] "Schedule E, Part 1" replacement trees. Conceptual locations for these have been included with the submission stating final location TBD.

Parks recommends that a motion be made, that, prior to Public Hearing, the applicant provide a letter from the owner at 404 Dundas and outlines their awareness and agreement to follow the requirements of tree replacement on their property. It is also recommended that the Arborist Report, including the Tree Preservation Summary, are revised to change the proposed small trees to Part 2, small trees, and to include the Part 1, medium trees proposed. The report must also include the review of the BC Hydro Servicing and providing comment on the feasibility for retention of the Municipal tree at 414 Dundas.

Below is a summary of tree related impacts:

Tree Impact Summary Table:

Tree Status	Total # of Trees	To be REMOVED	To be PLANTED	NET CHANGE
On-site trees, bylaw protected	0	0	8	+8
On-site trees, not bylaw protected	0	0	11	+11
Municipal trees	3	0(TBD)	1	0(TBD)
Neighbouring trees, bylaw protected	5	3	3(TBD)	0(TBD)
Neighbouring trees, not bylaw protected	2	0	0	0
Total	10	3	16	+13(TBD)

Financial Implications

Summarized in the table below are the annual maintenance costs that would be incurred by the city following the planting of one new street tree.

Increased Inventory	Annual Maintenance
New municipal trees (one net new)	\$60 (TBD)
Irrigation	\$400

CONCLUSIONS

The proposal is generally consistent with the Employment-Residential designation and advances numerous goals and objectives in the OCP, including increasing the rental housing stock, encouraging alternative modes of transportation, increasing the commercial viability of the Esquimalt Road corridor and improving the placemaking and urban design of the area.

The proposed development is generally consistent with the relevant Design Guidelines, provides visual interest and access to sunlight for the properties to the north through its split building design, provides flexibility in the use of the commercial units, and provides ample public and private amenity space. Therefore, staff recommend that Council consider supporting this application.

ALTERNATE MOTION

That Council decline Rezoning Application No. 00794 for the property located at 480 and 492 Esquimalt Road.

Respectfully submitted,

Mike Angrove
Senior Planner – Development Agreements
Development Services Division

Karen Hoese, Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager.

List of Attachments

- Attachment A: Subject Map
- Attachment B: Plans date stamped May 31, 2022
- Attachment C: Letter from applicant to Mayor and Council dated January 13, 2022
- Attachment D: Construction Impact Assessment and Tree Management Plan dated May 27, 2022
- Attachment E: Transportation Review and Parking Variance report dated January 13, 2022
- Attachment F: Setback Study received January 13, 2022
- Attachment G: Advisory Design Panel Minutes from the November 24, 2021 meeting
- Attachment H: Pre-Application Consultation Comments from Online Feedback Form
- Attachment I: Correspondence (Letters received from residents).