

From: ()
Sent: December 12, 2009 12:45 PM
To: MayorandCouncil
Subject: 2000 Block Esquimalt
Attachments: Draft re rezoning properties at Esquimalt and 20thSt.doc

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Draft re rezoning
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Attached please find comments from ADRA on the above development for your consideration.

We would appreciate a response to the questions and concerns.

Yours truly,

Gordon Ward Hall
President ADRA

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COMMENTS ON THE PROPOSAL FOR THE DEVELOPMENT OF MULTI-FAMILY HOUSING FOR THE BLOCK BETWEEN ESQUIMALT AND FULTON 20 TO 21ST

ADRA is concerned about the handling of the proposal for rezoning of the properties on 2000 block Esquimalt.

The initial proposal for ten town houses on three lots was rejected by Council on March 20th 2006 as it did not meet the "Site Specific Zoning" guidelines of the OCP Policy H3. The owner revised the development in early 2009 to six duplexes and three carriage houses. This still did not meet the rezoning guidelines. It was suggested that the zoning criteria could be met if the entire block was included in the application for the OCP amendment for rezoning.

The OCP policy H3 states:

" - development would have minimal impact on established areas in terms of access, traffic, parking and obstruction of views, the site would provide a degree of physical separation (e.g. a road, green belt, alternate use, or change in natural grade) from the surrounding neighbourhood."

In February 2004 when the OCP guidelines were being discussed in Council I voiced my concern on the inclusion of "a road" as an example of a degree of separation. This would mean that any block within a single family neighbourhood would qualify for rezoning to multi-family on the basis that it is surrounded by four roads. As feared, the "road separation" is now being used to obtain approval of an OCP amendment for rezoning a whole block.

ADRA concerns are: -

- Rezoning the whole block is essentially the start of a Transition Zone. This proposal sets a dangerous precedent that could be used to rezone the adjoining blocks to the north and east, and other blocks anywhere in Ambleside and Dunderave. This would undermine the integrity and character of the existing neighbourhoods throughout the area.
- The application for the OCP amendment for rezoning is based on "road separation" between multifamily development and single-family residences. To satisfy this requirement of "road separation" every household within the block has to agree to be included in the application.
- In order to be able to evaluate the effect of this proposal on the single family neighbourhood it is suggested that each of the households be requested to confirm whether they intend to have carriage houses or other multi-family dwellings on their property (or whether they have agreed to be included in the application for other reasons.)
- Has a survey of the neighbourhood been conducted to ensure that the majority of the households agree to the rezoning of the complete block from single family to multi-family?

- The proposal of a two-storey carriage house three ft. from the lane property line is questionable on a new development.
- What request for “Community Benefit” contribution is being made by the district for both the rezoning of the three-property multi-family development and for the rezoning of the remainder of the properties? The amount of the Community Benefit should be included in the proposal.
- The rezoning of the complete block is being proposed in order to overcome the problem that the three-lot development by itself does not meet the requirement for site-specific zoning. Firstly it is doubtful that it was the intent of the OCP policy H3 to use the wording of the policy in this manner and secondly it is questionable whether the total development proposal meets the policy requirements of the OCP H3, e.g. does it meet the community needs and preserve the neighbourhood integrity and character.
- (Note that the housing proposed in the main development cannot be considered affordable)

G.Ward Hall
President of ADRA
2009 Dec. 12

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