



STRONGITHARM CONSULTING LTD.

July 9, 2026

Mayor Tobias and Council
Town of View Royal
45 View Royal Avenue
Victoria, BC

RE: OCP and Rezoning Amendment Request - 200, 202, 204, 206 Hart Rd.

On behalf Ron Besley and Sam and Cheryl Greenwood, we are pleased to submit a request for an OCP and rezoning amendment for 200 - 206 Hart Rd. (the Site) to permit the development of a multi-family building and four blocks of townhomes comprising a total of 43 residential units. Site planning and the development pattern have been developed through feedback and meetings with Town of View Royal staff, site analysis, planning documentation and findings from engaged professional consultants.

A. Site Description

The Site is located in the Wilfert neighbourhood, fronting onto Esquimalt Harbour. The site is comprised of 4 parcels; 200, 202, 204, and 206 Hart Rd., and is approximately 9,300 m² (approx. 2.3 acres). Each property is relatively long and narrow (approximately 148 m from Hart Road to the natural boundary) and when combines is approximately 64 m wide. The Site slopes from west to east from approximately 20 m geodetic at the highest point to the highwater mark. The slope lends itself to the form of development envisioned as it allows for opportunities for views from various vantage points while minimizing overlook to adjacent properties. The site is also characterized by several mature, second growth fir trees with the largest concentration located toward the waterfront. Much of the shoreline is characterized by a significant bench that drops to the shoreline, tapering toward the northeastern end of the property. The design team has given significant to considering site planning and the placement of building on the site, taking into consideration the slope and other natural features.



The Site is located in the Wilfert Neighbourhood in the Town of View Royal's (the Town) Official Community Plan and is encompassed by vacant Department of Defense lands to the south, existing low scale traditional detached residential to the north and west, and Esquimalt Harbour to the east. The commencement of the Department of Defense land is the end of the Town's jurisdiction and the Hart Road right of way. The property is a "bookend" to any future development within this part of View Royal.

The site is less than 90 m from Mellor Park and is approximately 250 m from transit routes on Island Highway to Downtown, Uptown, and Langford/Colwood. The signalized intersection at Hart Road and Island Highway provides convenient and safe accessibility to the site and easy access to commercial, recreational, health and social services.

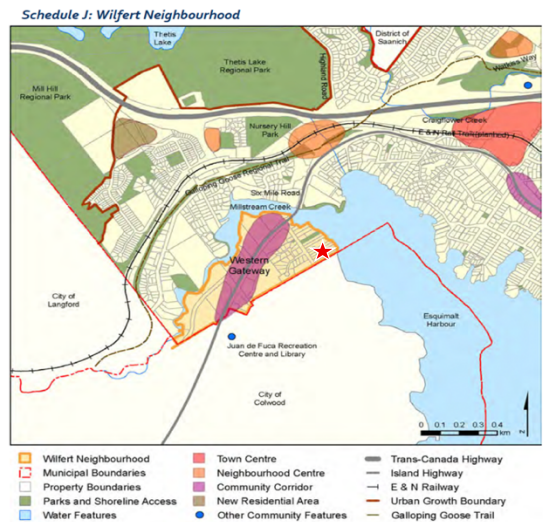


Figure 1 - Schedule J - Wilfert Neighbourhood map from OCP (2011), 200-206 Hart Rd. shown as red

B. Project Snapshot

Site		
Site Area	9,341 m2	
FSR	0.6:1	
Site Coverage	24%	
Height	40.4 %	
Townhouses	2 & 3 storeys	
Apartment	4 storeys	
Unit Mix	Townhomes	Multi-Family Building
1-bdrm	-	3
1-bdrm + den	-	10
2-bdrm	2	11
3-bdrm	14	3
Total	16	27

C. Siting and Design Approach

The proposed development, containing 16 ground-oriented townhome units and 27 apartment units, has been carefully planned to respond to the unique characteristics of the Site while creating a sensitive transition in scale between Hart Road and the waterfront. A row of townhomes is positioned along the street to establish a smaller-scale residential frontage that complements the surrounding neighbourhood to the North and West, while the four-storey apartment building is specifically sited and centrally located within the site, mitigating impacts on neighbours. One block of 4 townhome units are sited closer to the waterfront than the apartment building, creating a respectful transition toward the shoreline. Parking has been intentionally located away from Hart Road so that vehicles do not dominate the streetscape, allowing the building architecture and landscaping to define the public experience. Parking for the apartment building is hidden from view underneath the building.

The layout of the development has been strongly influenced by the Site's natural and cultural features. Buildings have been strategically positioned to avoid areas of archaeological significance where possible and to preserve existing mature trees. A public walkway to the waterfront is proposed, which includes a public viewing platform, reinforcing public access while celebrating one of the Site's greatest assets (see public amenity section below).

The architectural expression embraces the character of the West Coast by drawing inspiration from the Site's natural setting. The experience of moving through the dense forest toward the unexpected waterfront views is one of the defining qualities of the property, and the design seeks to preserve that sense of discovery. Buildings are carefully nestled into the topography with low-sloped roof forms that reduce their visual prominence and allow them to feel integrated with the landscape rather than placed upon it. Natural materials, including wood cladding, metal roofing, and flagstone paving reinforce this connection to the surrounding environment, while boulder retaining walls respond more naturally to grade changes than conventional concrete retaining walls.

1. Townhomes

There are a total of 4 blocks of townhomes and 3 additional townhomes attached to the multi-family building for a total of 16 townhome units proposed on-site. The 4 blocks of townhomes are 3-bedroom, 2.5-bathroom units while the three townhomes attached to the multi-family building contain 2, 2-bedroom + den units and 1, 2-bedroom unit each with 3 bathrooms and 2.5 bathrooms respectively. The townhomes are a mix of 2 and 3 storeys in height to ensure the building heights taper toward the adjacent properties to reduce shadowing impacts. Unit sizes vary from 137m² (1,478 ft²) to 190m² (2,047 ft²). The blocks of townhomes provide garages for dedicated parking and bicycle space and a small rear yard with patios.

2. Multi-Family Building

The multi-family building has been sited to take advantage of the physical conditions and grade changes on the Site. While the building is 4 storeys in height, the roof line of the building is lower than the townhomes located closer to Hart Road. The innovative design includes the main lobby entrance and ground level access to three two-storey townhome units facing the front of the building. Under building parking is located behind the front entrance and townhouse units. Parking access to the under-building parking is located at the side of the building, eliminating visual impacts of parking from the front. Bicycle storage and additional unit storage is readily accessible.

The apartment has a mix of unit types made up of 1-bedroom to 3-bedroom units ranging in size from 74 m² (800 ft²) for one-bedroom units; 96.6 m² (1,040 ft²) for two-bedroom units and 104.5 m² (1,125 ft²) for the three-bedroom units. A total of 27 apartment units are planned, five of which are designed to achieve adaptable standards.

3. Parking

The development proposes a total of 50 parking stalls; 33 stalls assigned to the apartment building, including the 3 townhouse units and 13 parking stalls in the separate garages of the townhome units, and 4 visitor parking stalls. The development proposes 30 Class-1 bicycle stalls, and 6 Class-2 bicycle stalls for the multi-family building, meeting bylaw requirements. Bicycle parking stalls for the townhomes are located in the garages.

Because of the number of two and three-bedroom units in the apartment building, the Town's current parking standards would require 42 parking stalls for the main building. A variance is requested for the proposed 33 stalls. To justify the variance, Bunt and Associates Transportation Engineers were engaged to conduct a demand assessment. A copy of their assessment is attached, and the variance request is described below.

4. Landscape Design

A preliminary landscape plan has been provided. The design intention is to replant with native vegetation and trees, providing a breakup in the drive aisle and parking areas throughout the Site. A small playground is planned to the rear of the multi-family building and a large open natural greenspace area is proposed. Boulder retaining walls are proposed toward the southwest side of the property with replantings are proposed to provide a more gentle slope toward the water. Native planting will be incorporated throughout the Site to strengthen the existing ecosystem, replace trees removed during construction, and enhance long-term biodiversity.

Overall, the development aims to increase the Site's tree canopy over time while creating a residential community that respects the natural beauty, ecological value, and waterfront character that make this property a distinctive part of the Town's coastal landscape. In total, 124 new trees are proposed.

D. Technical Assessments Prepared Informing Development

Several technical assessments and background reports have been prepared that have informed the siting and design of the project. Copies of the plans and reports are attached and are summarized below.

1. Development Servicing

Site surveys and a preliminary servicing plan has been prepared by JE Anderson and Associates. The preliminary plan anticipates domestic water and sanitary sewage connections to existing infrastructure, upgraded as required to meet the Town's requirements. Stormwater will be addressed through a combination of natural and storage treatment strategies, ensuring that the post development run-off does not exceed predevelopment run-off. One fire hydrant has been identified for relocation. Road improvements to Hart Road are shown indicatively on the civil plans and will be detailed following further discussions the Town's engineering department on specific requirements.

2. Archaeology Assessment and Impact on Site Planning

Ecoarc Consulting Ltd. (Ecoarc) has completed an Archaeological Impact Assessment (AIA) for the Site to determine areas that could conflict with the proposed development. The report updates earlier assessments conducted on the site, that recognized an earlier recorded site on provincial records (site DcRu-1159. During site investigations carried out by Ecoarc, a member of the Tsawout First Nation was available and participated in the assessment. The site has been extensively assessed with a total of 112 subsurface tests excavated.

Based on the investigation findings, the report recommended two options for proposed development. Option One was adopted by the design team and amendments to the site planning was undertaken to minimize potential impacts, leaving the significant areas of undisturbed archeological features "undisturbed". These considerations, along with the findings of the Environmental Assessment, were determining factors in the site planning and development siting now submitted. Two areas of disturbed archeological features identified on the site plan show where driveways are proposed or where a feature is immediately adjacent to driveways. This is an acceptable practice, provided site disturbance is minimized and all work within and around the identified areas are monitored by a qualified professional during construction.

3. Environmental Assessment

An Environmental Assessment was conducted by Corvidae Environmental Consulting Inc (Corvidae). Corvidae confirmed the proposed project is within the Natural Watercourse and Shoreline Areas, and Sensitive Terrestrial Ecosystem Environmental Protection DPAs as per the Town of View Royal's OCP (2011). While no species at risk were identified on the Site, the report identifies the potential for species at risk habitat.

The Assessment Report recommends the removal of invasive species and replacement with native plant species, installation of erosion and sediment control measures, working outside of migratory bird windows, and restoration of disturbed habitats where possible on the Site. The report provides mitigation measure to minimize impacts during construction that can be implemented as part of future permitting. Mitigation measures recommended include; the removal of invasive species and replacement with native plant species, and implantation of erosion and sediment controls during activities upslope of the marine environment will minimize the impacts of the proposed project on the environment.

4. Arborist Report

Capital Tree Service completed a "Tree Assessment and Tree Protection Plan" for the Site. Of the 328 total trees surveyed, 202 trees will be retained of which 199 are bylaw protected. While some 138 trees are proposed to be removed. 16 trees were determined to be dead, and the majority of the remaining trees to be removed are either in poor, or poor-to-fair condition or are small in size.

The largest grove of larger trees, predominantly Grand Fir, will be retained. A number of trees planned for retention are close to areas of site disturbance during construction. The report provides specific mitigation measures to protect potentially impacted trees and an overall mitigation during the construction period. The landscape plan shows an extensive tree replacement plan, however it is anticipated that to meet the Town's tree bylaw requirements, a combination of replacement trees and cash in lieu will make up the final compensation package.

5. Transportation Report

i. Parking Variance

The project proposes to total of 50 parking stalls. Under the Town's bylaw, 56 stalls are required. The requested variance only relates to the unit mix of the apartment building where 2-bedroom units and 3-bedroom units require greater than one parking stall per unit. Two of the three townhomes attached to the apartment building have convenient surface parking allocated for the units. Each townhome unit in the townhome blocks have individual garages.

Bunt and Associates has completed a Parking Variance Report for the Site to address the request for a minor parking variance. The report identifies the Site as being well connected to existing transit, cycling, and walking opportunities, and with Transportation Demand Measures (TDM), a variance can be supported to meet parking demand generated by the development. Bunt and Associates' Report states *"The parking variance will be supported with the following TDM initiatives:*

- *Pedestrian connectivity improvements;*
- *Bicycle rooms with enhanced access with at minimum 41-inch door widths;*
- *50% of the bicycle spaces will be electrified with 110 volt charging ability and have ground orientated spaces above bylaw requirements as well as four larger sized cargo bicycle spaces;*
- *Long term bike parking will include 4 larger sized cargo bike spaces;*
- *A bike repair station;*
- *Unbundled vehicle parking from residential unit costs; and,*
- *A Transportation Options Information Package".*

In summary, the Report states *"It is Bunt's view that the proposed vehicle parking supply at Hart Road is appropriate or right sized for this development at this location and also that the development aptly supports non-private vehicle modes of transportation".*

ii. Traffic Impacts

Bunt and Associates also conducted an overall a trip generation assessment for the project and determined a maximum rate of 18 vehicle trips per weekday PM peak hour period. This is the highest trip generation period during an average week. The report concludes that this level of traffic generation is not anticipated to have a significant impact local area traffic operations. The controlled traffic light at the intersection of Hart Road and the Island Highway mitigates safety and LOS impacts that may otherwise arise if no signalized intersection existed. It also means convenient access to collector and arterial travel ways to most areas of the region.

E. Official Community Plan Policies

The Town's current OCP was adopted nearly 15 years ago. The current "Residential" land use designation allows for a maximum density of 0.6 FSR. The proposed development is consistent with the density and residential use provisions of the current OCP.

The Town is actively engaged in renewing its OCP in recognition of the many changes in legislation, contemporary planning, and land use practices mandating greater intensification of development within regional urban containment boundaries, proximity to public transportation, services and amenities. While the current OCP designates property as "Residential", the draft Plan identifies the

majority of properties along Hart Road, adjacent to the Site, as “Mixed Residential” land use designation, which allows up to 4 stories and an FSR of 1.6. Properties opposite the Site on the west side of Hart Road are proposed as “Residential” land use designation that allow for an FSR of 0.6 and 2.5 storey heights.

The proposed development combines these land use designations features, adhering to the lower density of 0.6 FSR and while proposing 4 storeys for the apartment building in order to meet other “adaptive” site planning objectives relating to reducing the area of the built footprint and responding to other important physical, archeological, and natural features of the site.

F. Zoning

The Site is currently zoned as R-1 Detached Residential (Large Lot). We propose either a site-specific zone or an adaptation of the RM-2 Apartment Residential zone, which was used as a guide to evaluate the development’s siting and impacts. The specifications for the proposed development can be found in the Table below in context of the RM-2 zone.

Development Assessment		
	Proposed	RM-2 Zone
Lot Size (min)	9,341.4 m ²	1,500m ²
Lot Coverage (max)	24.2 %	60%
Impermeable Surface Coverage (max)	40.4 %	80%
Lot Density / Floor Space Ratio	0.60	1.0
Building Height (max)	13.42 m*	12.0m
Setbacks (min)		
Front (West)	6.1 m*	7.5 m
Side (South)	4.5 m	4.5 m
Side (North)	4.5 m	4.5 m
Side (East)	7.5 m	7.5 m
*Variance Required		

Parking					
	Vehicle		Bicycle		
	Proposed	Bylaw	Type	Proposed	Bylaw
Multi-family building (30 units)	33 stalls *	42 stalls	Class 1	30 stalls	30 stalls
Townhomes (13 units)	14 stalls	14 stalls	Class 2 (6 stall rack)	6	6
Visitor Parking	4 stalls	4 stalls			
* Variance Required (see Transportation section of report on mitigation measures)					

G. Provision of Amenities

In addition to the site adaptive planning strategies established and applied to the site with to respect its natural and cultural features, the project envisions developing an accessible, public pathway extending from Hart Road to the waterfront on the south side of the property; a distance of approximately 145 m. A platform with seating areas and central gazebo is envisioned where members of the public can sit and enjoy uninterrupted views of the harbour. In recognition of the of the Songhees and Xwsepsəm Nations, long standing relationship to the lands and waters around the Esquimalt Harbour, the intention is to develop several post-mounted information panels describing the historic occupation and use of the land and water. The intention is to develop several story boards with visual representations, receiving input and sign-off from Songhees and Xwsepsəm Nations on the storyboards.

It is noted that in earlier preliminary discussions with DND representatives about the project, the proposed public pathway sited along the south side of the property was identified and discussed. The main interest expressed was ensuring that there is adequate security fencing between the private lands and the DND lands. It was indicated that the fencing of DND lands was its reasonability.

Detailed plans of the walkway, landscaping, the waterfront observation platform and associated infrastructure will be prepared and presented for approval at the Development Permit stage.

H. Key Features of the Project

We believe the proposed development has been thoughtfully considered and have many features and benefits to the community. Some of these include:

- A site adaptive design that has made every effort to consider the physical, cultural, and natural elements of the site.
- Site buildings to mitigate impacts on potential archeological features and retain large groves of mature trees.

- Maintain a modest density and light footprint on the landscape, with a density of 0.6 FSR and 24% site coverage.
- Develop a mix of attached housing and apartment style homes to provide a broad a range of housing and lifestyle choices.
- Family oriented layouts with 3rd bedroom that can act as a flex space.
- Native landscaping and trees to support the local biodiversity and provide shade and privacy.
- Long-term and short-term bicycle parking including provision of space for cargo-bikes.
- Proximity to the envisioned View Royal Western Gateway (Island Highway).
- Proximity to bus routes to Downtown, Uptown, and Langford/Colwood.
- Public pathway and observation and seating area from Hart Road to the waterfront.

I. Closing

The proposed development has made every effort to adopt a design to best fit the site and its physical and environmental conditions. The site planning and distributions of the massing of the buildings on the Site directly tie to the natural conditions and relationship with neighbouring properties. The mix of housing types, the modest (0.6 FSR) density and public amenities, we believed are an attractive and positive contributions to the community.

Please contact the undersigned for further comments or information.

Yours truly,



Deane Strongitharm, MCIP, RPP

cc. Ronald Besley
Sam and Cheryl Greenwood

Attach.