



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

Municipal Hall
1229 Esquimalt Road
Esquimalt, B.C. V9A 3P1

Staff Report

File #:20-341

REQUEST FOR DECISION

DATE: June 30, 2020

Report No. DEV-20-047

TO: Laurie Hurst, Chief Administrative Officer

FROM: Alex Tang, Planner and Bill Brown, Director of Development Services

SUBJECT:

Official Community Plan Amendment and Rezoning Application - 616 & 620 Constance Avenue, 619 & 623 Nelson Street and 1326 Miles Street

RECOMMENDATION:

1. That Council, upon considering comments made at the public hearing, resolves that Official Community Plan Bylaw, 2018, No. 2922, Amendment Bylaw No. 2964, attached to Staff Report DEV-20-047 as Appendix A, which would:

- amend Official Community Plan Bylaw, 2018, No. 2922 by changing Schedule 'B', being the Proposed Land Use Designations Map by changing the designation of 616 Constance Avenue [PID 000-713-465 Lot 95, Suburban Lot 44, Esquimalt District, Plan 2854], 620 Constance Avenue [PID 000-819-832 Lot 4, Suburban Lot 44, Esquimalt District, Plan 3135], 619 Nelson Street [PID 006-393-608 Lot 84, Suburban Lots 44 and 45, Esquimalt District, Plan 2854], 623 Nelson Street [PID 006-278-647 Lot 3, Suburban Lot 44, Esquimalt District, Plan 3135], and 1326 Miles Street [PID 006-375-723 Lot 96, Suburban Lot 44, Esquimalt District, Plan 2854] + [PID 006-375-693 Lot 85, Suburban Lot 44, Esquimalt District, Plan 2854], all shown cross hatched on Schedule 'A' of Bylaw No. 2964, from 'High Density Residential' to 'Commercial/Commercial Mixed -Use'; and
- amend Official Community Plan Bylaw, 2018, No. 2922 by changing Schedule 'H', being the Development Permit Areas Map by changing the designation of 616 Constance Avenue [PID 000-713-465 Lot 95, Suburban Lot 44, Esquimalt District, Plan 2854], 620 Constance Avenue [PID 000-819-832 Lot 4, Suburban Lot 44, Esquimalt District, Plan 3135], 619 Nelson Street [PID 006-393-608 Lot 84, Suburban Lots 44 and 45, Esquimalt District, Plan 2854], 623 Nelson Street [PID 006-278-647 Lot 3, Suburban Lot 44, Esquimalt District, Plan 3135], and 1326 Miles Street [PID 006-375-723 Lot 96, Suburban Lot 44, Esquimalt District, Plan 2854] + [PID 006-375-693 Lot 85, Suburban Lot 44, Esquimalt District, Plan 2854], all shown cross hatched on Schedule 'A' of Bylaw No. 2964, from Development Permit Area No.6 - Multi-Family Residential to Development Permit Area No.4 - Commercial be given third reading;

2. That Council, upon considering comments made at the public hearing, resolves that Zoning

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Bylaw, 1992, No. 2050, Amendment Bylaw No. 2965, attached to Staff Report DEV-20-047 as Appendix B, which would amend Zoning Bylaw, 1992, No. 2050 by changing the zoning designation of 616 Constance Avenue [PID 000-713-465 Lot 95, Suburban Lot 44, Esquimalt District, Plan 2854], 620 Constance Avenue [PID 000-819-832 Lot 4, Suburban Lot 44, Esquimalt District, Plan 3135], 619 Nelson Street [PID 006-393-608 Lot 84, Suburban Lots 44 and 45, Esquimalt District, Plan 2854], 623 Nelson Street [PID 006-278-647 Lot 3, Suburban Lot 44, Esquimalt District, Plan 3135], and 1326 Miles Street [PID 006-375-723 Lot 96, Suburban Lot 44, Esquimalt District, Plan 2854] + [PID 006-375-693 Lot 85, Suburban Lot 44, Esquimalt District, Plan 2854], all shown cross hatched on Schedule 'A' of Bylaw No. 2965, from RM-1 [Multiple Family Residential] to CD No. 121 [Comprehensive Development District No. 121], be given third reading; and

3. That, as the applicant wishes to assure Council that uses and development will be restricted and amenities provided as identified in Staff Report DEV-20-047, the applicant has voluntarily agreed to register a Section 219 Covenant on the titles of 616 Constance Avenue [PID 000-713-465 Lot 95, Suburban Lot 44, Esquimalt District, Plan 2854], 620 Constance Avenue [PID 000-819-832 Lot 4, Suburban Lot 44, Esquimalt District, Plan 3135], 619 Nelson Street [PID 006-393-608 Lot 84, Suburban Lots 44 and 45, Esquimalt District, Plan 2854], 623 Nelson Street [PID 006-278-647 Lot 3, Suburban Lot 44, Esquimalt District, Plan 3135], and 1326 Miles Street [PID 006-375-723 Lot 96, Suburban Lot 44, Esquimalt District, Plan 2854] + [PID 006-375-693 Lot 85, Suburban Lot 44, Esquimalt District, Plan 2854] in favour of the Township of Esquimalt providing the lands shall not be subdivided, built upon or used (as appropriate to the requirement, as drafted by the Township's solicitor at the applicant's expense) in the absence of all of the following:

- Lot consolidation of 616 Constance Avenue, 620 Constance Avenue, 619 Nelson Street, 623 Nelson Street, and 1326 Miles Street prior to development as the proposed CD No.121 Zone does not work unless the parcels are consolidated
- Undergrounding of the electric power lines along Constance Avenue and Nelson Street adjacent to the subject property
- 8 affordable dwelling units
- 3 special needs dwelling units
- Group daycare for children
- Building to be designed and constructed to conform to the requirements of Step 4 (R2000) of the BC Energy Step Code
- The building be constructed to include a minimum of six 3-bedroom (or more) dwelling units
- Right of way in the southeast corner to allow for privately owned publicly accessible open space
- Right of way and public walkway between Constance Avenue and Nelson Street on the northern part of the subject property
- A minimum of 17 visitor parking spaces will be provided and remain
- 100 shares for a membership for a shared vehicle service for the residents
- 88 bus passes for one year for residents
- 2 operational automobiles to be owned and maintained by the owner of the building for sole use of the residents at the building owner's expense.

Council direct staff and legal counsel for the Township to coordinate with the property owner to ensure a Section 219 Covenant addressing the aforementioned issues is registered against the

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property title in priority to all financial encumbrances, and with Mayor and CAO authorized to execute said Covenant, prior to returning Amendment Bylaw No. 2964 and Amendment Bylaw No. 2965 to Council for consideration of adoption.

RELEVANT POLICY:

Official Community Plan Bylaw, 2018, No. 2922
Zoning Bylaw, 1992, No. 2050
Local Government Act
Declaration of Climate Emergency
Parking Bylaw, 1992, No. 2011
Development Application Procedures and Fees Bylaw, 2012, No. 2791
Advisory Planning Commission Bylaw, 2012, No. 2792
Subdivision and Development Control Bylaw, 1997, No. 2175
Green Building Checklist

STRATEGIC RELEVANCE:

This Request for Decision does not directly relate to a specific strategic objective.

BACKGROUND:

Appendix A: Official Community Plan Bylaw, 2018, No. 2922, Amendment Bylaw No. 2964
Appendix B: Zoning Bylaw, 1992, No. 2050, Amendment Bylaw No. 2965
Appendix C: Subject Property Map, Aerial Map, OCP Proposed LUD Map, Zoning Map, OCP Policies
Appendix D: Architectural Drawings, Landscape Plan, and Surveyor's Site Plan
Appendix E: Green Building Checklist
Appendix F: Applicant's Letter
Appendix G: Transportation Impact Assessment Report
Appendix H: Official Community Plan Amendment Consultation Responses
Appendix I: Sanitary Flow Calculations
Appendix J: Developer's Public Consultation Summary
Appendix K: Public Comments

Purpose of the Application:

The applicant is requesting a change in Official Community Plan (OCP) Proposed Land Use Designation from the current designation of High Density Residential to Commercial/Commercial Mixed-Use, and a change in zoning from the current RM-1 [Multiple Family Residential] to Comprehensive Development District No.121 [CD No.121]. The change in OCP Proposed Land Use Designation is required to accommodate the commercial uses proposed. The change in zoning is required to accommodate the proposed 12-storey, commercial residential mixed-use building including 129 residential units and a 126 space parking garage.

Evaluation of this application should focus on issues related to zoning such as the proposed height, density, massing, proposed unit sizes, siting, setbacks, lot coverage, usable open space, parking, land use, fit with the neighbourhood, and consistency with the overall direction contained within the OCP.

This site is located within Development Permit Area No. 1 - Natural Environment, No. 6 - Multi-Family

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Residential, No. 7 - Energy Conservation and Greenhouse Gas Reduction and No. 8 - Water Conservation of the Township's OCP. Should the OCP amendment and rezoning be approved, the Development Permit would be considered for consistency against the guidelines of Development Permit Area No. 5 - Commercial rather than Development Permit Area No. 6 - Multi-Family Residential. Furthermore, the form and character of the buildings, landscaping, and consistency with guidelines relating to natural environment protection, energy conservation, greenhouse gas reduction, and water conservation would be controlled by a Development Permit that would be considered by Council at a future date as the proposed development is still situated within Development Permit Areas 1, 7 and 8.

Context

Applicant: Sierra Land Construction Inc. [Troy Grant]
Owners: 1174489 B.C. LTD.,INC.NO. BC01174489
Property Size: Metric: 2627 m² Imperial: 28277 ft²
Existing Land Use: Single Family Residential
[616 Constance Ave, 620 Constance Ave, 619 Nelson St, and 623 Nelson St]
Four-Unit Residential [1326 Miles St]

Surrounding Land Uses:

North: Single Family Residential
South: Multiple Family Residential [2 storeys]
Multiple Family Residential Townhouses [3 storeys]
West: Single Family Residential
Multiple Family Residential [1 storey]
East: Multiple Family Residential Apartment [3 storeys]
Current OCP Proposed Land Use Designation: High Density Residential
Amended OCP Proposed Land Use Designation: Commercial/Commercial Mixed-Use
Existing Zoning: RM-1 [Multiple Family Residential]
Proposed Zoning: CD No. 121[Comprehensive Development District No. 121]

Chronology

November 23, 2018 - Rezoning Application submitted
January 9, 2019 - Design Review Committee
March 19, 2019 - Advisory Planning Commission
May 6, 2019 - Official Community Plan Amendment Consultation List approved by Council
August 19, 2019 - 1st and 2nd Reading
May 25, 2020 - Rescind 2nd Reading, amend and read anew a second time

Official Community Plan

The applicant is applying to amend the Proposed Land Use Designation from 'High Density Residential' to 'Commercial/Commercial Mixed-Use' in order to accommodate the proposed commercial uses. In commercial mixed-use areas, buildings with a floor area ratio of up to 3.0 for the residential portion of the building may be acceptable. The proposed development consists of a total Floor Area Ratio of 3.52 with the residential portion accounting for 3.19 in Floor Area Ratio. Hence, this proposal is inconsistent with the acceptable density prescribed in the OCP. In order to achieve consistency with the OCP, the applicant is proposing to provide amenities through density bonusing for the benefit of the community. The amenities offered for the bonus density are as follows:

- 8 affordable dwelling units
- 3 special needs dwelling units
- Group daycare for children
- Designed and constructed to conform to Step 4 of the BC Energy Step Code
- Right of way in the southeast corner to allow for privately owned publicly accessible open space
- Right of way and public walkway between Constance Avenue and Nelson Street on the northern part of the subject property

OCP Section 3.3 Housing and Community identifies land lying north of Esquimalt Road between Admirals Road and CFB Esquimalt as an area for residential densification. The Plan also supports the provision of a variety of housing types and tenures delivered by both market and non-market developers to support the housing needs of a diverse demographic.

OCP Section 5.1 states a policy to 'support the development of a variety of housing types and designs to meet the anticipated housing needs of residents. This may include non-market and market housing options that are designed to accommodate young and multi-generational families, the local workforce, as well as middle and high income households.'

OCP Section 5.3 Medium and High Density Residential Development states an objective to support compact, efficient medium density and high density residential development that integrates with existing proposed adjacent uses.

Supporting policies in this section consistent with the proposed development include:

- Encourage new medium density and high density residential development with high quality design standards for building and landscaping and which enhance existing neighbourhoods.
- Prioritize medium density and high density residential development in proposed land use designated areas that:
 1. reduce single occupancy vehicle use;
 2. support transit service;
 3. are located within close proximity to employment centres; and
 4. accommodate young families.
- A mix of dwelling unit sizes should be provided in medium density and high density residential land use designated areas in order to meet the varying housing needs of Esquimalt residents.
- Encourage the incorporation of spaces designed to foster social interaction.
- Encourage the installation of electric vehicle charging infrastructure in medium and high density residential developments.

Section 5.4 of the OCP states an objective to encourage a range of housing by type, tenure and price so that people of all ages, household types, abilities and incomes have a diversity of housing choice in Esquimalt. Through the provision of affordable, special needs or seniors housing, the proposed development would be consistent with the following policies in this section:

- Encourage the provision of affordable housing by the private market and the non-profit housing sector. Partnerships between private, public or non-market housing providers may be supported. These might include innovative approaches such as limited equity, rent-to-own, co-op,

mixed market and non-market projects.

- Encourage the placement of new rental, affordable, special needs, and seniors housing in accordance with designated residential land use areas as they are integral components of inclusive neighbourhoods.
- Consider bonus density, parking relaxations or other development variances where a development proposal includes affordable, special needs or seniors housing. This may apply to both market and non-market housing, and mixed-use proposals. A housing agreement may be entered into between the Township and the owner.

Currently, the applicant is proposing a purpose built rental building with dedicated affordable housing and special needs housing units.

Section 5.6 Family and Child-friendly Housing states an objective to address the shortage of family and child friendly housing in Esquimalt.

The proposed development has a mixture of dwelling unit sizes, including six 3-bedroom and den townhouse dwelling units, along with a commercial space labelled 'Daycare' proposed for Group Children's Day Care Centre Use which would be consistent with the following policy:

- Encourage the provision of medium and high density commercial mixed-use developments designed for families with children.

Section 6.1 Commercial & Commercial Mixed-Use Land Use states an objective to establish Esquimalt as a complete community where commercial enterprises serve the needs of area residents, local businesses, and visitors.

As the proposed development has a floor area ratio of 3.19 for the residential portion of the development, it is inconsistent with the following policy:

- In commercial mixed-use areas, buildings with a floor area ratio of up to 3.0 for the residential portion of the building may be acceptable.

However, the following policies address the use of density bonus for this proposed development in order to achieve consistency with the OCP:

- Consider, where appropriate, development proposals with densities greater than those set out in the OCP through density bonus of floor-space provided that the additional density results in the provision of community amenities deemed appropriate by Council for the benefit of the community.
- Recognize, for the purposes of density bonuses, "amenities" may include but are not limited to:
 1. Privately-owned, publicly-accessible open space;
 2. Public art;
 3. Contributions towards the enhancement of public recreation facilities;
 4. Contributions towards street and boulevard enhancements, including street furniture and decorative lighting;
 5. Building to a higher step of the BC Energy Step Code than required under the Building Bylaw;
 6. Group daycare and respite for children and adults;
 7. Preservation of heritage structures, features or assets;
 8. Affordable housing units;

9. Special needs housing units;
10. Community gardens;
11. Enhanced green family play space for residents;
12. Public space improvements supporting and surrounding transit stations; and
13. Other as may be appropriate to the development proposal or surrounding community as deemed appropriate by Council.

The proposed development is also generally consistent with the following policies of this section:

- Encourage a mix of uses in the commercial/commercial mixed-use areas.
- The majority of the frontage for commercial mixed-use buildings at the ground floor, should be commercial.
- On corner sites, the ground floor commercial use in mixed-use buildings should wrap around the corner.
- In commercial/commercial mixed-use developments, parking should be located behind or under the building.
- The installation of electric vehicle charging infrastructure in commercial/ commercial mixed-use developments is encouraged.
- Encourage the provision of amenities such as mini parks/plazas, street furniture, public art and decorative lighting on private lands in all commercial areas.
- To encourage the use of bicycles, provisions should be made in all commercial/ commercial mixed-used developments for bicycle parking for employees and visitors.

Section 11.3.1 Public Cycling Infrastructure states the following policy:

- Encourage end-of-trip facilities including secure lockup and shower facilities

Section 11.3.2 New Development states the following policies:

- Encourage developers to provide a variety of end of trip facilities for active transportation.
- Encourage bike lockers in multi-unit residential and commercial/commercial mixed-use developments.

Section 13.3.3 Building Energy Efficiency states the following policies:

- Adopt best practices based on evolving building technologies and materials.
- Encourage the adoption of passive, efficient, and renewable energy systems in new buildings and during building retrofits.
- Investigate options for encouraging developers to achieve high energy performance in new developments through such tools as density bonusing, expedited permit approval process, rebate of development fees, revitalization tax exemption, and other incentives.
- Pursue higher energy-efficiency performance in new developments, through the achievement of higher steps in the BC Energy Step Code as an amenity associated with rezoning.

Under Section 13.3.6 Passenger Vehicle Alternatives, the following policies are listed:

- Encourage the installation of electric vehicle charging infrastructure in all new multi-unit developments.
- Pursue the installation of electric vehicle charging capacity in new developments during the rezoning process.

- Encourage the inclusion of car share in new multi-unit residential developments.

Relevant Development Permit Area Guidelines to consider as it relates to the rezoning application include:

- Avoid disturbing, compacting and removing areas of natural soil as this can lead to invasion by unwanted plant species, poor water absorption and poor establishment of new plantings. Use of local natural soil in disturbed and restored areas will support re-establishment of ecosystem functions.
- Buildings should be designed and sited to minimize the creation of shadows on public spaces.
- Off-street parking areas should be located either at the rear of commercial buildings or underground. Surface parking should be screened with landscaping. Large parking areas should contain additional islands of landscaping.
- 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.
- New buildings should be designed and sited to minimize visual intrusion on to the privacy of surrounding homes and minimize the casting of shadows on to the private outdoor space of adjacent residential units.
- High-density multi-unit residential buildings or mixed commercial/residential buildings in commercial areas should be designed so that the upper storeys are stepped back from the building footprint, with lower building heights along the street front to address human scale, public space, and maximum light penetration at street level.
- Underground parking should be encouraged for any multi-unit residential buildings exceeding four storeys.
- Orient buildings to take advantage of site specific climate conditions, in terms of solar access and wind flow; design massing and solar orientation for optimum passive performance.
- Build new developments compactly, considering the solar penetration and passive performance provided for neighbouring sites, and avoid shading adjacent to usable outdoor open spaces.
- In commercial, residential or commercial mixed-use designated areas with taller developments, vary building heights to strategically reduce the shading on to adjacent buildings.
- Provide space for absorbent landscaping, including significantly sized trees on the site and by not allowing underground parking structures to extend beyond building walls.

Zoning

Density, Lot Coverage, Height and Setbacks: The following chart lists the floor area ratios, lot coverage, setbacks, height, parking, and usable open space of this proposal. Zoning Bylaw, 1992, No. 2050 does not currently contain a zone that can accommodate this proposed development.

	Proposed CD No.121 Zone
Residential Units	129
Total Floor Area Ratio	3.52
Lot Coverage (at the parking level)	82%

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Lot Coverage at or above the First Storey	57%
Setbacks:	
Front [Miles Street]	6.0 m
Exterior Side [Constance Ave]	5.3 m
Exterior Side [Nelson St]	2.9 m
Rear	6.0 m
Building Height	46.5 m [12 storeys]
Off Street Parking	126 spaces
Usable Open Space	300 m ² [11.4%]
Bicycle Parking	129 resident + 10 visitor

Floor Area Ratio: The FAR of this proposal is 3.52 where the residential portion of the building has a FAR of 3.19. This is greater than the acceptable amount of 3.0 for the residential portion of a building in a commercial mixed-use area.

Lot Coverage: The lot coverage at or above the First Storey of 57% is an increase from the currently allowed 40% within a RM-1 zone which is the current zoning of the property.

Usable Open Space: Our zones that accommodate apartment developments generally require usable open space in the amount of not less than 7.5% of the area of the parcel. This development allows for an usable open space north of the Principal Building in the amount of 300 m² [11.4% of the consolidated parcels].

Parking: Parking Bylaw, 1992, No. 2011 requires 1.3 parking spaces per unit to be provided for multiple family developments. Parking areas are required to be constructed to meet the standards for manoeuvring aisle dimensions and associated parking stall dimensions detailed in Part 14, Table 2, of the bylaw.

This proposal incorporates 126 parking spaces to serve 129 residential dwelling units, in addition to 4 commercial units with an area of 855 square metres. In mixed-use buildings with a commercial and residential component, there is a separate parking requirement for each component. The parking requirement for medium and high density apartments is 1.3 spaces/dwelling unit. The parking requirement for the commercial component is based on the type of commercial use. For 'Retail Sales of goods and services', 1 parking space is required for every 25 square metres. For 'Business and Professional Offices', 1 parking space is required for every 30 square metres. Hence, the proposed 855 square metres of commercial space will require 29-35 parking spaces according to the Parking Bylaw. In total, the parking requirement according to the Parking Bylaw is 197-203 parking spaces depending on the commercial uses.

In addition to reducing the required parking spaces, the following reductions are required to the Parking Bylaw No. 2011 based on the current parking plan:

- Reduction of the number of required Visitor parking spaces from 1 in 4 spaces to 1 in 8 spaces [i.e. from 32 to 17]
- Reduction of the width of a two way manoeuvring aisle accessing two banks of parking from

7.6 metres to 6.5 metres

- Reduction of the width of a two way manoeuvring aisle accessing one bank of parking from 6.75 metres to 6.5 metres
- Reduction of the requirement where any parking space abuts any portion of a fence or structure, the minimum stall width shall be increased by 0.3 metres from 0.3 metres to 0.0 metres.

Currently, 5 of the parking spaces that abut a wall have not been increased by the required 0.3 metres.

As there is an application for an OCP Amendment to allow for the commercial units, 13(5) of the Parking Bylaw states that 'Where all of the following criteria are met in a commercial or industrial building, the off-street requirement of Section 13(1) may be reduced by a maximum of two spaces:

- 2 or more secure bicycle parking spaces are provided on-site
- Shower and change rooms are provided within the building
- 6 visitor parking spaces are provided on-site
- The building is located within 200 metres of a regional bus route.

Green Building Features

The applicant has completed the Esquimalt Green Building Checklist [Appendix E].

Comments from the Design Review Committee

This application was considered at the regular meeting of the Design Review Committee held on January 9, 2019. Members had concerns with the height and massing as it is different from the rest of the neighbourhood. Members had questions regarding plans for the density bonusing amenities; subsequently, the applicant responded stating that they are still undecided and seeking input from the community. The Committee had concerns with the parking for the commercial component and the parking relaxations in general. The Committee also had concerns with the limited open green space and landscaping. The Design Review Committee resolved that the application be forwarded to Council with a recommendation of denial because it does not fit within the context of the neighbourhood. (4 in favour and 2 opposed)

Comments from the Advisory Planning Commission

This application was considered at the regular meeting of the Advisory Planning Commission held on March 19, 2019. Members liked the design but questioned the height and the fit for the neighbourhood. Members had mixed opinions in regards to the provision of commercial space at the subject location. Some members thought that the commercial use would be more suitable on a main corridor such as Esquimalt Road. The commission liked the variety of unit types and the usable open space but voiced concerns with the parking, in particular the parking availability for persons with disabilities. Members also inquired about the green building standards and the applicant affirmed that they will build to passive house standards. At the date of this presentation, the applicant has not yet detailed the density bonus amenities for the proposed development.

The Advisory Planning Commission resolved that the application be forwarded to Council with a recommendation of approval because it corresponds well with approved developments in the neighbourhood subject to staff investigating whether the proposed amenity is suitable given the

bonus density.

Comments from Other Departments

The plans for this proposal were circulated to other departments and the following comments were received:

Community Safety Services: Building to be constructed to requirements of BC Building Code and municipal bylaws. Plans will be reviewed for compliance with BC Building Code upon submission of a Building Permit application.

Engineering Services: Engineering staff have completed a preliminary evaluation of Works and Services that would be required for the proposed 129-unit multiple family residential building. Staff confirm that the design appears achievable on the site and that appropriate works and services are available in the immediate area. If approved, the development must be serviced in accordance with bylaw requirements including, but not limited to, new sewer and drain connections, underground hydro, telephone and cable services and new road works may be required up to the centre line of Constance Avenue and Nelson Street. Should the application be approved, additional comments will be provided when detailed civil engineering drawings are submitted as part of a Building Permit application.

Parks Services: Parks staff have completed a preliminary review of the proposed on-site and off-site landscaping and commented that a tree cutting permit application is required for all trees to be removed. All trees that are to be retained, including boulevard trees, must have tree protection fencing erected at the drip line.

Fire Services: Fire Services staff has completed a preliminary review of the proposed plans and recommended that:

- Hydro lines from Esquimalt Road to northern portion of the proposed development property line along Nelson Street to be buried.
- Hydro lines from Esquimalt Road to northern portion of the proposed development property line along Constance Avenue to be buried.
- Fire flow calculations must be done to determine if sufficient water supply is available in the area before a building permit application is submitted. If it is determined that the area lacks sufficient water supply to address fire flow requirements, it is expected that the water mains along both Nelson Street and Constance Avenue be upgraded from Esquimalt Road to the most northern portion of the development property line before any construction of wood framing above grade commences, with additional hydrants if required. The method for increasing water supply for firefighting purposes must be completed in consultation with Victoria Water Works Department, the developer's fire protection system engineer and the Esquimalt Fire Department.
- A construction fire safety plan must be submitted at the same time as the building permit application.
- Tree planting along all building frontage must be designed not to impede fire truck aerial use and operations. The developer must consult with the Township of Esquimalt Parks Services and Fire Services to determine appropriate species at full growth.
- If heavy timber concept is the method of construction to be used and is not permitted within the current BC Building Code for the size of the building, the developer must obtain approvals

(SSR) from BC Building and Safety Standards Branch.

- Fire department to be consulted on building and unit addressing.

Revisions as presented to Council on May 25, 2020

Council gave 1st and 2nd readings to Amendment Bylaw No. 2964 and No. 2965 on August 19, 2019. However, the applicant has elected to amend the proposed development to a purpose built rental building. Most notably, the new proposal has amended the number of dwelling units, the number of parking spaces, and is constructed from concrete instead of mass timber. Accordingly, Zoning Bylaw, 1992, No. 2050, Amendment Bylaw No. 2965 has been changed as per the following:

- Increase in the number of dwelling units from one hundred and nine (109) to one hundred and twenty-nine (129)
- Increase in the maximum allowed bonus density from 3.37 to 3.52
- Decrease in the minimum ratio of parking spaces per dwelling unit from 1.16 to 0.88.
- Increase in the number of visitor parking spaces from 11 to 17.
- Increase in the height from 45 metres to 46.5 metres to accommodate the rooftop mechanical system
- Under bonus density, instead of restricting the issuance of a building permit until a minimum 5 year lease has been secured with a Group Children's Day Care provider, stratification is restricted until the owner designates an area with a minimum Floor Area of 150 square metres for the use as Group Children's Day Care use.
- Under bonus density, instead of having to achieve Passive House certification, designed and constructed to conform to Step 4 (R2000) of the BC Energy Step Code

Furthermore, the list of items to be included as part of the Section 219 Covenant is also being amended by:

- Removal of the requirement of mass timber construction
- Designed and constructed to Step 4 (R2000) of the BC Energy Step Code instead of Passive House standards
- The building be constructed to include a minimum of six 3-bedroom dwelling units instead of a minimum of seventeen 3-bedroom dwelling units
- 100 shares for a membership for a shared vehicle service for the residents
- 88 bus passes for one year for residents
- 2 operational automobiles to be owned and maintained by the owner of the building for sole use of the residents at the building owner's expense.

Hence, the Section 219 Covenant to be registered on title will include the following items:

- The building be constructed to include a minimum of six 3-bedroom dwelling units
- Lot consolidation of 616 Constance Avenue, 620 Constance Avenue, 619 Nelson Street, 623 Nelson Street, and 1326 Miles Street prior to development as the proposed CD No.121 Zone does not work unless the parcels are consolidated
- Undergrounding of the electric power lines along Constance Avenue and Nelson Street adjacent to the subject property
- 8 affordable housing units
- 3 special needs housing units
- Group daycare for children

- Building to be designed and constructed to conform to the requirements of Step 4 (R2000) of the BC Energy Step Code
- Right of way in the southeast corner to allow for privately owned publicly accessible open space
- Right of way and public walkway between Constance Avenue and Nelson Street on the northern part of the subject property
- 17 visitor parking spaces will be provided and remain
- 100 shares for a membership for a shared vehicle service for the residents
- 88 bus passes for one year for residents
- 2 operational automobiles to be owned and maintained by the owner of the building for sole use of the residents at the building owner's expense

ISSUES:

1. Rationale for Selected Option

This proposed development is sited at an appropriate location for increased density as it is close to Esquimalt Road, BC Transit routes, and the CFB Esquimalt, one of the major employers in the Capital Regional District. This proposed development will increase the number of dwelling units in the Township in addition to creating a greater diversity in housing types. Moreover, over 150 square metres of interior space and 100 square metres of exterior space will be dedicated to a Group Children's Day Care Centre.

2. Organizational Implications

This Request for Decision has no organizational implications.

3. Financial Implications

This Request for Decision has no financial implications.

4. Sustainability & Environmental Implications

The applicant has completed the Esquimalt Green Building Checklist, detailing green features that will be considered for inclusion in the development should it be approved. [Appendix E]

5. Communication & Engagement

As this is an OCP Amendment and Rezoning application, public hearing notices have been mailed to tenants and owners of properties within 100m (328ft) of the subject property. In order to satisfy the requirements of the Local Government Act, a notice to relevant government and institutional stakeholders within the Capital Region has been completed. Six signs indicating that the property is under consideration for a change in zoning have been installed on the frontages on Constance Avenue, Nelson Street, and Miles Street. These signs have been updated to include the date, time, and location of the Public Hearing.

As required by the Development Application Procedures and Fees Bylaw, 2012, No. 2791, the applicant delivered notices to properties within 100 m of the subject property soliciting comments and inviting residents to attend a public open house. The meeting was held on February 22, 2019 at the CFB Esquimalt Wardroom at 1586 Esquimalt Road. Staff confirms that the applicant has provided the required submissions indicating that 12 people attended the meeting. [Appendix J]

ALTERNATIVES:

1. That Council, upon considering comments made at the Public Hearing, resolves that Amendment Bylaws No. 2964 and No. 2965 be given third reading, and staff be directed to coordinate with the property owner to ensure registration of the S.219 covenant on the title of the subject property prior to returning Amendment Bylaw No. 2964 and No. 2965 to Council for consideration of adoption.
2. That Council postpone consideration of Amendment Bylaw No. 2964 and No. 2965 pending receipt of additional information. [Receipt of new information from the applicant or the public would require a new Public Hearing.]
3. That Council defeat Amendment Bylaw No. 2964 and No. 2965.

CORPORATION OF THE TOWNSHIP OF ESQUIMALT

BYLAW NO. 2964

A Bylaw to amend Bylaw No. 2922, cited as the
"Official Community Plan Bylaw, 2018, No. 2922"

THE MUNICIPAL COUNCIL OF THE TOWNSHIP OF ESQUIMALT, in open meeting assembled, enacts as follows:

1. This bylaw may be cited as the "*Official Community Plan Bylaw, 2018, No. 2922, AMENDMENT BYLAW, 2019, NO. 2964*".
2. That Bylaw No. 2922, cited as the "Official Community Plan Bylaw, 2018, No. 2922" be amended as follows:

- (1) On PART 4 MAPS, Schedule 'B' (Proposed Land Use Designations) of the *Official Community Plan Bylaw 2018, No. 2922*, being the Proposed Land Use Designation Map, by changing the designation of the following property from 'High Density Residential' to 'Commercial/Commercial Mixed-Use', shown cross-hatched on Schedule 'A' attached to this bylaw:

PID: 000-713-465
Lot 95, Suburban Lot 44, Esquimalt District, Plan 2854
[616 Constance Avenue]

PID: 000-819-832
Lot 4, Suburban Lot 44, Esquimalt District, Plan 3135
[620 Constance Avenue]

PID: 006-393-608
Lot 84, Suburban Lots 44 and 45, Esquimalt District, Plan 2854
[619 Nelson Street]

PID: 006-278-647
Lot 3, Suburban Lot 44, Esquimalt District, Plan 3135
[623 Nelson Street]

PID: 006-375-723
Lot 96, Suburban Lot 44, Esquimalt District, Plan 2854
PID: 006-375-693
Lot 85, Suburban Lot 44, Esquimalt District, Plan 2854
[1326 Miles Street]

- (2) On PART 4 MAPS, Schedule 'H' (Development Permit Areas) of the *Official Community Plan Bylaw 2018, No. 2922* being the Development Permit Areas Map, by changing the designation of the following properties from Development Permit Area No. 6 - Multi-Family Residential to Development Permit Area No. 4 – Commercial , shown cross-hatched on Schedule 'A' attached to this bylaw:

PID: 000-713-465
Lot 95, Suburban Lot 44, Esquimalt District, Plan 2854
[616 Constance Avenue]

PID: 000-819-832
Lot 4, Suburban Lot 44, Esquimalt District, Plan 3135
[620 Constance Avenue]

PID: 006-393-608
Lot 84, Suburban Lots 44 and 45, Esquimalt District, Plan 2854
[619 Nelson Street]

PID: 006-278-647
Lot 3, Suburban Lot 44, Esquimalt District, Plan 3135
[623 Nelson Street]

PID: 006-375-723
Lot 96, Suburban Lot 44, Esquimalt District, Plan 2854
PID: 006-375-693
Lot 85, Suburban Lot 44, Esquimalt District, Plan 2854
[1326 Miles Street]

Consultation under Section 475 of the *Local Government Act* considered by the Municipal Council on the 6th day of May, 2019.

Referred to the School Board under Section 476 of the *Local Government Act*, by the Municipal Council on the 6th day of May, 2019.

READ a first time by the Municipal Council on the 19th day of August, 2019.

READ a second time by the Municipal Council on the 19th day of August, 2019.

Considered, in accordance with Section 477 of the *Local Government Act*, by the Municipal Council in conjunction with (i) its financial plan, and (ii) applicable waste management plan(s) under Part 3 [Municipal Waste Management] of the *Environmental Management Act* the ---- day of -----, 2020.

A Public Hearing was held pursuant to Sections 464, 465, 466 and 468 of the *Local Government Act* on the ---- day of -----, 2020.

READ a third time by the Municipal Council on the ---- day of -----, 2020.

ADOPTED by the Municipal Council on the ---- day of -----, 2020.

BARBARA DESJARDINS
MAYOR

RACHEL DUMAS
CORPORATE OFFICER



Sussex St

1319

618

612

608

Nelson St

633

626

627

622

623

620

619

616

1326

Miles St

4-601

Constance Ave

625

621

611

Schedule 'A'
Bylaw No. 2964

CORPORATION OF THE TOWNSHIP OF ESQUIMALT

BYLAW NO. 2965

A Bylaw to amend Bylaw No. 2050, cited as the
“Zoning Bylaw, 1992, No. 2050”

THE MUNICIPAL COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF
ESQUIMALT, in open meeting assembled, enacts as follows:

1. This bylaw may be cited as the “*ZONING BYLAW, 1992, NO. 2050, AMENDMENT BYLAW NO. 2965*”.

2. That Bylaw No. 2050, cited as the “Zoning Bylaw, 1992, No. 2050” be amended as follows:

(1) by adding the following words and figures in Section 31, Zone Designations, in the appropriate alpha-numeric sequence:

“Comprehensive Development District No. 121 (612 Constance Avenue)
CD No. 121”

(2) by adding the following text as Section 67.108 (or as other appropriately numbered subsection within Section 67):

67.108 COMPREHENSIVE DEVELOPMENT DISTRICT NO. 121 [CD NO. 121]

In that Zone designated as CD No. 121 [Comprehensive Development District No. 121] no Building or Structure or part thereof shall be erected, constructed, placed, maintained or used and no land shall be used except in accordance with and subject to the regulations contained in or incorporated by reference into this Section.

(1) **Permitted Uses**

Only Mixed Commercial / Residential use is permitted and the following Uses and no others shall be permitted as part of that development:

- (a) Dwelling – Multiple Family
- (b) Home Occupation
- (c) Provided they are located on the First Storey or Second Storey
 - (i) Business and Professional Office
 - (ii) Group Children’s Day Care Centre
- (d) Provided they are located on the First Storey:
 - (i) Laboratory and clinic
 - (ii) Personal Service Establishment
 - (iii) Public Health Clinic or facility
 - (iv) Restaurant
 - (v) Retail Store

(vi) Veterinary Clinic

(2) **Density - Floor Area Ratio**

- (a) **Base Density:** The Floor Area Ratio shall not exceed 3.0.
- (b) **Bonus Density:** The Floor Area Ratio may be increased up to, but shall not exceed 3.52 on the provision of all of the following conditions:
- (i) Reservation of a Group Children's Day Care Centre with a minimum Floor Area of 150 square metres. The owner shall grant a Covenant under Section 219 of the *Land Title Act* to secure one (1) Non-Residential Unit as the Group Children's Day Care Centre. Once designated, the permitted uses of this zone shall be interpreted so that only Group Children's Day Care Centre, and no other use, is permitted in Non-Residential Unit.
 - (ii) The owner shall grant a Covenant under Section 219 of the *Land Title Act* to secure that the Principal Building shall be designed and constructed to conform to the requirements of Step 4 (R2000) of the BC Energy Step Code. Prior to issuance of a building permit, the owner shall provide professional letters of support confirming the architectural plans will permit the Principal Building to meet the requirements of Step 4 (R2000) of the BC Energy Step Code.
 - (iii) 8 Dwelling Units to be occupied by households with a gross household income at or below the BC Housing Income Limits for the Victoria region at a rent of no more than 30% of each of such households' gross annual household income. The owner shall enter into a Housing Agreement with the Township, under Section 483 of the *Local Government Act* to ensure that these Dwelling Units remain as such.
 - (iv) 3 Dwelling Units to be occupied by households that require additional or specialized services or accommodations by reason of one or more difficulties such as physical, emotional, behavioural, developmental, or otherwise, as evidenced in writing by the appropriate Federal or Provincial ministry or agency. The owner shall enter into a Housing Agreement with the Township, under Section 483 of the *Local Government Act* to ensure that these Dwelling Units remain as such. These 3 Dwelling Units are in addition to the 8 Dwelling Units to be occupied by households with a gross household income at or below the BC Housing Income Limits for the Victoria Region.
 - (v) Perpetual Statutory Right of Way granted under Section 218 of the *Land Title Act* over the southeast corner of the parcel with a minimum area of 150 square metres to allow for privately owned publicly accessible open space prior to issuance of a building permit.
 - (vi) Perpetual Statutory Right of Way granted under Section 218 of the *Land Title Act* and a public walkway constructed

on that part of the parcel located within 6 metres of the northern Lot Line between Constance Avenue and Nelson Street prior to issuance of a building permit.

(3) **Parcel Size**

The minimum Parcel Size of fee simple Parcels created by subdivision shall be 2600 square metres.

(4) **Number of Principal Buildings**

Not more than one (1) Principal Building shall be located on a Parcel.

(5) **Number of Dwelling Units**

No more than one hundred and twenty-nine (129) Dwelling Units shall be located on a Parcel

(6) **Building Height**

No Principal Building shall exceed a Height of 46.5 metres.

(7) **Lot Coverage**

(a) Principal Building shall not cover more than 82% of the Area of the Parcel including a parking structure.

(b) That portion of the Principal Building constructed at or above the First Storey shall not cover more than 57% of the Area of the Parcel.

(8) **Siting Requirements**

(a) **Principal Building:**

(i) Front Setback: No Principal Building shall be located within 6.0 metres of the Front Lot Line abutting Miles Street.

(ii) Exterior Side Setback: No Principal Building shall be located within 5.3 metres of the Exterior Side Lot Line abutting Constance Avenue.

(iii) Exterior Side Setback: No Principal Building shall be located within 2.9 metres of the Exterior Side Lot Line abutting Nelson Street.

(iv) Rear Setback: No Principal Building shall be located within -6.0 metres of the Rear Lot Line.

(b) **Accessory Buildings:**

(i) No Accessory Building shall be permitted.

(9) **Siting Exceptions**

(a) **Principal Building:**

- (i) The minimum distance to the Front Lot Line may be reduced to 4.6 metres to accommodate the parking structure situated below the First Storey of a Principal Building.
- (ii) The minimum distance to the Exterior Side Lot Line abutting Constance Avenue may be reduced to 3.7 metres to accommodate the parking structure situated below the First Storey of a Principal Building.
- (iii) The minimum distance to the Exterior Side Lot Line abutting Nelson Street may be reduced to 0.3 metres to accommodate the parking structure situated below the First Storey of a Principal Building.
- (iv) The minimum distance to the Rear Lot Line may be reduced to 0.3 metres to accommodate the parking structure situated below the First Storey of a Principal Building.
- (v) The minimum distance to the Exterior Side Lot Line abutting Constance Avenue may be reduced by not more than 3.0 metres to accommodate the First Storey open patio attached to and forming part of a Principal Building.
- (vi) The minimum distance to the Exterior Side Lot Line abutting Nelson Street may be reduced by not more than 2.9 metres to accommodate the First Storey open patio attached to and forming part of a Principal Building.

(10) **Fencing**

- (a) 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.
- (b) Notwithstanding Section 22(1), fencing located on top of a retaining wall shall be measured distinctly and shall not 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.

(11) **Usable Open Space**

Usable Open Space shall be provided in an amount not less than 300 square metres.

(12) **Off-Street Parking**

- (a) Notwithstanding Section 13 of Parking Bylaw, 1992, No. 2011 (as

- amended), off street parking shall be provided in the minimum of 12 parking spaces for the commercial portions of the building.
- (b) Notwithstanding Section 13 of Parking Bylaw, 1992, No. 2011 (as amended), off-street parking shall be provided in the minimum ratio of 0.88 spaces per dwelling unit.
 - (c) Notwithstanding Section 11 of Parking Bylaw, 1992, No. 2011 (as amended), a minimum of 17 of the parking spaces required per above (12) (b) shall be marked "Visitor".
 - (d) Notwithstanding Section 14 of Parking Bylaw, 1992, No. 2011 (as amended), the minimum width of a two way manoeuvring aisle accessing two banks of parking shall be 6.5 metres.
 - (e) Notwithstanding Section 14 of Parking Bylaw, 1992, No. 2011 (as amended), the minimum width of a two way manoeuvring aisle accessing one bank of parking shall be 6.5 metres.
 - (f) Notwithstanding Section 14(4) of Parking Bylaw, 1992, No. 2011 (as amended), where any space abuts any portion of a fence or structure, the minimum stall width shall not increase.
 - (g) For greater certainty, all other uses must comply with Parking Bylaw requirements.
3. by changing the zoning designation of PID 000-713-465 Lot 95, Suburban Lot 44, Esquimalt District, Plan 2854 [616 Constance Avenue], PID 000-819-832 Lot 4, Suburban Lot 44, Esquimalt District, Plan 3135 [620 Constance Avenue], PID 006-393-608 Lot 84, Suburban Lots 44 and 45, Esquimalt District, Plan 2854 [619 Nelson Street], PID 006-278-647 Lot 3, Suburban Lot 44, Esquimalt District, Plan 3135 [623 Nelson Street], PID 006-375-723 Lot 96, Suburban Lot 44, Esquimalt District, Plan 2854 + PID 006-375-693 Lot 85, Suburban Lot 44, Esquimalt District, Plan 2854 [1326 Miles Street], all shown cross-hatched on Schedule "A" attached hereto, from RM-1 [Multiple Family Residential] to CD No. 121 [Comprehensive Development District No. 121]
4. by changing Schedule 'A' Zoning Map, attached to and forming part of "Zoning Bylaw, 1992, No. 2050" to show the changes in zoning classification effected by this bylaw.

READ a first time by the Municipal Council on the 19th day of August, 2019.

READ a second time by the Municipal Council on the 19th day of August, 2019.

RESCIND SECOND READING, amend bylaw and read anew a second time by the Municipal Council on the 25th day of May, 2020.

A Public Hearing was held pursuant to Sections 464, 465, 466 and 468 of the *Local Government Act* on the ____ day of _____, 2020.

READ a third time by the Municipal Council on the ____ day of _____, 2020.

ADOPTED by the Municipal Council on the ____ day of _____, 2020.

BARBARA DESJARDINS
MAYOR

RACHEL DUMAS
CORPORATE OFFICER



Sussex St

1319

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612

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Nelson St

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1326

Miles St

4-601

Constance Ave

625

621

611

Schedule 'A'
Bylaw No. 2965



Sussex St

Nelson St

Constance Ave

Miles St

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621

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612

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4-601

1338

604

3-601

Subject Property Map:
616 + 620 Constance Ave,
619 + 623 Nelson St, and 1326 Miles St



SUSSEX ST

NELSON ST

CONSTANCE AVE

MILES ST

633

630

626

625

625

622

623

620

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618

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1326

608

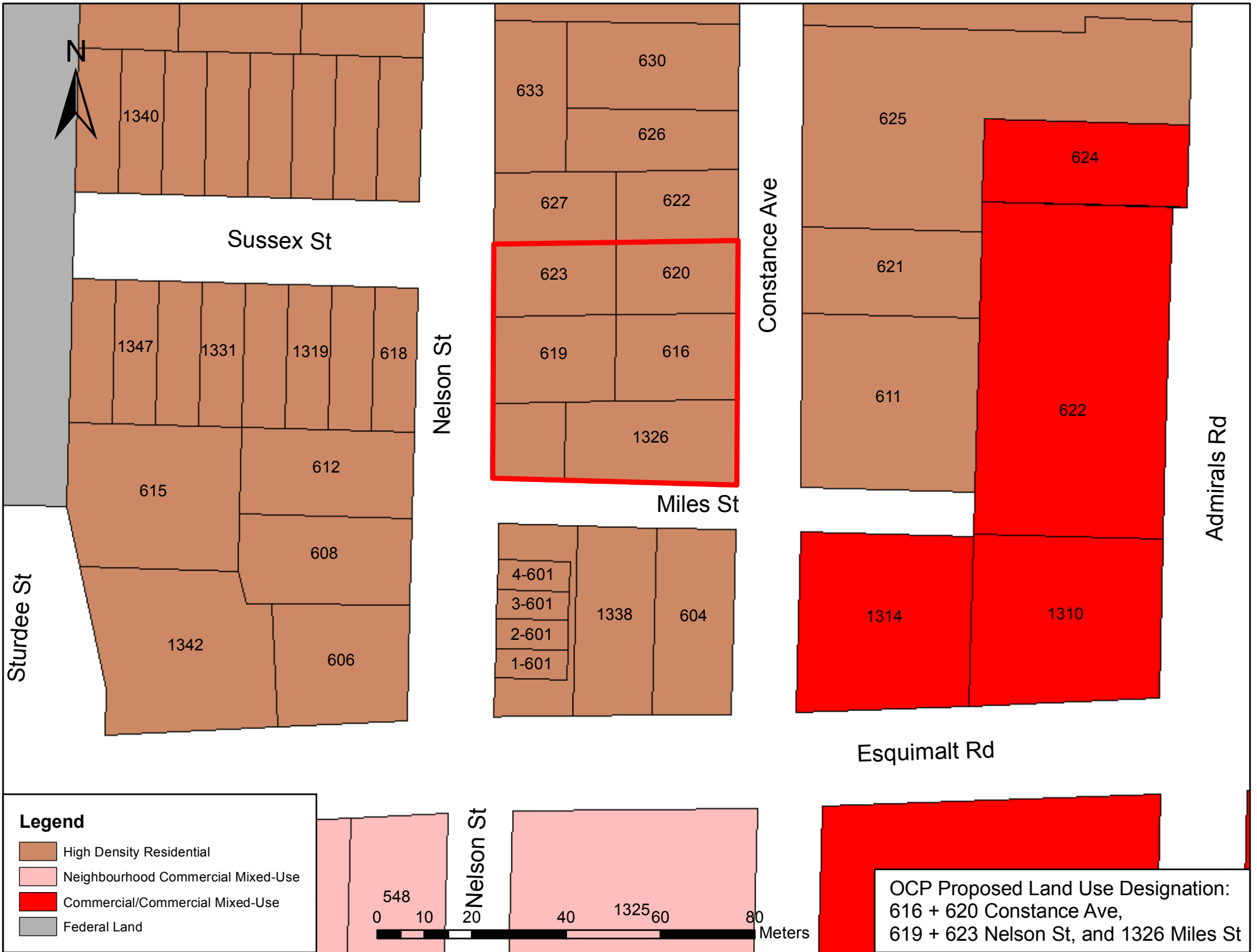
4-601

3-601

1336

604

1314





P-1

RM-4

1340

Sussex St

1347

1331

1319

618

RM-1

615

612

608

RM-4

1342

606

Nelson St

633

630

626

627

622

RM-1

623

620

619

616

1326

Miles St

4-601

3-601

2-601

1-601

1338

604

RM-4

Constance Ave

625

RM-4

621

611

C-3

624

CD-82

622

Admirals Rd

C-3

1314

1310

Esquimalt Rd

RM-1

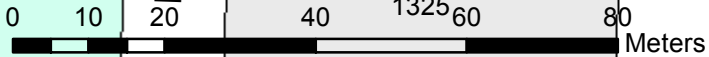
53

548

Nelson St

CD-2

1325



Meters

6

COMMERCIAL & COMMERCIAL MIXED-USE LAND USE



6.1 General

The neighbourhood commercial mixed use and Commercial/Commercial Mixed-use Areas are designated on the “Present and Proposed Land Use Designation Maps” (Schedules “A” and “B”).

OBJECTIVE: Esquimalt is a complete community where commercial enterprises serve the needs of area residents, local businesses, and visitors.

Policy

Encourage a mix of uses in the commercial/commercial mixed-use areas.

Policy

Exclusive commercial development is appropriate in commercial/commercial mixed-use areas.

Policy

All commercial/commercial mixed-use areas are designated Development Permit Areas, in order to ensure that future development and infill contributes positively to the visual and aesthetic character of its site, setting and surrounding properties.

Policy

Lands outside the Commercial/Commercial Mixed-use designation on the “Proposed Land Use Designation Map” should not be considered for commercial zoning unless the following criteria are met:

1. The project is desirable to the community and cannot be appropriately located within established commercial areas;
2. The density and scale of the project is sensitive to the prevailing character of surrounding lands;
3. The project, through its exterior finishes enhances the aesthetics of the neighbourhood;
4. The project’s parking requirements can be satisfied on-site; and
5. The project’s parking requirements should not unduly affect neighbouring land uses.

Policy

In commercial mixed-use areas, buildings with a floor area ratio of up to 3.0 for the residential portion of the building may be acceptable.

Policy:

Consider, where appropriate, development proposals with densities greater than those set out in the OCP through density bonus of floor-space provided that the additional density results in the provision of community amenities deemed appropriate by Council for the benefit of the community.

Policy

Recognize, for the purposes of density bonuses, “amenities” may include but are not limited to:

1. Privately-owned, publicly-accessible open space;
2. Public art;
3. Contributions towards the enhancement of public recreation facilities;
4. Contributions towards street and boulevard enhancements, including street furniture and decorative lighting;
5. Building to a higher step of the BC Energy Step Code than required under the Building Bylaw;
6. Group daycare and respite facilities for children and adults;
7. Preservation of heritage structures, features or assets;
8. Affordable housing units;
9. Special needs housing units;
10. Community gardens;
11. Enhanced green family play space for residents;
12. Public space improvements supporting and surrounding transit stations; and
13. Other as may be appropriate to the development proposal or surrounding community as deemed appropriate by Council.

Policy

The majority of the frontage for commercial mixed-use buildings at the ground floor, should be commercial.

Policy

On corner sites, the ground floor commercial use in mixed-use buildings should wrap around the corner.

Policy

In commercial/commercial mixed-use developments, parking should be located behind or under the building.

Policy

The installation of electric vehicle charging infrastructure in commercial/commercial mixed-use developments is encouraged.

Policy

Encourage the provision of amenities such as mini parks/plazas, street furniture, public art and decorative lighting on private lands in all commercial areas.

Policy

To encourage the use of bicycles, provision should be made in all commercial/commercial mixed-use developments for bicycle parking for employees and visitors.

6.2 Revitalization

OBJECTIVE: To encourage growth through revitalization and redevelopment of commercial areas.

Policy

Encourage public and private sector initiatives to improve streetscapes and accessibility for pedestrians and cyclists to all commercial areas.

Policy

Design and install entrance signage at key street locations, including entrances to Esquimalt.

6.3 Esquimalt Town Centre

OBJECTIVE: To foster the creation of an Esquimalt Town Centre that successfully integrates commercial, institutional and residential activity.

Policy

Esquimalt Town Centre is located along Esquimalt Road, between Constance Avenue and Joffre Street.

Policy

Esquimalt Town Centre will continue to be the principal commercial area within Esquimalt.

Policy

Encourage a range of retail stores, services, professional offices, community services, recreation, institutional, educational, and arts / cultural uses that encourage activity throughout the day and evening.

Policy

Encourage high quality development that supports and reinforces Esquimalt Town Centre as the main commercial, civic and recreational service centre. Designs are encouraged which incorporate a pedestrian orientation and include such features as sidewalk cafes, attractive landscaping, public art and other amenities.

Policy

Encourage high density mixed-use commercial/residential complexes in Esquimalt Town Centre.



Policy

Esquimalt Town Centre should continue to provide opportunities for Esquimalt's young people, including places for activities and programs.

Policy

Support the development of a transit hub and supporting infrastructure in the Esquimalt Town Centre.

Policy

Improvements to the Esquimalt Road frontage within Esquimalt Town Centre should encourage pedestrian use and facilitate connections to nearby public facilities and open spaces.

Policy

Create a clearly defined, well-landscaped, and well-lit pedestrian network throughout the Esquimalt Town Centre.

6.4 Neighbourhood Commercial Mixed-Use

OBJECTIVE: To encourage the development of a series of neighbourhood commercial mixed-use nodes throughout Esquimalt that will primarily serve the daily needs of the surrounding neighbourhood but may also include destination uses.

Policy

The Neighbourhood Commercial Mixed-Use areas are shown on the "Present and Proposed Land Use Designation Maps" (Schedules "A" and "B").

Policy

In areas designated as Neighbourhood Commercial Mixed-Use on the "Present and Proposed Land Use Designation Maps" consider proposals with a height up to six storeys and a Floor Area Ratio of up to 1.5 for the residential portion.

Policy

In areas designated as Neighbourhood Commercial Mixed-Use on the “Present and Proposed Land Use Designation Maps,” developments containing exclusively residential uses may be acceptable.

Policy

Encourage retail outlets that sell healthy fresh foods.

Policy

In areas designated as “Neighbourhood Commercial Mixed-Use” on the “Present and Proposed Land Use Designation Maps” a building height of up to six storeys and a Floor Area Ratio of up to 2.0 is acceptable when the use of the building is exclusively residential.

Policy

Notwithstanding Schedule “H,” commercial development guidelines apply to the commercial portions of the building and multi-family residential development permit guidelines apply to the residential portion of the building.

Policy

Consider, where appropriate, development proposals with densities greater than those set out in the OCP through density bonus of floor-space provided that the additional density results in the provision of community amenities deemed appropriate by Council for the benefit of the community.

Policy

For the purposes of density bonuses, “amenities” may include but are not limited to:

1. Privately-owned, publicly-accessible open space;
2. Public art;
3. Contributions towards the enhancement of public recreation facilities;
4. Contributions towards street and boulevard enhancements, including street furniture and decorative lighting;
5. Building to a higher step of the BC Energy Step Code than required under the Building Bylaw;
6. Group daycare and respite facilities for children and adults;
7. Preservation of heritage structures, features or assets;
8. Affordable housing units;
9. Special needs housing units;
10. Community gardens;
11. Enhanced green family play space for residents;
12. Public space improvements supporting and surrounding transit stations; and
13. Other as may be appropriate to the development proposal or surrounded community as deemed appropriate by Council.

6.4.1 Head Street and Esquimalt Road

OBJECTIVE: To create a vibrant commercial mixed-use node centred around the intersection of Esquimalt Road and Head Street.

Policy

Esquimalt's secondary commercial area is located along Esquimalt Road at Head Street.

Policy

Encourage redevelopment in the Head Street/Esquimalt Road Neighbourhood Commercial Mixed-use Area.

Policy

Redevelopment should occur at a neighbourhood scale.

6.4.2 West Bay

West Bay is a thriving, attractive and walkable harbour front neighbourhood. Its unique identity and sense of place is shaped by the natural and human history of its marine environment. A diverse mix of local, pedestrian-oriented shops, businesses and housing, together with active and attractive streets, harbour front recreation, and sunny open spaces with strong connections to the harbour, make this a truly livable neighbourhood and a popular destination for locals and visitors. The built, historical and natural environments are sensitively integrated to ensure a healthy shoreline and up-land ecology.

Policy

Encourage the West Bay commercial area be oriented to pedestrians and boat traffic.

Policy

Notwithstanding other policies set out in this OCP, maximum heights in Neighbourhood Commercial/Neighbourhood Commercial Mixed-Use land use designated areas in West Bay are limited to those heights identified in the West Bay development permit area.



6.4.3 Tillicum Road/Craigflower Road

OBJECTIVE: To encourage the development of new services that meet the needs of the residents of the Panhandle, Gorge Vale Golf Course and the area east of Tillicum Road.

Policy

As the nearby residential areas intensify and population grows, redevelopment of this commercial area is encouraged as a mix of small shops and services, potentially with residential above.

6.4.4 Mixed-Use: English Inn

The English Inn consists of a 1.8-hectare parcel of land as shown on the "Present and Proposed Land Use Designation Maps" (Schedules "A" and "B"). The English Inn Mixed-Use land use designation is a variation of the Commercial/Commercial Mixed-Use designation intended to achieve heritage protection of the significant features and trees on the property and the main building.

OBJECTIVE: To create a vibrant mixed use development that integrates within the existing neighbourhood.

Policy

The English Inn Mixed-Use designation permits and encourages a mixture of commercial (tourist accommodation), residential and institutional uses (congregate care senior citizens apartments and similar), but it also allows the possibility of only residential uses.

Policy

Subdivision, covenants and variances to parking and zoning regulations may be considered to further facilitate protection and maintenance of the main Maclure House building concomitant with redevelopment of the remainder of the property.

Policy:

Given the land contours and existing trees and vegetation, the uses in the main heritage building itself may require some parking spaces to be provided on adjacent lands if/when the original parcel is subdivided.



DRAWINGS LIST - ARCHITECTURAL	
Sheet Number	Sheet Name
A-0.00	COVER SHEET
A-0.01	EXISTING UTILITIES DRAWING
A-0.02	TOPOGRAPHIC SURVEY PLAN
A-0.03	ASSEMBLIES
A-1.01	SITE PLAN
A-2.01	OVERALL FLOOR PLANS - LEVEL P3
A-2.02	FLOOR PLANS - P2 LEVEL
A-2.03	OVERALL FLOOR PLANS - P1 LEVEL
A-2.11	LEVEL 2 TOWNHOMES
A-2.12	LEVEL 2 AMENITY
A-2.13	FLOOR PLANS - 3RD LEVEL
A-2.14	FLOOR PLANS - 4TH TO 11TH LEVEL TYPICAL
A-2.15	FLOOR PLANS - 12TH LEVEL
A-2.16	MECHANICAL PLAN
A-2.17	ROOF PLAN
A-2.18	TYPICAL UNIT TYPES
A-2.19	TYPICAL UNIT TYPES
A-4.01	BUILDING SECTIONS
A-4.02	BUILDING SECTIONS
A-4.03	BUILDING SECTIONS
A-5.01	EXTERIOR ELEVATIONS
A-5.02	EXTERIOR ELEVATIONS
A-5.03	EXTERIOR ELEVATIONS
A-5.04	EXTERIOR ELEVATIONS
A-7.01	PERSPECTIVE VIEWS
A-7.02	PERSPECTIVE VIEWS
A-7.03	PERSPECTIVE VIEWS
A-7.04	PERSPECTIVE VIEWS
A-7.05	PERSPECTIVE VIEWS
A-210	FLOOR PLANS - GROUND LEVEL

RECEIVED
 APR 17 2020
 CORP. OF TOWNSHIP
 OF ESQUIMALT
 DEVELOPMENT SERVICES



CONTEXT PLAN
SCALE: 1:1000

ISSUED FOR
1 2020-04-20 REZONING

NOT FOR CONSTRUCTION

METRIC
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DEVIATIONS FROM THE CONTRACT DOCUMENTS WITHOUT WRITTEN APPROVAL FROM THE CONSULTANT ARE SUBJECT TO CORRECTION AT THE CONTRACTOR'S EXPENSE.

- ARCHITECT & PRIME CONSULTANT**
DIALOG
100-111 ALDENBURY STREET
VANCOUVER, BC V6P 1Y7
TEL: 604 278 1700 FAX: 604 278 1702
STRUCTURAL ENGINEER
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BUILDING CODE CONSULTANT
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TEL: 604 278 1700 FAX: 604 278 1702
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TEL: 604 278 1700 FAX: 604 278 1702
PASSIVE HOUSE CONSULTANT
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TEL: 604 278 1700 FAX: 604 278 1702

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**SHOALING HEIGHTS
RESIDENTIAL
DEVELOPMENT**
CONSTANCE AVE/NELSON ST/MILES ST, ESQUIMALT,
BC

COVER SHEET

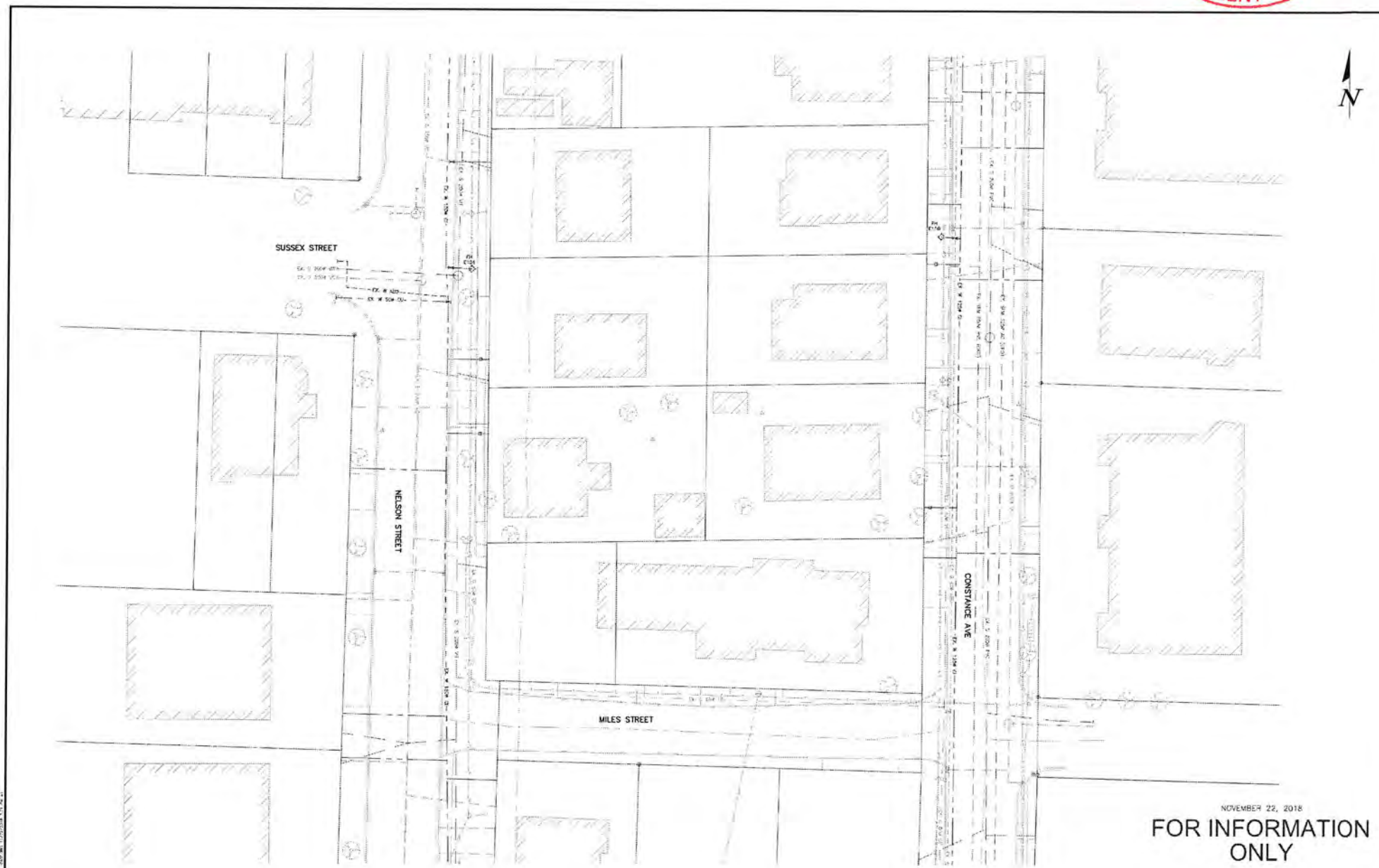
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- ELECTRICAL ENGINEER
NAME: [unreadable] REG. NO. [unreadable] EXP. DATE [unreadable]
- LANDSCAPE ARCHITECT
NAME: [unreadable] REG. NO. [unreadable] EXP. DATE [unreadable]
- CIVIL ENGINEER AND SURVEY
NAME: [unreadable] REG. NO. [unreadable] EXP. DATE [unreadable]
- BUILDING CODE CONSULTANT
NAME: [unreadable] REG. NO. [unreadable] EXP. DATE [unreadable]
- ELEVATOR CONSULTANT
NAME: [unreadable] REG. NO. [unreadable] EXP. DATE [unreadable]
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NAME: [unreadable] REG. NO. [unreadable] EXP. DATE [unreadable]

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**SHOALING HEIGHTS
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 CONSTANCE AVE/NELSON ST/MILES ST, ESQUIMALT,
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**EXISTING UTILITIES
 DRAWING**

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NO.	DATE	BY	ISSUED	NO.	DATE	BY	REVISIONS

McElhanney
 McElhanney Consulting Services Ltd.
 500 - 3090 QUADRA STREET VICTORIA, BC V8X 4A3
 PH (250) 370-0021 FAX (250) 407-3385

PROJECT: SHOALING HEIGHTS DEVELOPMENT
 816 & 620 CONSTANCE AVE., 619 & 623 NELSON STREET, 1334 & 1326 MILES STREET
 TITLE: EXISTING UTILITIES DRAWING

SCALE: HORIZ: 1:200 VERT: N/A
PROJECT NO: 18-061
ISSUED/REVISION: 18-061
APPROVING AUTHORITY FILE NO:
DRAWING NO: 18-061-BASE DWG

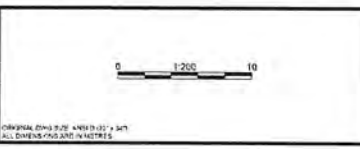


- ☉ CATCH BASIN (TOP MARK)
- ☉ FIRE HYDRANT
- ☉ GUY WIRE
- ☉ IRON PIN - FENCED
- ☉ IRON PIN - SET
- ☉ NON-STANDARD POST - FOUND
- ☉ MANHOLE
- ☉ MANHOLE - SANITARY
- ☉ MANHOLE - STORM
- ☉ S&W - WATER
- ☉ POLE - HYDRO
- ☉ POLE - HYDRO/TELEPHONE POLE
- ☉ TREE - CONIFEROUS
- ☉ TREE - DECIDUOUS
- ☉ VALVE - GAS
- ☉ VALVE - WATER

- NOTES
- THIS PLAN SHOWS GRADE HEADS, RED & GREEN, TO COMPLETE GRID. ELEVATIONS ARE IN METRES AND REFERRED TO GRIDING DATA IN COLUMN 2.
 - MONUMENT BENCH MARKS, ALL VERTICAL, IN METRES.
 - THIS PLAN REPRESENTS FIELD SURVEY COMPLETED ON AUGUST 29 AND OCTOBER 16, 2018.
 - CONTROL INTERVAL 1:50,000

Rev	Date	Description	By	Appr
1	2018-10-23	AREA EXPANDED	JC	SA
2	2018-08-08	ORIGINAL ISSUE	JC	IM

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Tel: 250 279 9221

Digitally signed by Gary Galloway
DN: cn=Gary Galloway, o=McElhanney Consulting Services Ltd., email=g.galloway@mc-el.com

Approved Seal

JOINT WORKS
5329 80TH ST. EDMONTON, AB

TOPOGRAPHIC SURVEY PLAN OF
616-620 CONSTANCE AVE, 619-623
NELSON ST, AND 1326 MILES ST

ESQUIMALT, BC

Drawing No: **03680-V-2SP**

Project Number: 2113-03680-00

Rev: 1

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SHOALING HEIGHTS RESIDENTIAL DEVELOPMENT
CONSTANCE AVE/NELSON ST/MILES ST, ESQUIMALT, BC

TOPOGRAPHIC SURVEY PLAN

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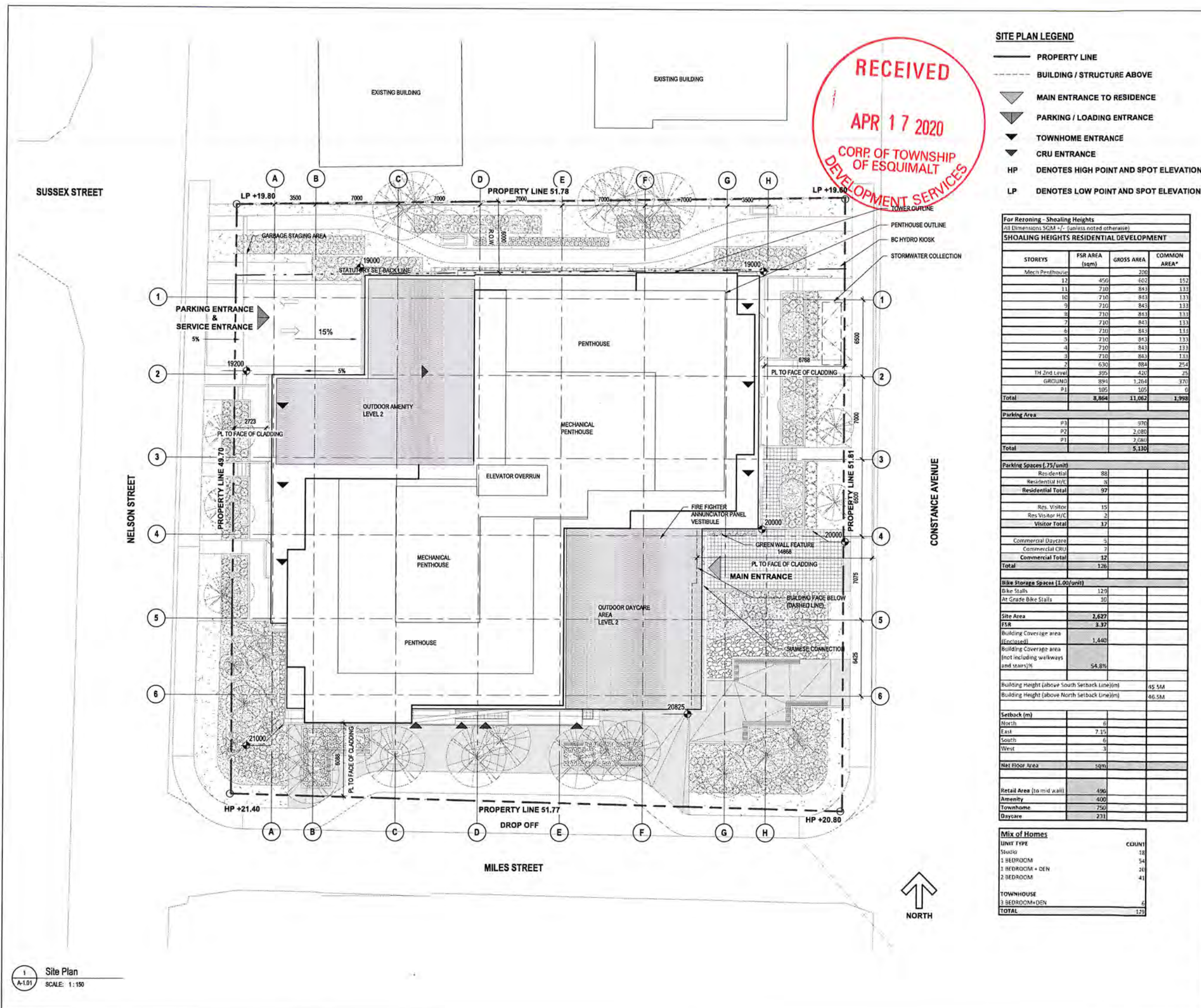
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- SITE PLAN LEGEND**
- PROPERTY LINE
 - - - BUILDING / STRUCTURE ABOVE
 - ▼ MAIN ENTRANCE TO RESIDENCE
 - ▼ PARKING / LOADING ENTRANCE
 - ▼ TOWNHOME ENTRANCE
 - ▼ CRU ENTRANCE
 - HP DENOTES HIGH POINT AND SPOT ELEVATION
 - LP DENOTES LOW POINT AND SPOT ELEVATION

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For Rezoning - Shoaling Heights
 All Dimensions SQM +/- (unless noted otherwise)

STOREYS	FSR AREA (sqm)	GROSS AREA	COMMON AREA*
Mech Penthouse		200	
12	450	602	152
11	710	843	133
10	710	843	133
9	710	843	133
8	710	843	133
7	710	843	133
6	710	843	133
5	710	843	133
4	710	843	133
3	710	843	133
2	630	884	254
1st 2nd Level	995	420	25
CIRCULO	894	1,264	370
P1	105	105	0
Total	8,864	11,062	1,958

Parking Area

P3	970
P2	2,080
P1	2,080
Total	5,130

Parking Spaces (1.75/unit)

Residential	88
Residential H/C	9
Residential Total	97
Res. Visitor	15
Res. Visitor H/C	2
Visitor Total	17
Commercial Daycare	5
Commercial CRU	7
Commercial Total	12
Total	126

Bike Storage Spaces (1.00/unit)

Bike Stalls	120
At Grade Bike Stalls	10
Total	130

Site Area

Site Area	2,627
FSR	3.37
Building Coverage area (Enclosed)	1,440
Building Coverage area (not including walkways and stairs)%	54.8%

Building Height

Building Height (above South Setback Line)(m)	45.5M
Building Height (above North Setback Line)(m)	46.5M

Setback (m)

North	6
East	7.15
South	6
West	3

Net Floor Area

Retail Area (to mid wall)	496
Amenity	400
Townhome	750
Daycare	231
TOTAL	1,877

Mix of Homes

UNIT TYPE	COUNT
Studio	10
1 BEDROOM	34
1 BEDROOM + DEN	16
2 BEDROOM	41
TOWNHOUSE	0
3 BEDROOM+DEN	0
TOTAL	121

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CIVIL ENGINEER AND SURVEY
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ELEVATOR CONSULTANT
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SHOALING HEIGHTS RESIDENTIAL DEVELOPMENT
 CONSTANCE AVENUE/NELSON ST/MILES ST, ESQUIMALT, BC

SITE PLAN
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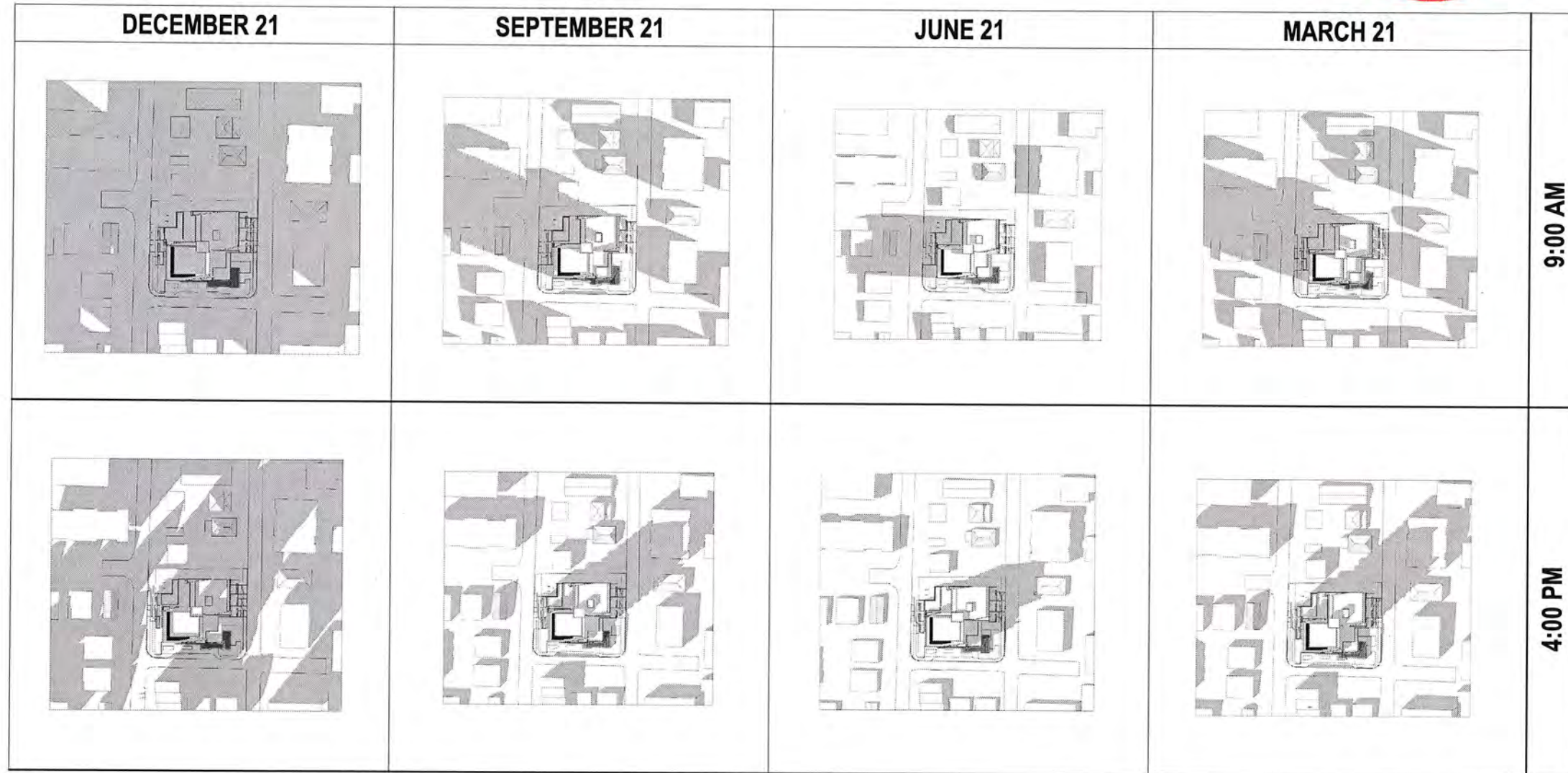
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[Firm Name]
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[Address]
[Phone]
[Fax]

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**SHOALING HEIGHTS
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**SUN AND SHADOW
STUDY - MARCH**

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ELEVATOR CONSULTANT
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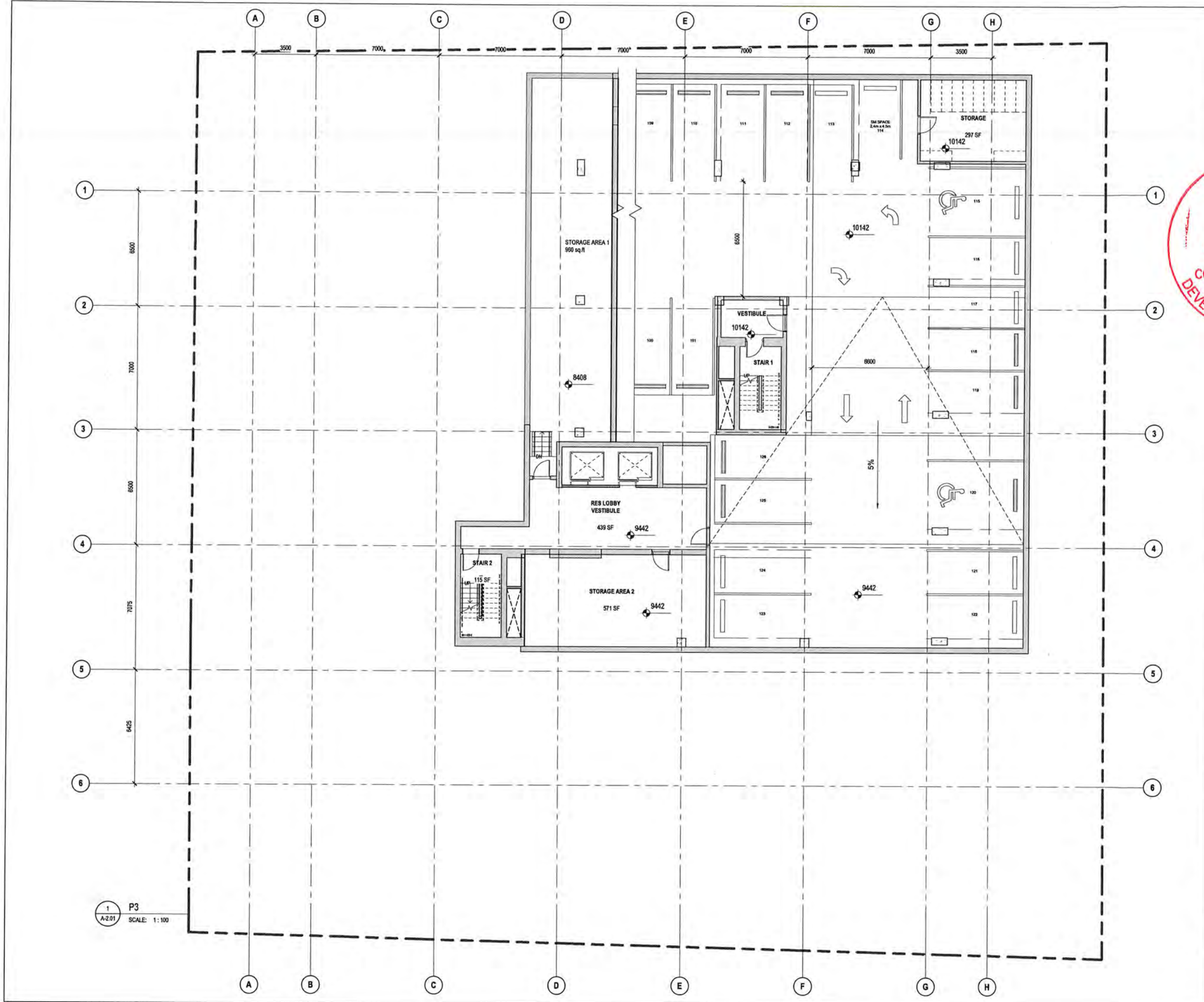
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**SHOALING HEIGHTS
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CONSTANCE AVENUE/NELSON ST/MILES ST, ESQUIMALT, BC

**OVERALL FLOOR
PLANS - LEVEL P3**

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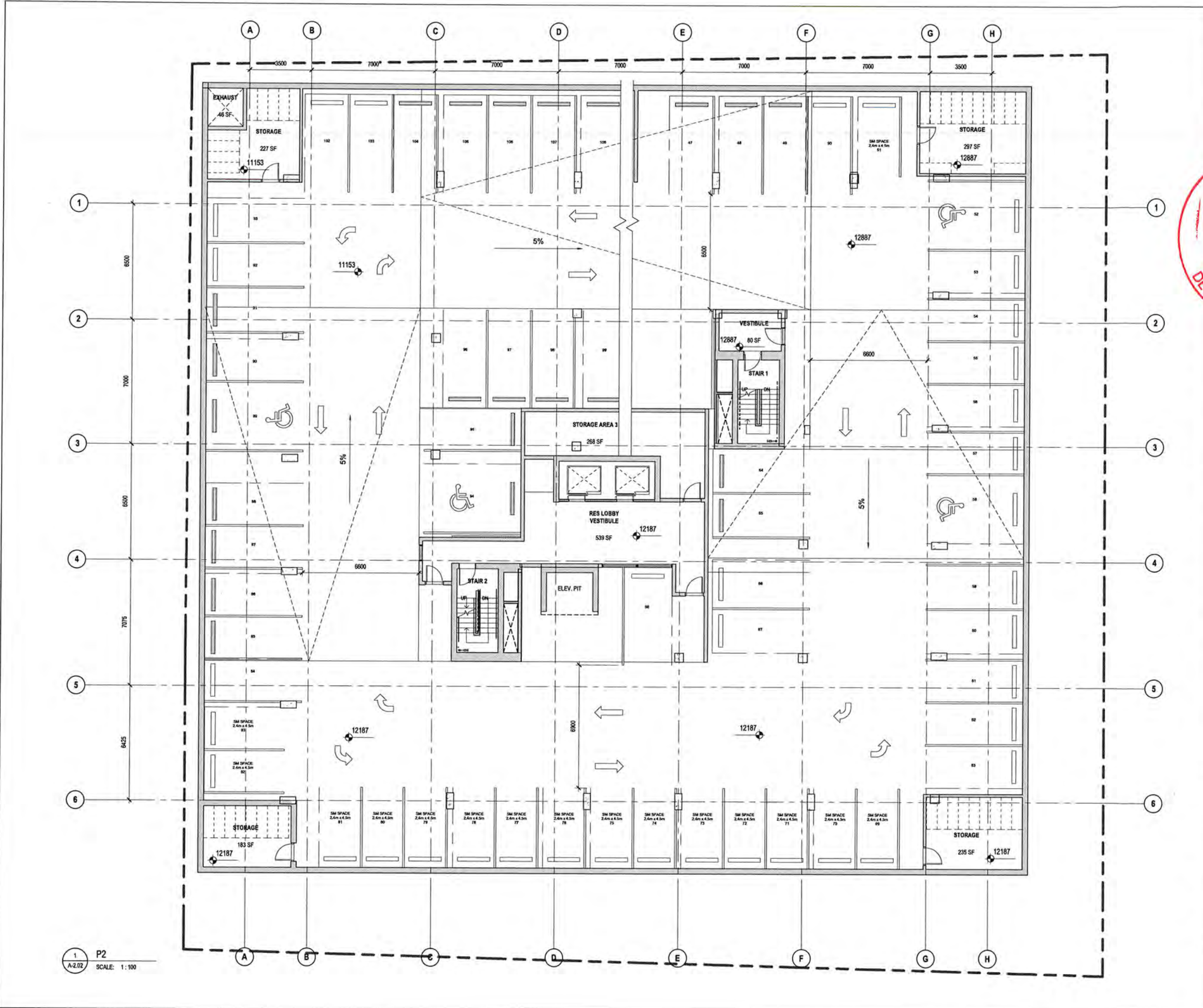
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1 P3
A-201 SCALE: 1:100



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1 P2
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ELEVATOR CONSULTANT
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**FLOOR PLANS - P2
 LEVEL**

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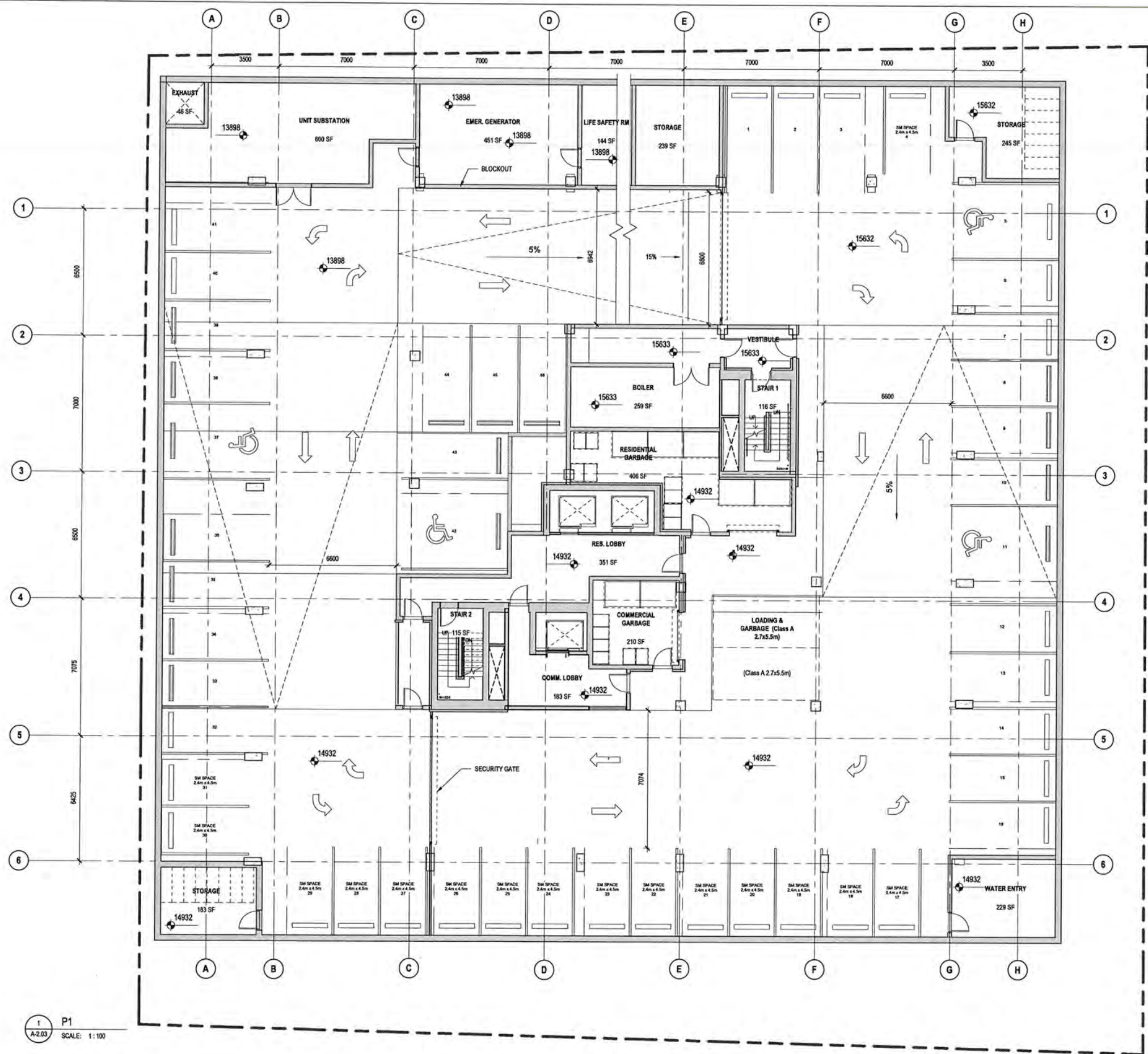
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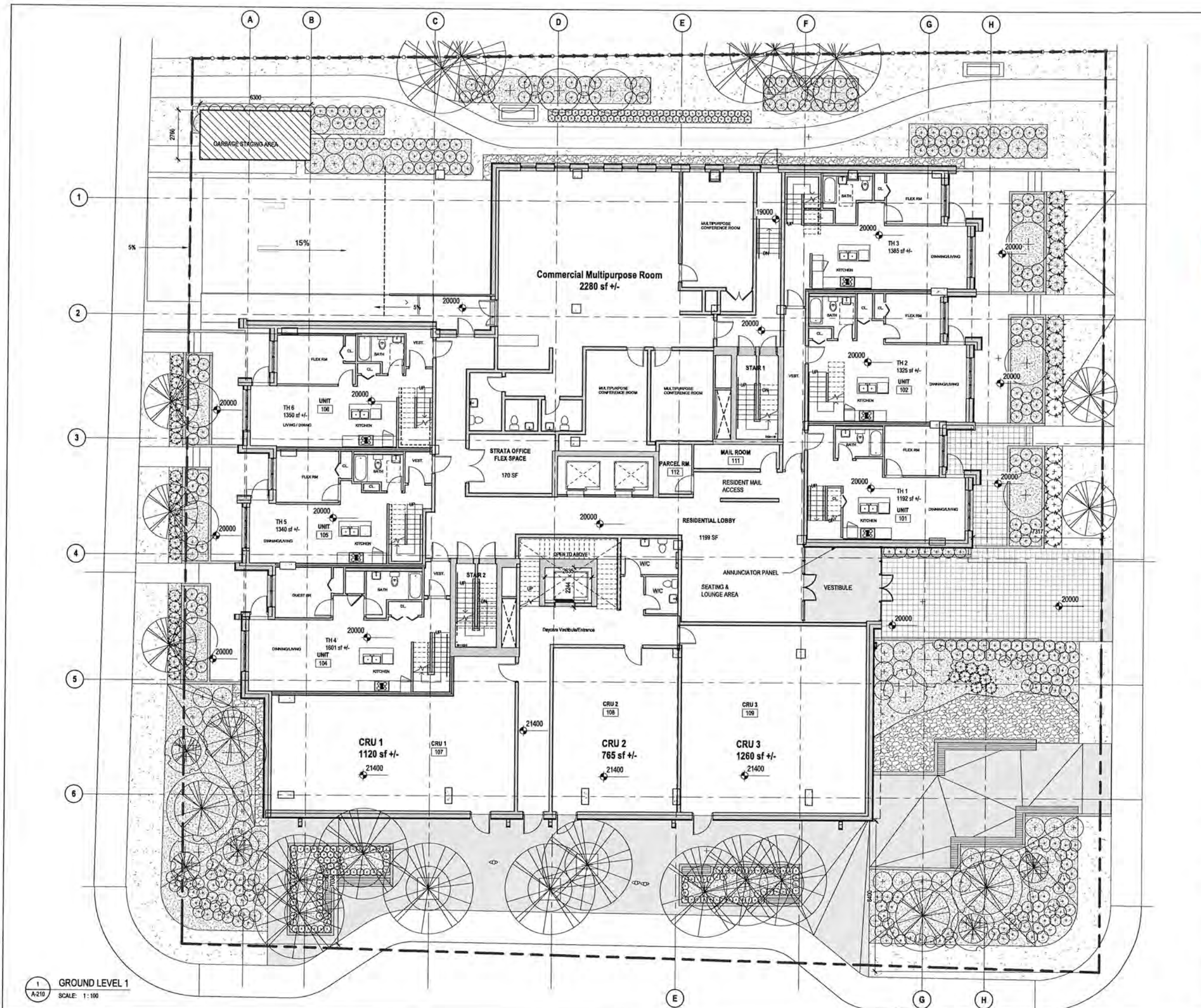
**OVERALL FLOOR
PLANS - P1 LEVEL**

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P1
A-2.03 SCALE: 1:100



1
A-210
GROUND LEVEL 1
SCALE: 1:100

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 ADDRESS: [unreadable]
 PHONE: [unreadable]
MECHANICAL ENGINEER
 NAME: [unreadable]
 ADDRESS: [unreadable]
 PHONE: [unreadable]
ELECTRICAL ENGINEER
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 ADDRESS: [unreadable]
 PHONE: [unreadable]
LANDSCAPE ARCHITECT
 NAME: [unreadable]
 ADDRESS: [unreadable]
 PHONE: [unreadable]
CIVIL ENGINEER AND SURVEY
 NAME: [unreadable]
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 PHONE: [unreadable]
BUILDING CODE CONSULTANT
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 ADDRESS: [unreadable]
 PHONE: [unreadable]
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 ADDRESS: [unreadable]
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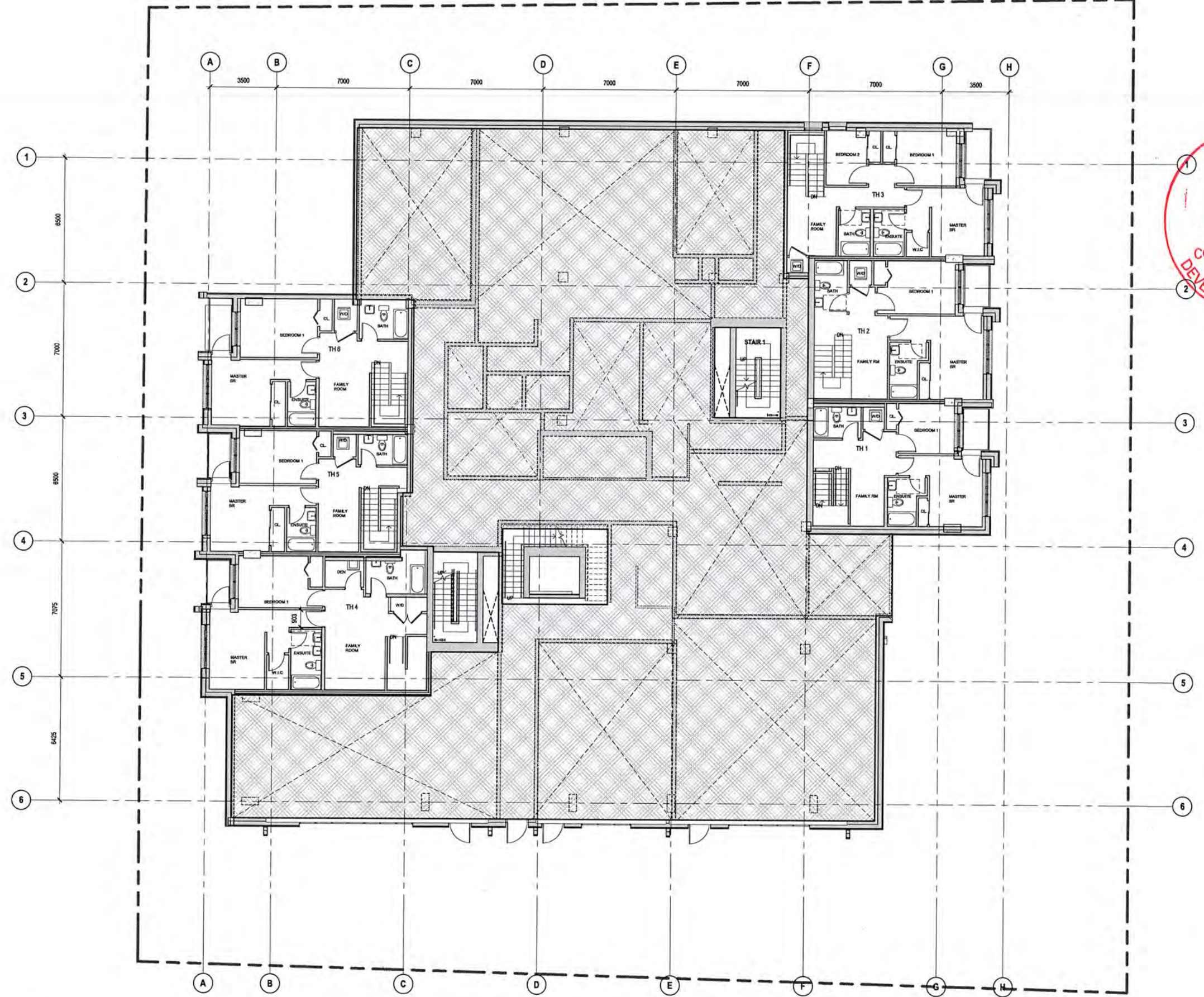
**FLOOR PLANS -
GROUND LEVEL**

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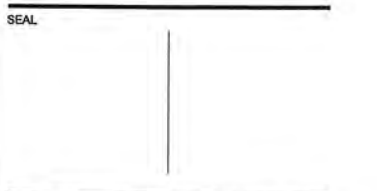
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1 FLOOR 2 TOWNHOMES
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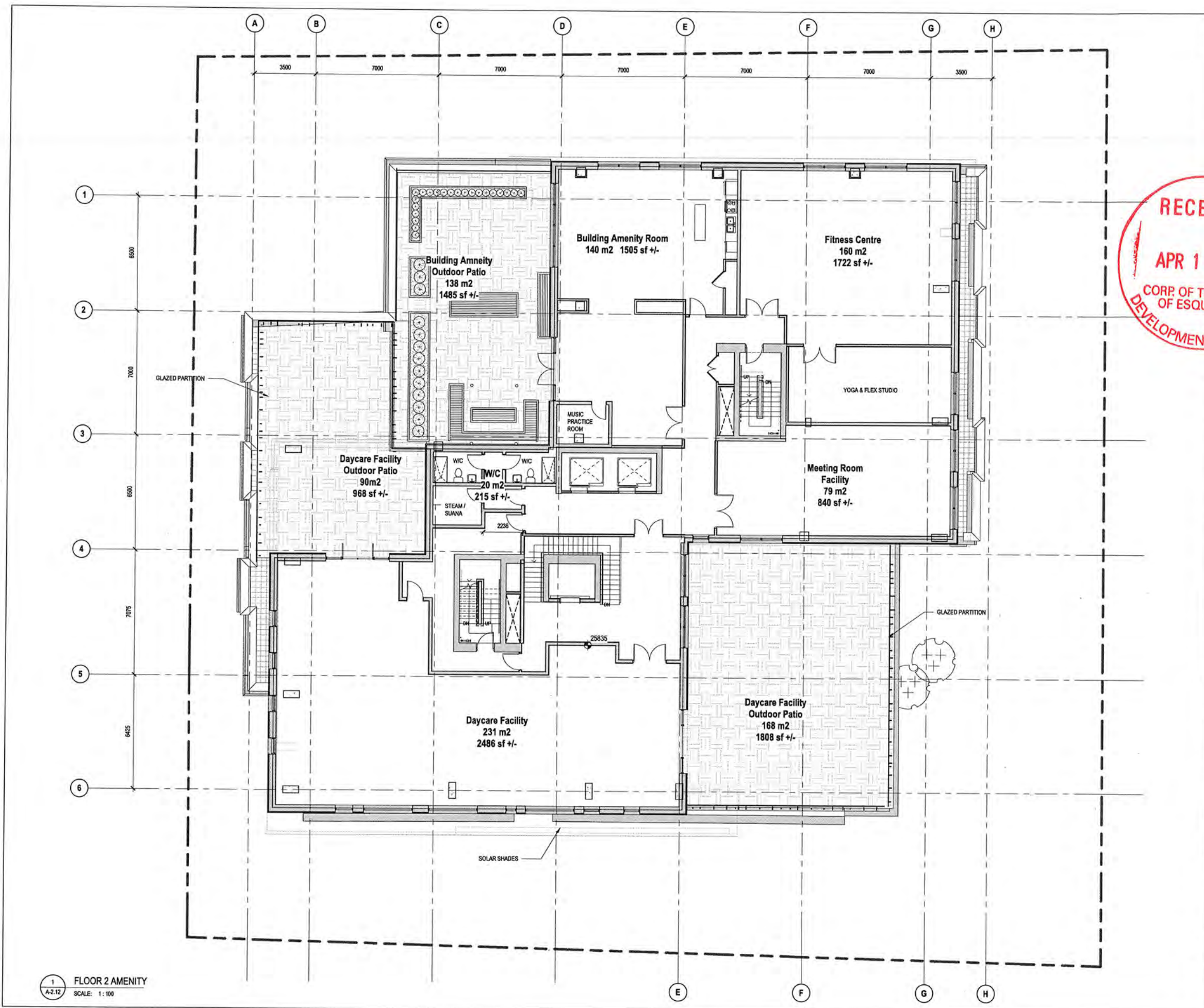
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LEVEL 2 TOWNHOMES

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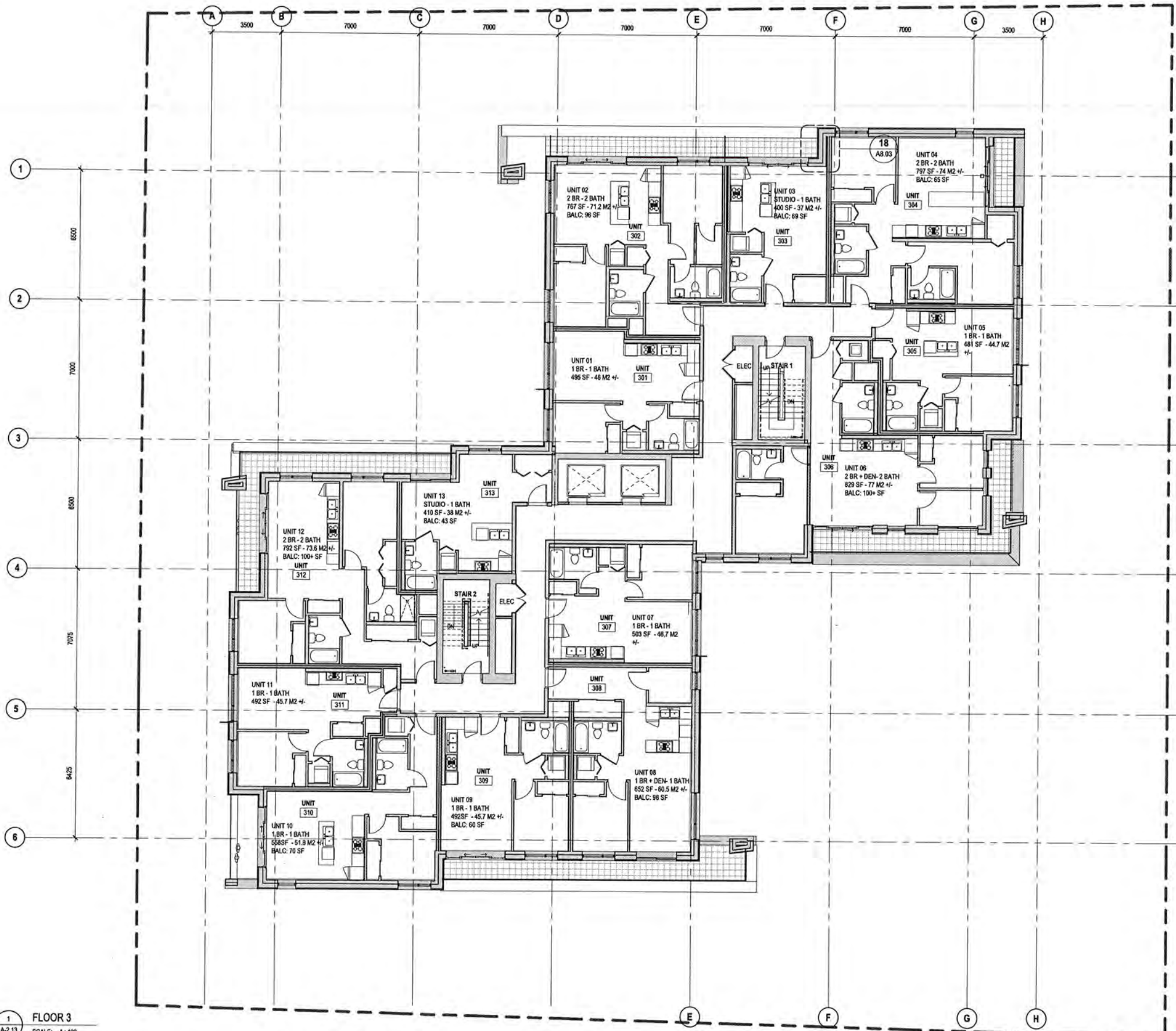
LEVEL 2 AMENITY

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ELEVATOR CONSULTANT
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PASSIVE HOUSE CONSULTANT
 NAME: [Redacted] REG. NO. [Redacted]

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**FLOOR PLANS - 3RD
LEVEL**

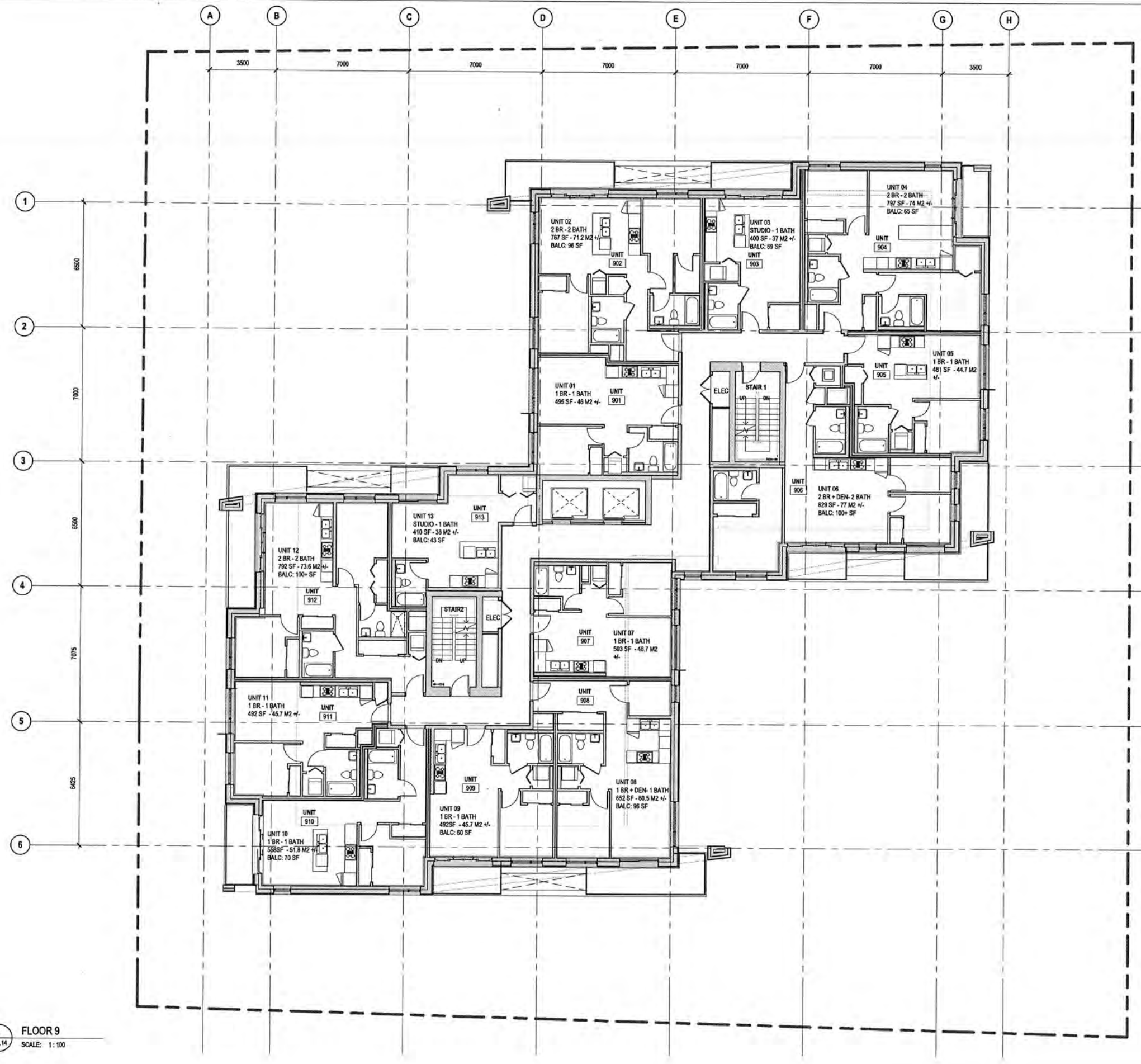
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A-2.13

1 FLOOR 3
A-2.13 SCALE: 1:100



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 MECHANICAL ENGINEER
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 REG. NO.: [illegible]
 ELECTRICAL ENGINEER
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 REG. NO.: [illegible]
 LANDSCAPE ARCHITECT
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FLOOR PLANS - 4TH
TO 11TH LEVEL
TYPICAL

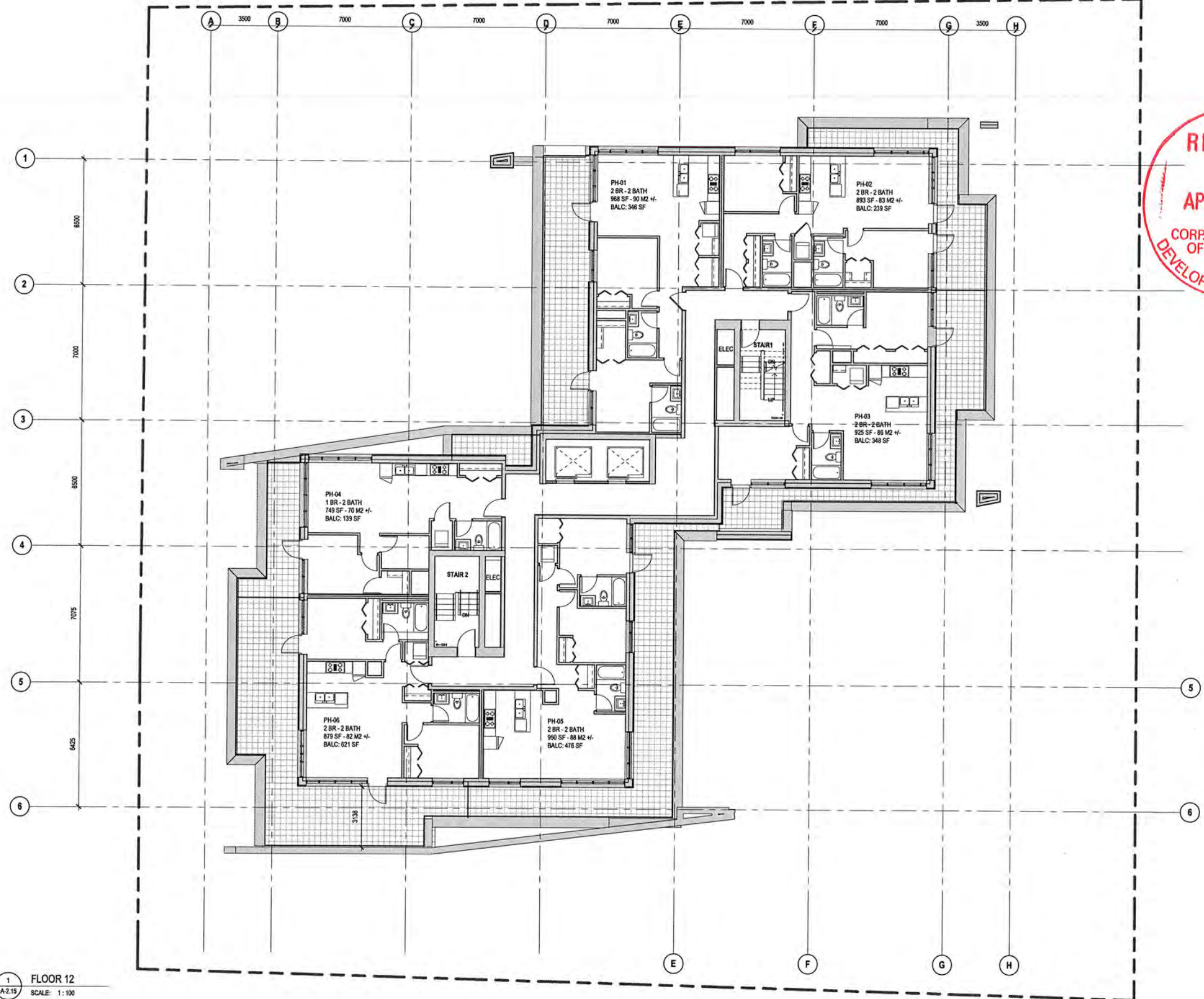
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1 FLOOR 9
A-2.14 SCALE: 1:100



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LANDSCAPE ARCHITECT
 NAME: [Redacted] REG. NO. [Redacted] EXP. DATE [Redacted]
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ELEVATOR CONSULTANT
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**FLOOR PLANS - 12TH
LEVEL**

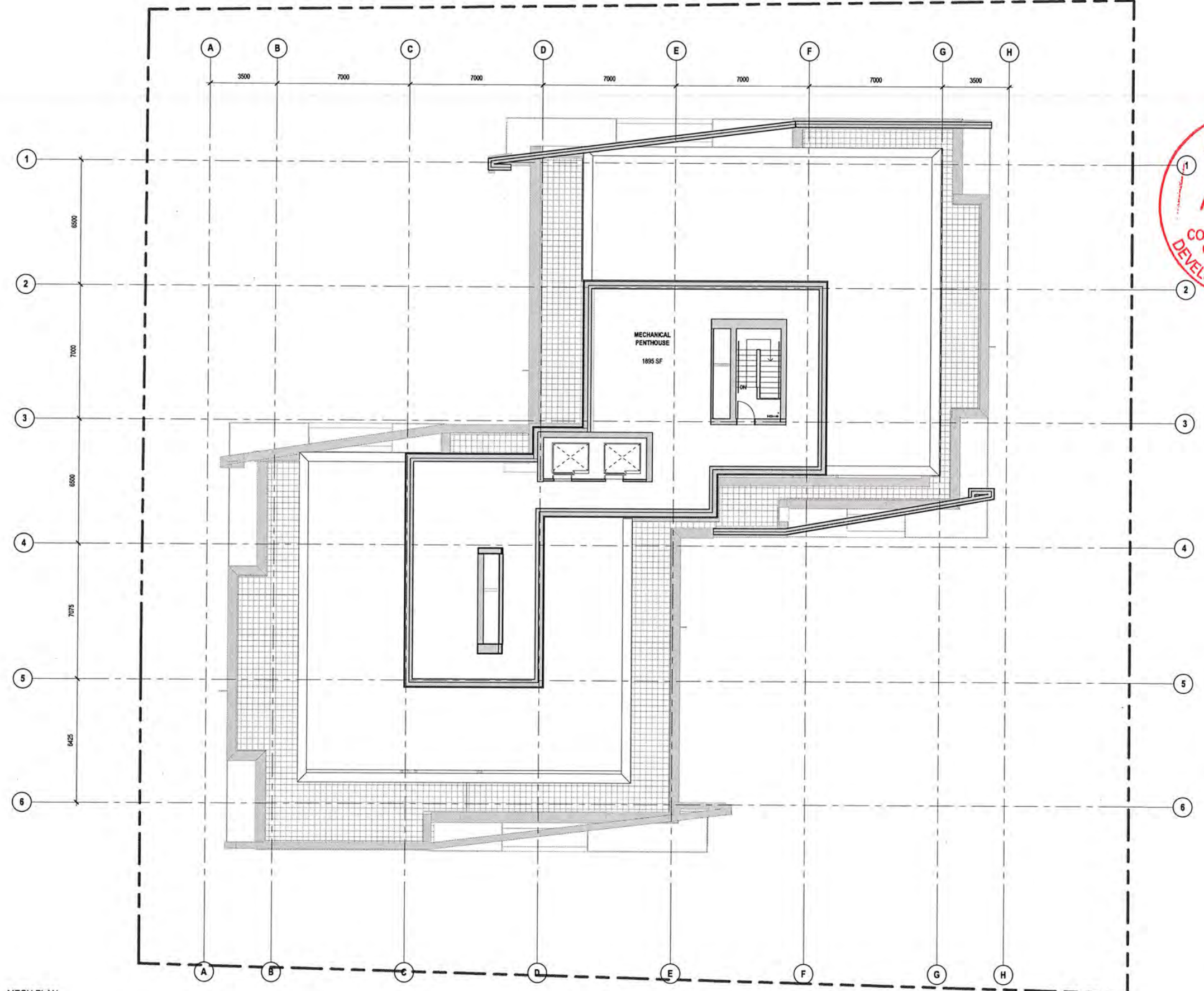
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A-2.15

1 FLOOR 12
 A-2.15 SCALE: 1:100



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ELECTRICAL ENGINEER
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CIVIL ENGINEER AND SURVEY
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ELEVATOR CONSULTANT
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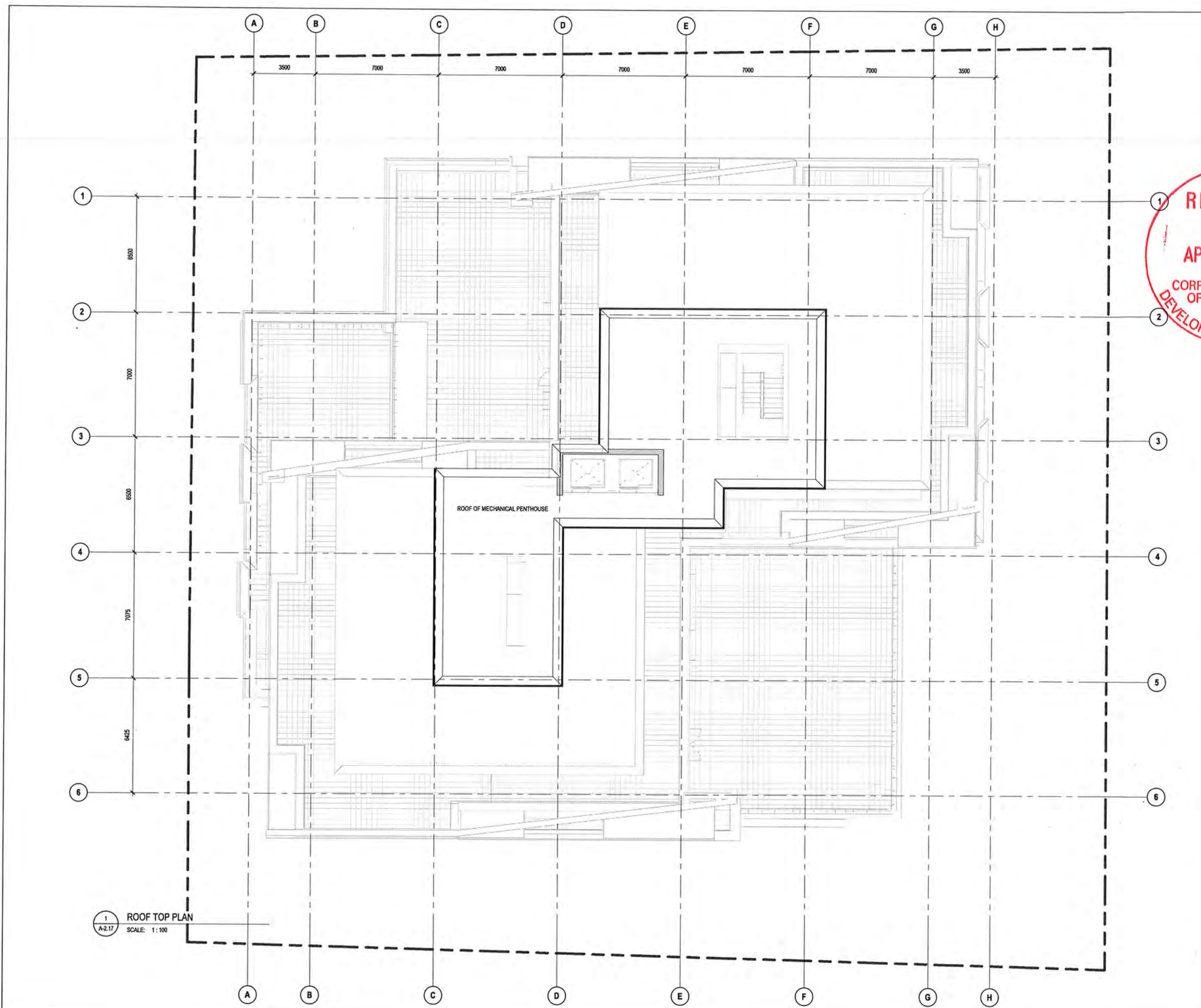
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MECHANICAL PLAN

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ROOF PLAN

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TYPICAL UNIT TYPES

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A-2.18

<p>1 UNIT TYPE - UNIT 1 - 1BR A-2.18 SCALE: 1:100</p>	<p>2 UNIT TYPE - UNIT 2 - 2BR A-2.18 SCALE: 1:100</p>	<p>3 UNIT TYPE - UNIT 3 - STUDIO A-2.18 SCALE: 1:100</p>	<p>4 UNIT TYPE - UNIT 4 - 2BR A-2.18 SCALE: 1:100</p>
<p>5 UNIT TYPE - UNIT 5 - 1BR A-2.18 SCALE: 1:100</p>	<p>6 UNIT TYPE - UNIT 6 - 2BR+D A-2.18 SCALE: 1:100</p>	<p>7 UNIT TYPE - UNIT 7 - 1BR A-2.18 SCALE: 1:100</p>	<p>8 UNIT TYPE - UNIT 8 - 1BR+D A-2.18 SCALE: 1:100</p>
<p>9 UNIT TYPE - UNIT 9 - 1BR A-2.18 SCALE: 1:100</p>	<p>10 UNIT TYPE - UNIT 10 - 1BR A-2.18 SCALE: 1:100</p>	<p>11 UNIT TYPE - UNIT 11 - 1BR A-2.18 SCALE: 1:100</p>	<p>12 UNIT TYPE - UNIT 12 - 2 BR A-2.18 SCALE: 1:100</p>
<p>13 UNIT TYPE - UNIT 13 - STUDIO A-2.18 SCALE: 1:100</p>			

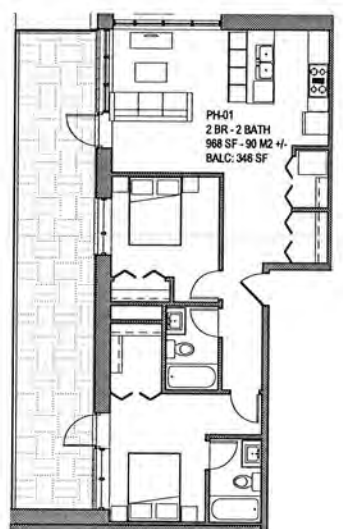
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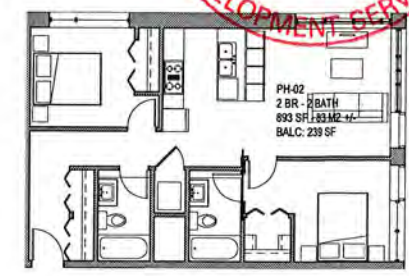


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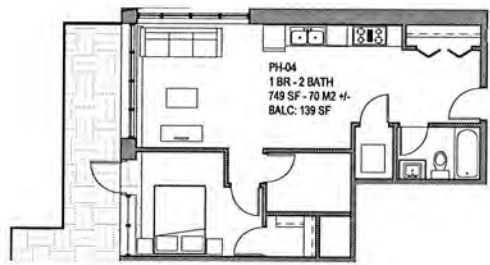
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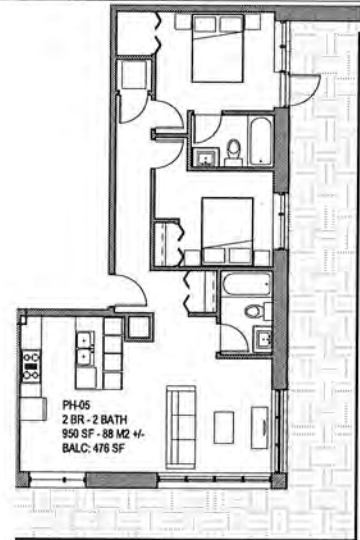
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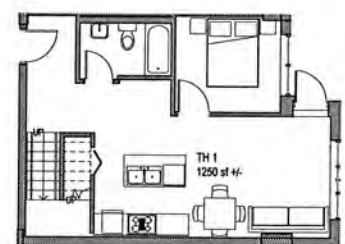
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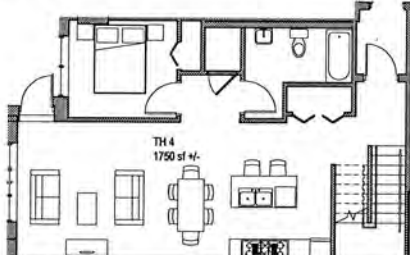
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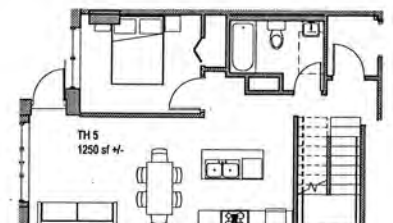
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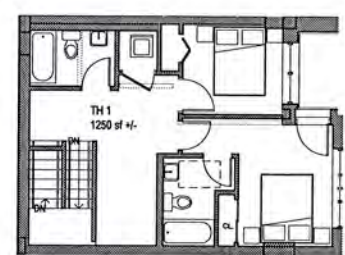
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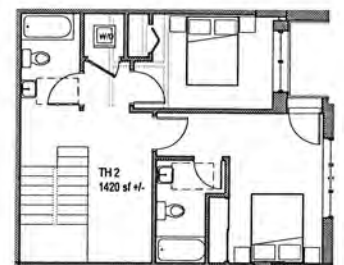
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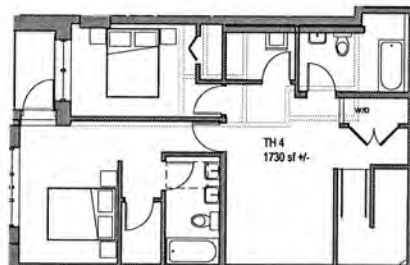
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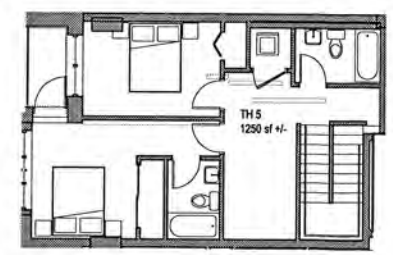
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13 UNIT TYPE - TH 4 - LEVEL 2
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14 LEVEL 2 TOWNHOMES
 A-2.19 SCALE: 1:100

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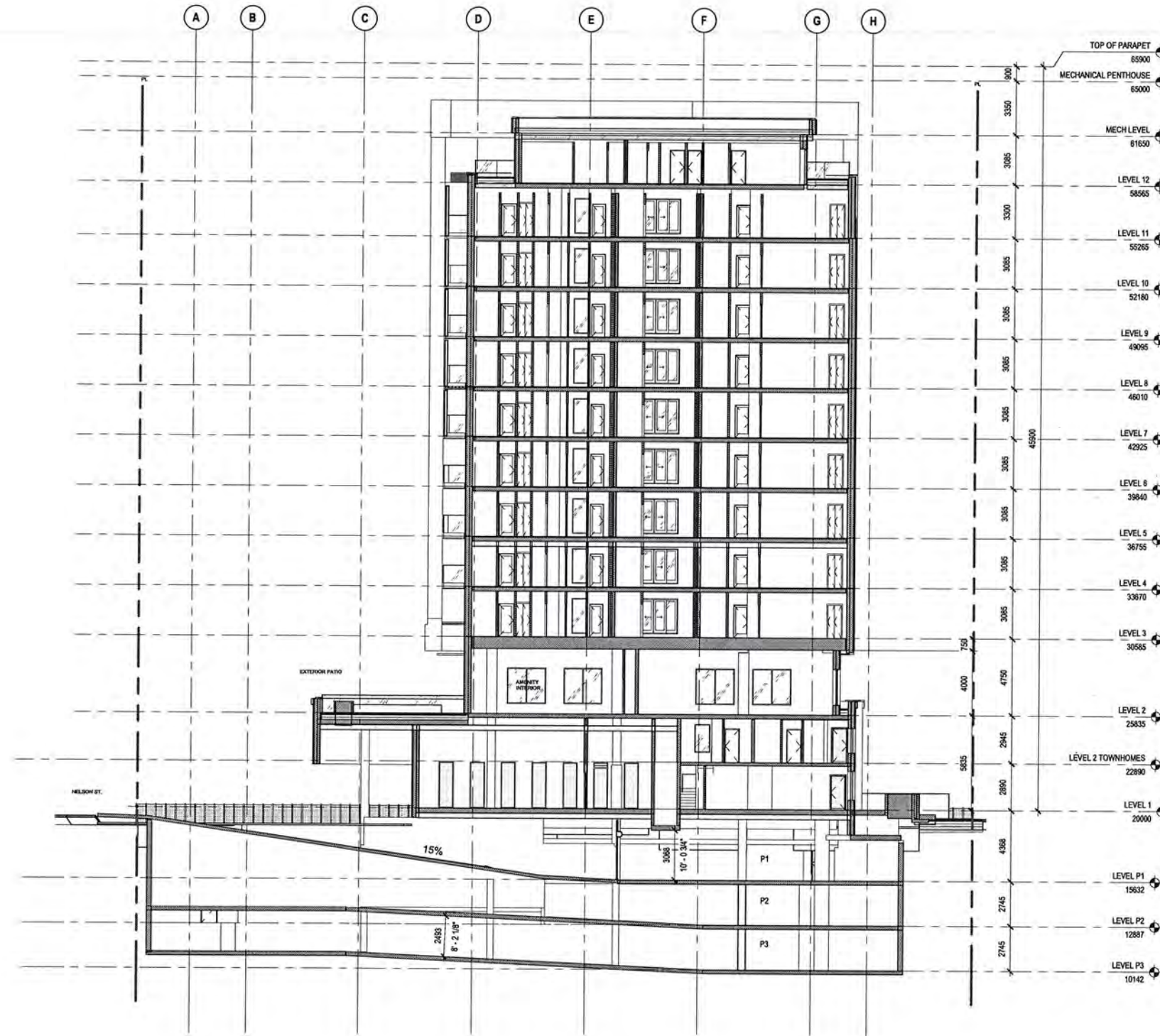
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TYPICAL UNIT TYPES

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1 Section A
A-4.01 SCALE: 1:150

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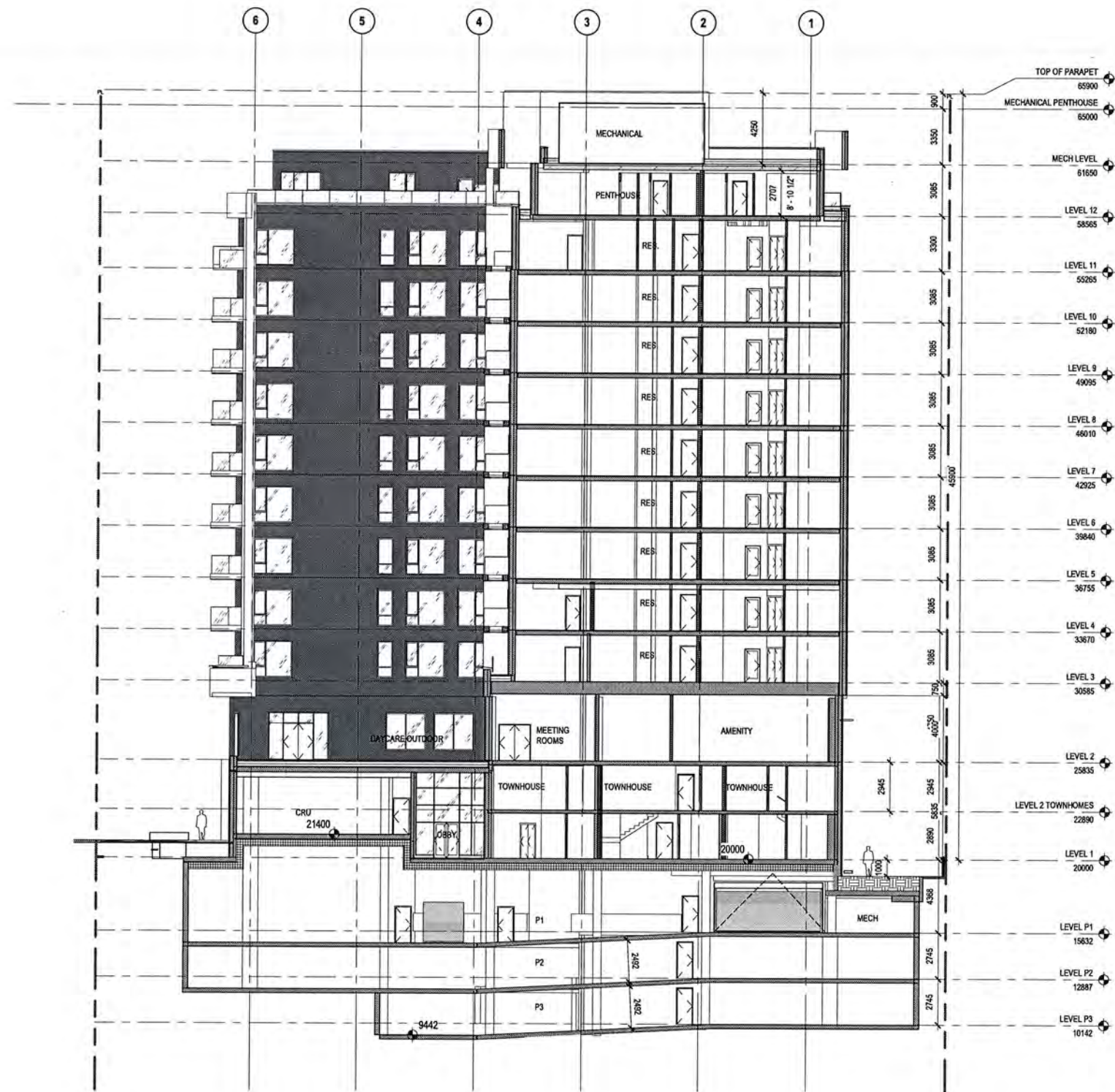
ARCHITECT & PRIME CONSULTANT
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MECHANICAL ENGINEER
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CIVIL ENGINEER AND SURVEY
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ELEVATOR CONSULTANT
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PASSIVE HOUSE CONSULTANT
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1 Section B
A-4.02 SCALE: 1:150



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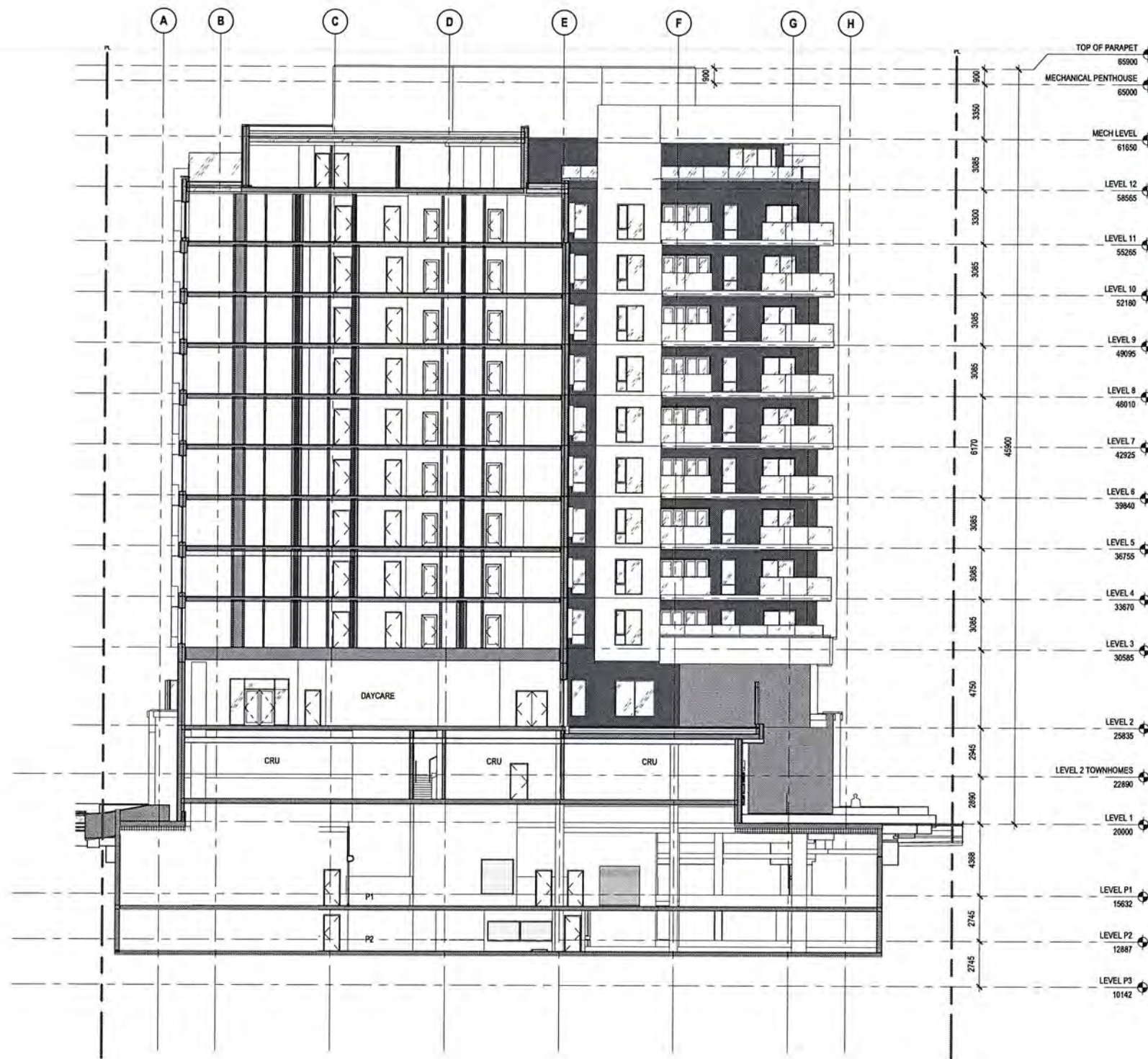
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BUILDING SECTIONS

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A-4.02



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MECHANICAL ENGINEER
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 REG. NO.: [Redacted]
ELECTRICAL ENGINEER
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 REG. NO.: [Redacted]
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 REG. NO.: [Redacted]
CIVIL ENGINEER AND SURVEY
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 REG. NO.: [Redacted]
BUILDING CODE CONSULTANT
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 REG. NO.: [Redacted]
ELEVATOR CONSULTANT
 NAME: [Redacted]
 REG. NO.: [Redacted]
PASSIVE HOUSE CONSULTANT
 NAME: [Redacted]
 REG. NO.: [Redacted]

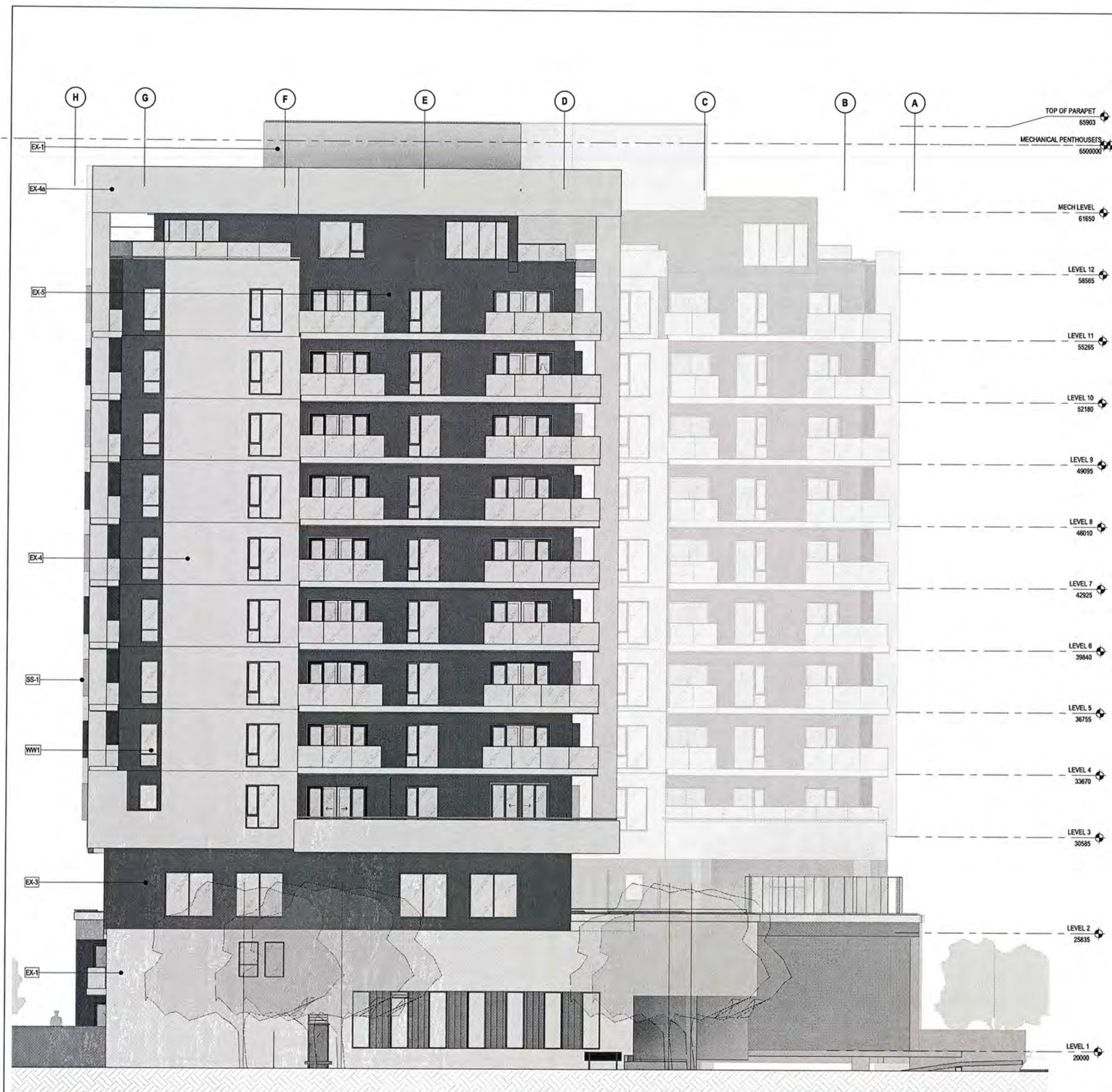
SEAL

**SHOALING HEIGHTS
 RESIDENTIAL
 DEVELOPMENT**
 CONSTANCE AVE/NELSON ST/MILES ST, ESQUIMALT,
 BC
BUILDING SECTIONS

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A-4.03

1 Section C
 A-4.03 SCALE: 1:150



EXTERIOR MATERIALS	
Key Value	Keynote Text
10B	
EX-1	MLT CLADDING STUD WALL (WHITE)
EX-3	MLT CLADDING STUD WALL (CHARCOAL)
EX-4	MTL CLADDING PREFAB PANEL (WHITE)
EX-4a	MTL CLADDING ON CONC. SUBSTRATE (WHITE)
EX-5	MTL CLADDING PREFAB PANEL (CHARCOAL)
EX-6	WOOD FEATURE WALL
GR-2	FRITTED GLASS GUARD
SS-1	PRE-FINISHED METAL SOLAR SHADE
WW1	PUNCHED WINDOW WALL GLAZING



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SEAL

**SHOALING HEIGHTS
RESIDENTIAL
DEVELOPMENT**
CONSTANCE AVENUE/ NELSON ST/ MILES ST, ESQUIMALT, BC

**EXTERIOR
ELEVATIONS**

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A-5.01

1 NORTH ELEVATION COLOR
A-5.01 SCALE: 1:100



EXTERIOR MATERIALS	
Key Value	Keynote Text
10B	
EX-1	MLT CLADDING STUD WALL (WHITE)
EX-3	MLT CLADDING STUD WALL (CHARCOAL)
EX-4	MTL CLADDING PREFAB PANEL (WHITE)
EX-4a	MTL CLADDING ON CONC. SUBSTRATE (WHITE)
EX-5	MTL CLADDING PREFAB PANEL (CHARCOAL)
EX-6	WOOD FEATURE WALL
GR-2	FRITTED GLASS GUARD
SS-1	PRE-FINISHED METAL SOLAR SHADE
WW1	PUNCHED WINDOW WALL GLAZING



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 PHONE: [unreadable]
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 NAME: [unreadable]
 ADDRESS: [unreadable]
 PHONE: [unreadable]
MECHANICAL ENGINEER
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 ADDRESS: [unreadable]
 PHONE: [unreadable]
ELECTRICAL ENGINEER
 NAME: [unreadable]
 ADDRESS: [unreadable]
 PHONE: [unreadable]
LANDSCAPE ARCHITECT
 NAME: [unreadable]
 ADDRESS: [unreadable]
 PHONE: [unreadable]
CIVIL ENGINEER AND SURVEY
 NAME: [unreadable]
 ADDRESS: [unreadable]
 PHONE: [unreadable]
BUILDING CODE CONSULTANT
 NAME: [unreadable]
 ADDRESS: [unreadable]
 PHONE: [unreadable]
ELEVATOR CONSULTANT
 NAME: [unreadable]
 ADDRESS: [unreadable]
 PHONE: [unreadable]
PASSIVE HOUSE CONSULTANT
 NAME: [unreadable]
 ADDRESS: [unreadable]
 PHONE: [unreadable]

SEAL

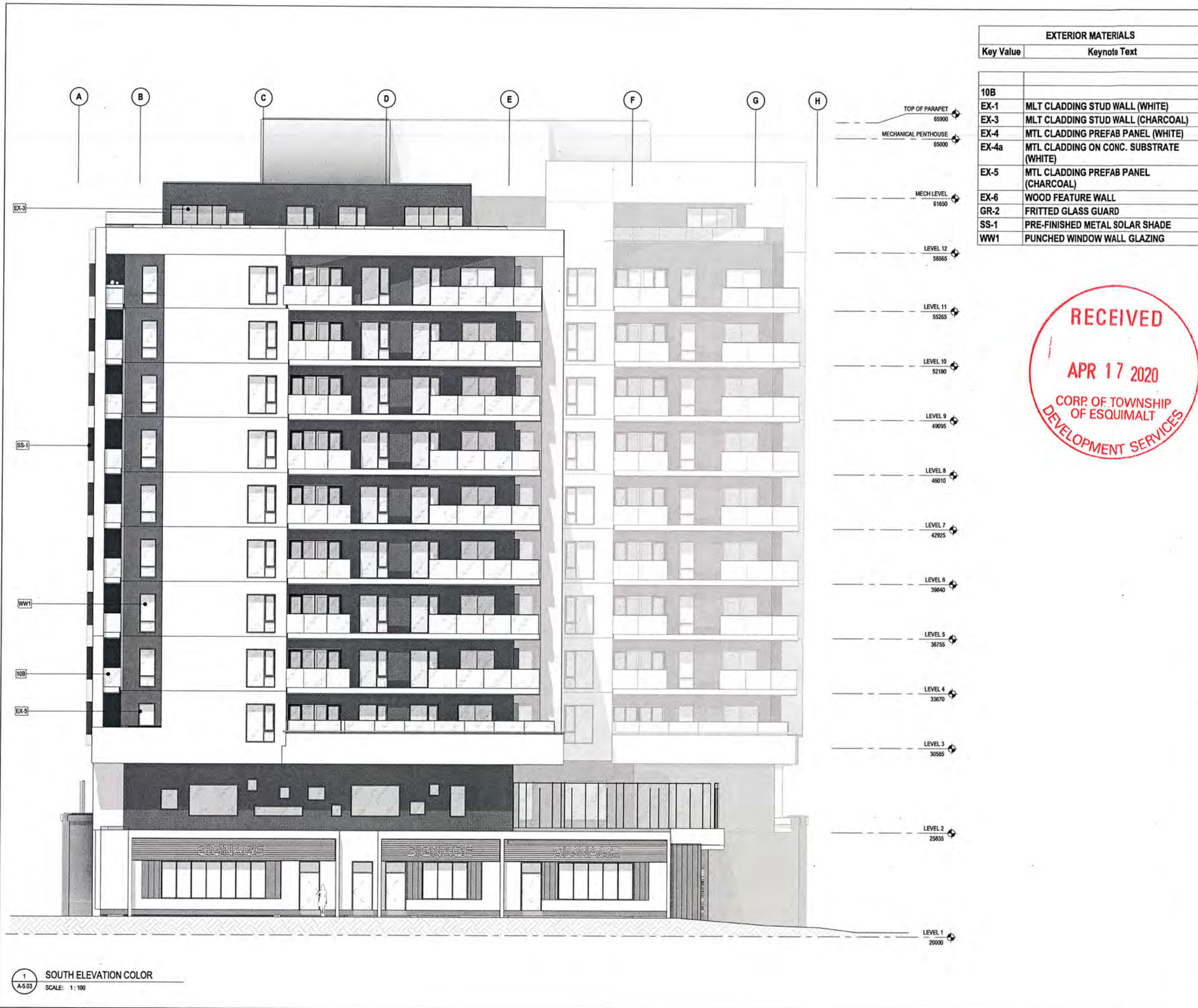
SHOALING HEIGHTS RESIDENTIAL DEVELOPMENT
 CONSTANCE AVE/NELSON ST/MILES ST, ESQUIMALT, BC

EXTERIOR ELEVATIONS

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A-5.02

1 EAST ELEVATION COLOR
 A-5.02 SCALE: 1:100



EXTERIOR MATERIALS	
Key Value	Keynote Text
10B	
EX-1	MLT CLADDING STUD WALL (WHITE)
EX-3	MLT CLADDING STUD WALL (CHARCOAL)
EX-4	MTL CLADDING PREFAB PANEL (WHITE)
EX-4a	MTL CLADDING ON CONC. SUBSTRATE (WHITE)
EX-5	MTL CLADDING PREFAB PANEL (CHARCOAL)
EX-6	WOOD FEATURE WALL
GR-2	FRITTED GLASS GUARD
SS-1	PRE-FINISHED METAL SOLAR SHADE
WW1	PUNCHED WINDOW WALL GLAZING

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ELECTRICAL ENGINEER
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PHONE: [Redacted] FAX: [Redacted]
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SHOALING HEIGHTS RESIDENTIAL DEVELOPMENT
CONSTANCE AVE/NELSON STAMILES ST, ESQUIMALT, BC
EXTERIOR ELEVATIONS

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A-5.03

1 SOUTH ELEVATION COLOR
A-5.03 SCALE: 1:100



EXTERIOR MATERIALS	
Key Value	Keynote Text
10B	
EX-1	MLT CLADDING STUD WALL (WHITE)
EX-3	MLT CLADDING STUD WALL (CHARCOAL)
EX-4	MTL CLADDING PREFAB PANEL (WHITE)
EX-4a	MTL CLADDING ON CONC. SUBSTRATE (WHITE)
EX-5	MTL CLADDING PREFAB PANEL (CHARCOAL)
EX-6	WOOD FEATURE WALL
GR-2	FRITTED GLASS GUARD
SS-1	PRE-FINISHED METAL SOLAR SHADE
WW1	PUNCHED WINDOW WALL GLAZING



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**EXTERIOR
ELEVATIONS**

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A-5.04

1 WEST ELEVATION
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 BC
PERSPECTIVE VIEWS

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A-7.01

1 PERSPECTIVE VIEW ALONG MILES STREET
 A-7.01 SCALE:



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1 PERSPECTIVE VIEW FROM SOUTH EAST AT CONSTANCE AVENUE AND MILES STREET
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PERSPECTIVE VIEWS

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- MECHANICAL ENGINEER
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- ELECTRICAL ENGINEER
NAME: [Redacted] REG. NO. [Redacted] TEL. NO. [Redacted] FAX. NO. [Redacted]
- LANDSCAPE ARCHITECT
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- ELEVATOR CONSULTANT
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- PASSIVE HOUSE CONSULTANT
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**SHOALING HEIGHTS
RESIDENTIAL
DEVELOPMENT**
CONSTANCE AVENUE/NELSON ST/MILES ST, ESQUIMALT, BC
PERSPECTIVE VIEWS

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A-7.03

1 PERSPECTIVE VIEW FROM SOUTH WEST AT NELSON STREET AND MILES STREET
A-7.03 SCALE:

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- ARCHITECT & PRIME CONSULTANT**
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STRUCTURAL ENGINEER
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 ADDRESS: [unreadable]
 TEL: [unreadable] FAX: [unreadable]
MECHANICAL ENGINEER
 NAME: [unreadable]
 ADDRESS: [unreadable]
 TEL: [unreadable] FAX: [unreadable]
ELECTRICAL ENGINEER
 NAME: [unreadable]
 ADDRESS: [unreadable]
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LANDSCAPE ARCHITECT
 NAME: [unreadable]
 ADDRESS: [unreadable]
 TEL: [unreadable] FAX: [unreadable]
CIVIL ENGINEER AND SURVEY
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 ADDRESS: [unreadable]
 TEL: [unreadable] FAX: [unreadable]
BUILDING CODE CONSULTANT
 NAME: [unreadable]
 ADDRESS: [unreadable]
 TEL: [unreadable] FAX: [unreadable]
ELEVATOR CONSULTANT
 NAME: [unreadable]
 ADDRESS: [unreadable]
 TEL: [unreadable] FAX: [unreadable]
PASSIVE HOUSE CONSULTANT
 NAME: [unreadable]
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SEAL

**SHOALING HEIGHTS
 RESIDENTIAL
 DEVELOPMENT**
 CONSTANCE AVE/NELSON ST/MILES ST, ESQUIMALT,
 BC

PERSPECTIVE VIEWS

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A-7.04

1 PERSPECTIVE VIEW ALONG NELSON STREET
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 ADDRESS: [Redacted]
 TEL: [Redacted] FAX: [Redacted]
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 TEL: [Redacted] FAX: [Redacted]
ELECTRICAL ENGINEER
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 ADDRESS: [Redacted]
 TEL: [Redacted] FAX: [Redacted]
LANDSCAPE ARCHITECT
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 ADDRESS: [Redacted]
 TEL: [Redacted] FAX: [Redacted]
CIVIL ENGINEER AND SURVEY
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 ADDRESS: [Redacted]
 TEL: [Redacted] FAX: [Redacted]
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 ADDRESS: [Redacted]
 TEL: [Redacted] FAX: [Redacted]
ELEVATOR CONSULTANT
 NAME: [Redacted]
 ADDRESS: [Redacted]
 TEL: [Redacted] FAX: [Redacted]
PASSIVE HOUSE CONSULTANT
 NAME: [Redacted]
 ADDRESS: [Redacted]
 TEL: [Redacted] FAX: [Redacted]

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 DEVELOPMENT**
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 BC
PERSPECTIVE VIEWS

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A-7.05

1 PERSPECTIVE AERIAL VIEW
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KEY PLAN



SHOALING HEIGHTS
 RESIDENTIAL
 DEVELOPMENT
 CONSTANCE AVENUE NELSON STRAILES ST, ESQUIMALT,
 BC
 RENDERED SITE PLAN

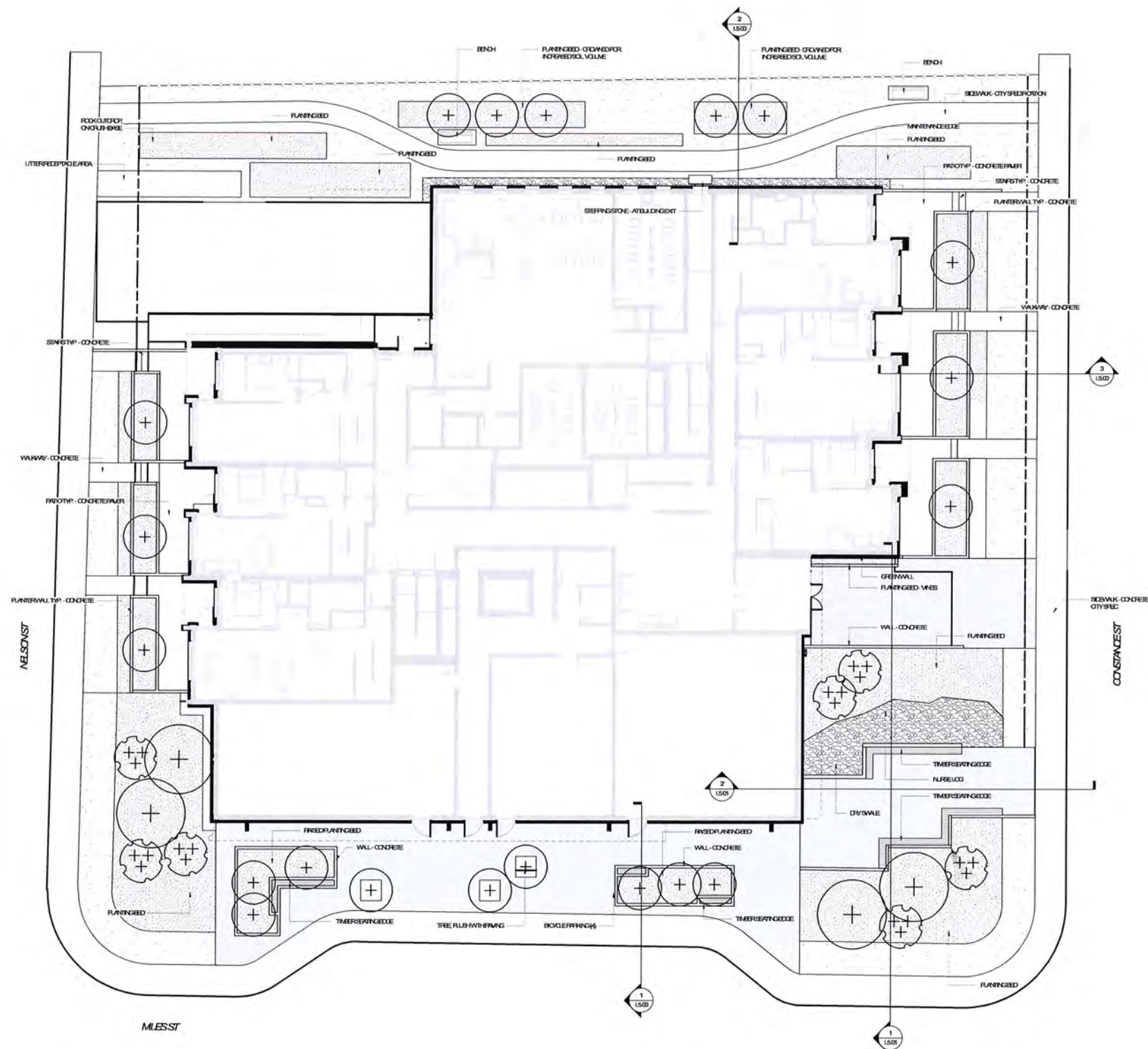
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L01.00



- SITE SYMBOL LEGEND**
- PROBYLINE
 - SEWAGE
 - CONCRETE BOUNDARY
 - OVERGROUND
 - UNDERGROUND
 - LIGHT
 - FURNITURE
 - CURB
 - MANHOLE
 - MESH
 - SOLID

- PROPOSED TREE
- PROPOSED PLANT
- PROPOSED PLANT



1 SITE PLAN
SCALE: 1:50



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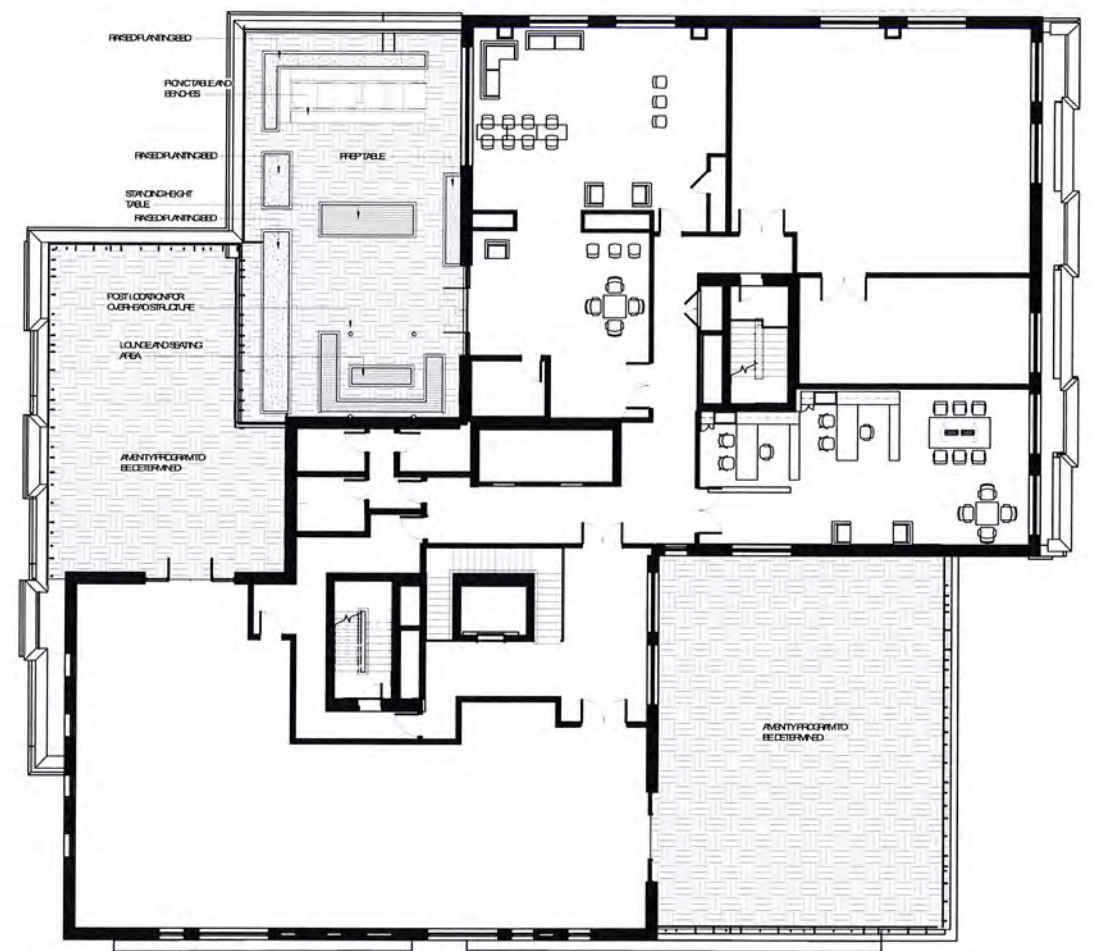
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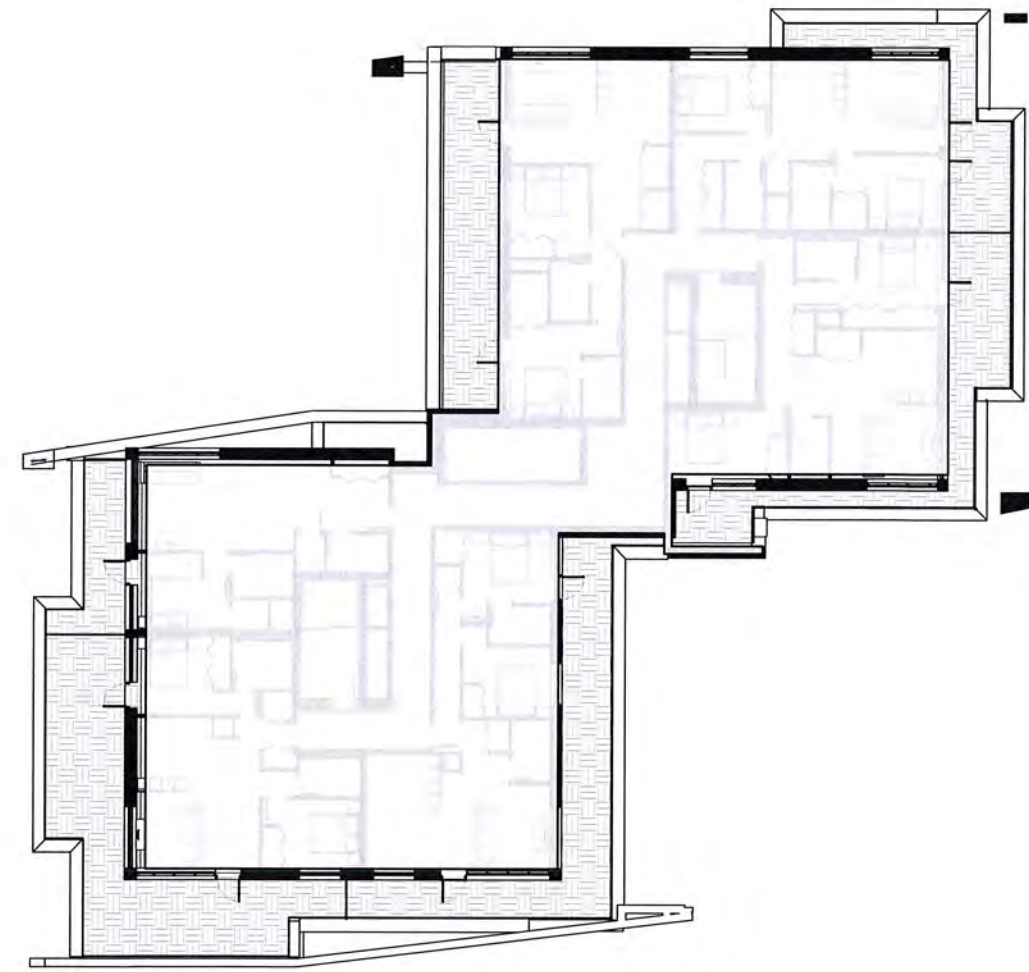
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 CORP. OF TOWNSHIP
 OF ESQUIMALT
 DEVELOPMENT SERVICES

SYMBOL LEGEND

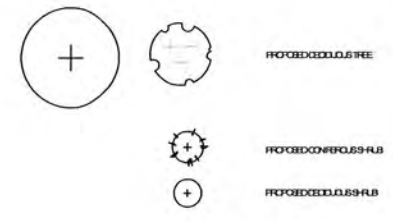
	ROOFLINE
	SECTLINE
	CONSTRUCTION
	CONTOUR
	UNDERGROUND
	LIGHT
	REMARK
	GRID
	MARK
	MARK
	GROUND



1
L1.01
STERAN-2ND FLOOR
SCALE: 1:100



2
L1.01
STERAN-PENTHOUSE
SCALE: 1:100

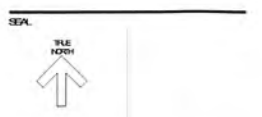


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 CONSULTANTS: SCHIRMER, ESQUIMALT, BC

**STERAN-2ND
 FLOOR & PENTHOUSE**

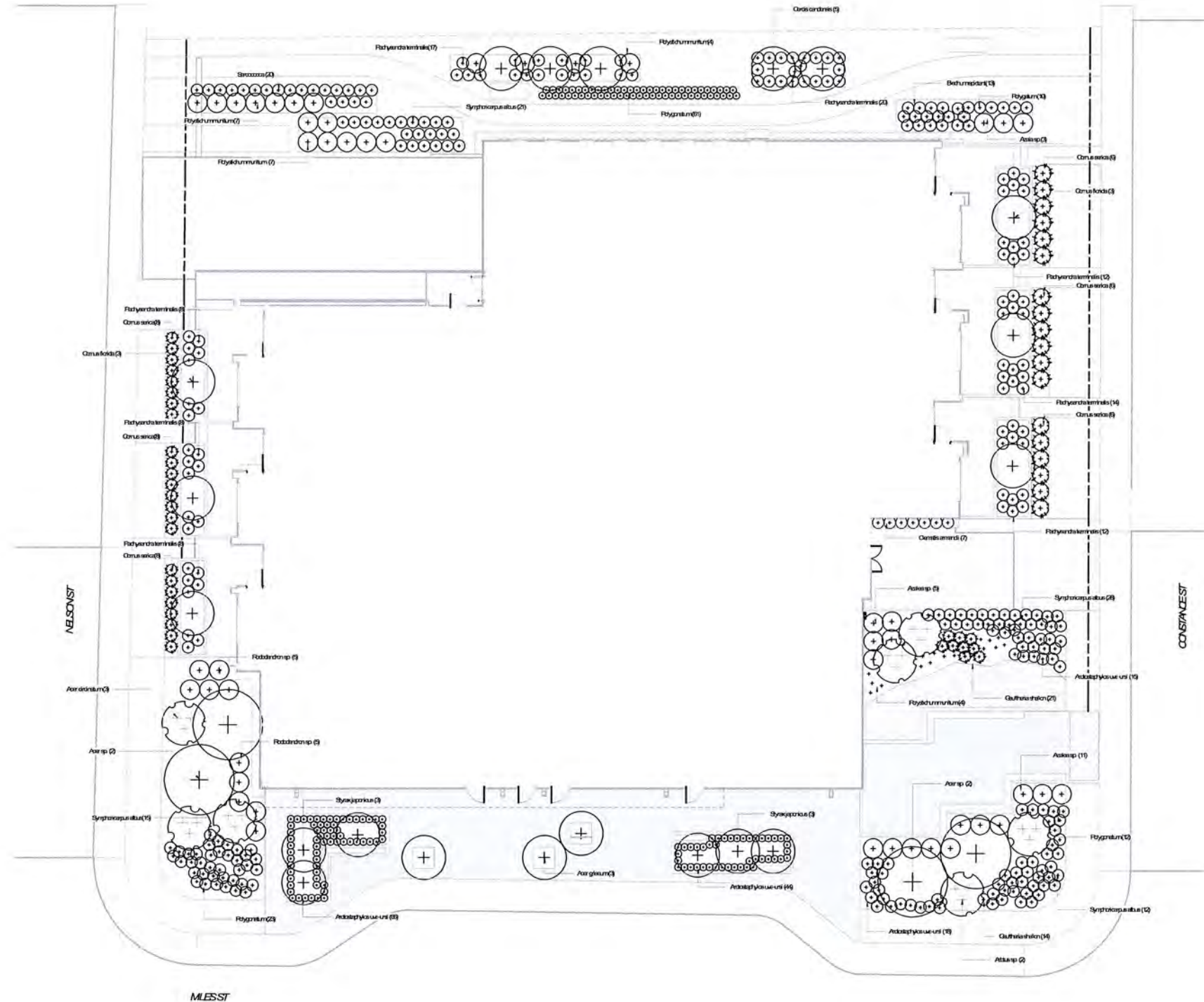
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TREES	1	2	3	4	5	6
ACER	ACER	ACER	ACER	ACER	ACER	ACER
SYZYGIUM	SYZYGIUM	SYZYGIUM	SYZYGIUM	SYZYGIUM	SYZYGIUM	SYZYGIUM
... (other tree types)

SHRUBS	7	8	9	10	11	12	13
... (shrub types)

GROUNDCOVERS/VINES	14	15	16	17	18	19	20
... (groundcover types)

1 L400 PLANTING PLAN SCALE: 1:100

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CONSTRUCTION SERVICES, ESQUIMALT, BC
PLANTING PLAN

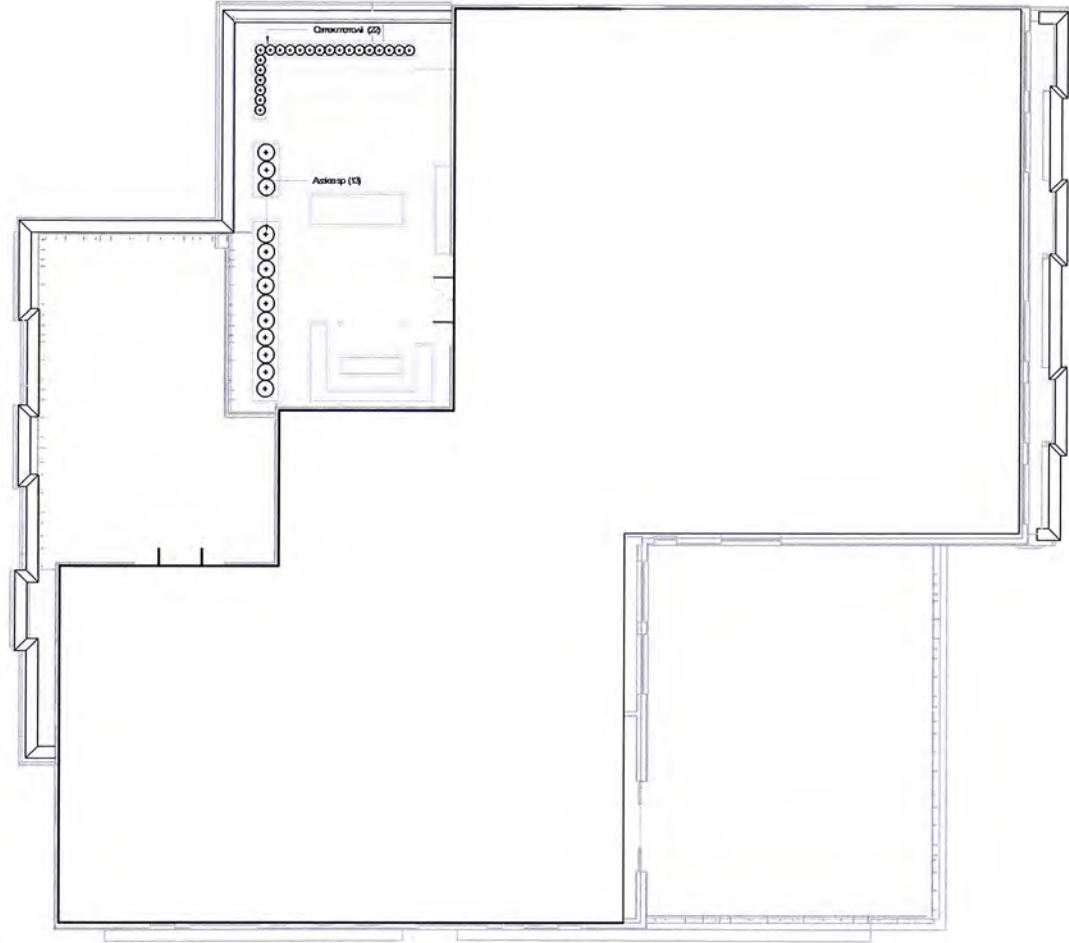
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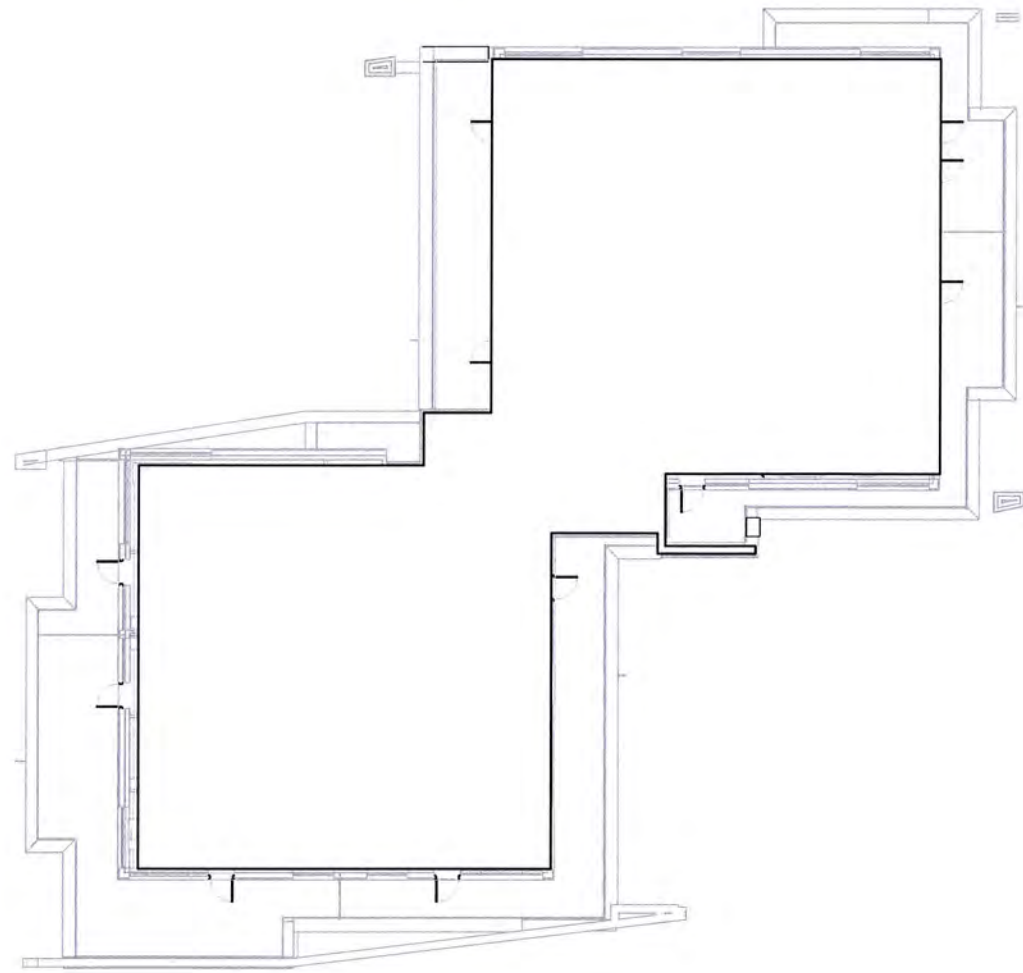


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1 STEELAN-2ND.FLOOR
SCALE: 1:100



2 Planting Penthouse
SCALE: 1:100

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DATE: _____



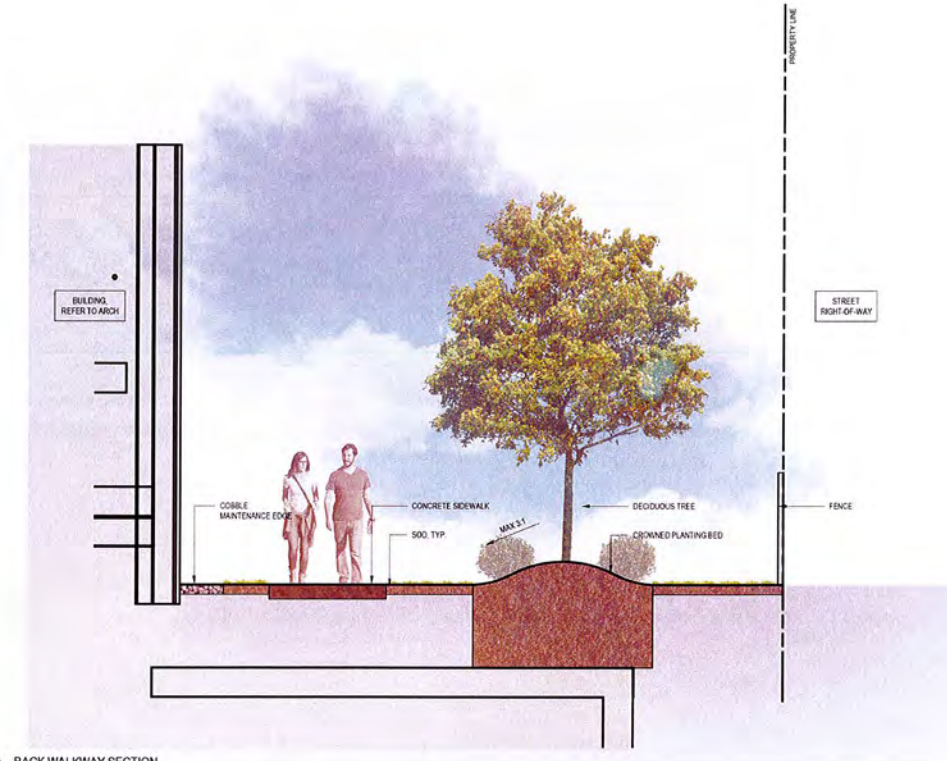
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DEVELOPMENT**
CONSTRUCTION SERVICES, ESQUIMALT, BC
**PLANTING PLAN - 2ND
FLOOR & PENTHOUSE**

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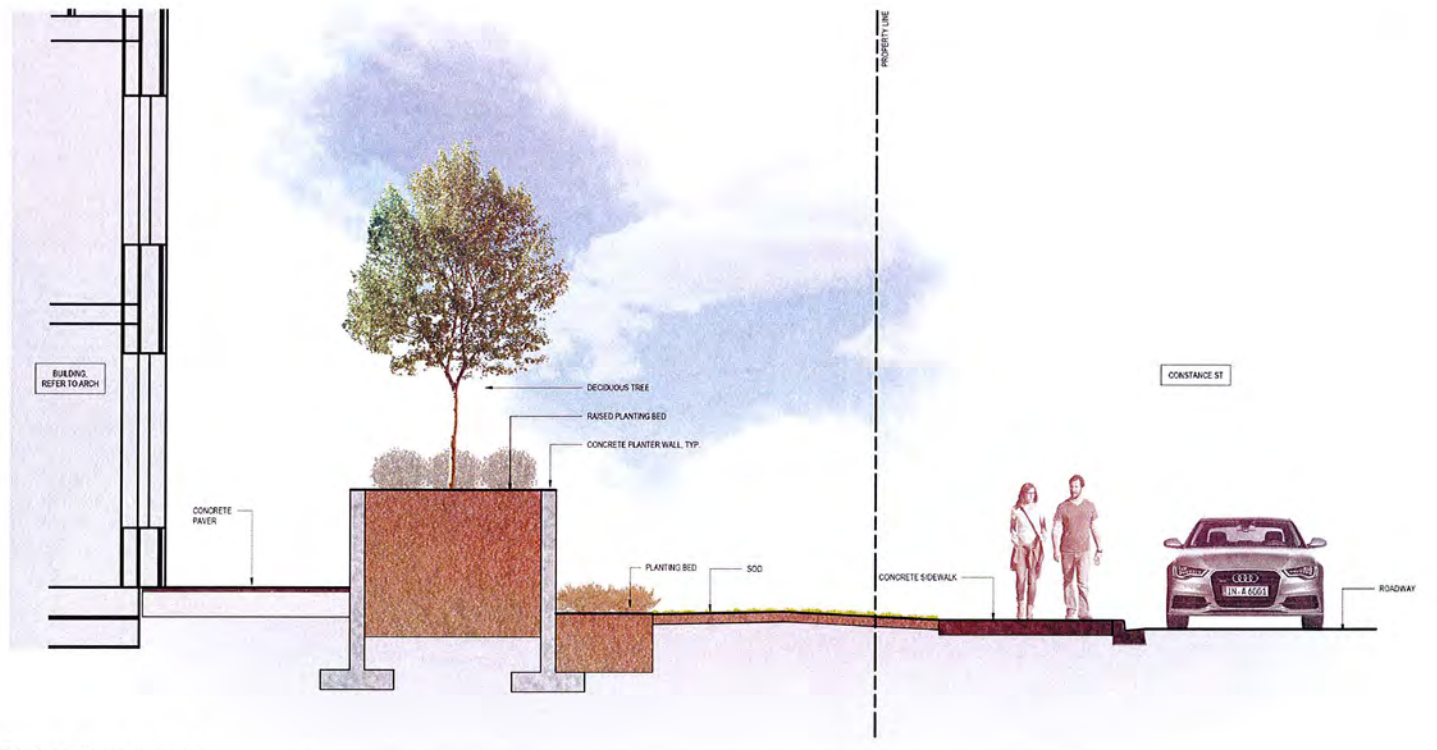
L4.01



1 STOREFRONT SECTION
SCALE: 1:25



2 BACK WALKWAY SECTION
SCALE: 1:25



3 TYPICAL TOWNHOME SECTION
SCALE: 1:25



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SEAL

**SHOALING HEIGHTS
RESIDENTIAL
DEVELOPMENT**
CONSTANCE AVENUE NELSON STAMILES ST, ESQUIMALT,
BC
**SITE SECTIONS &
ELEVATIONS**

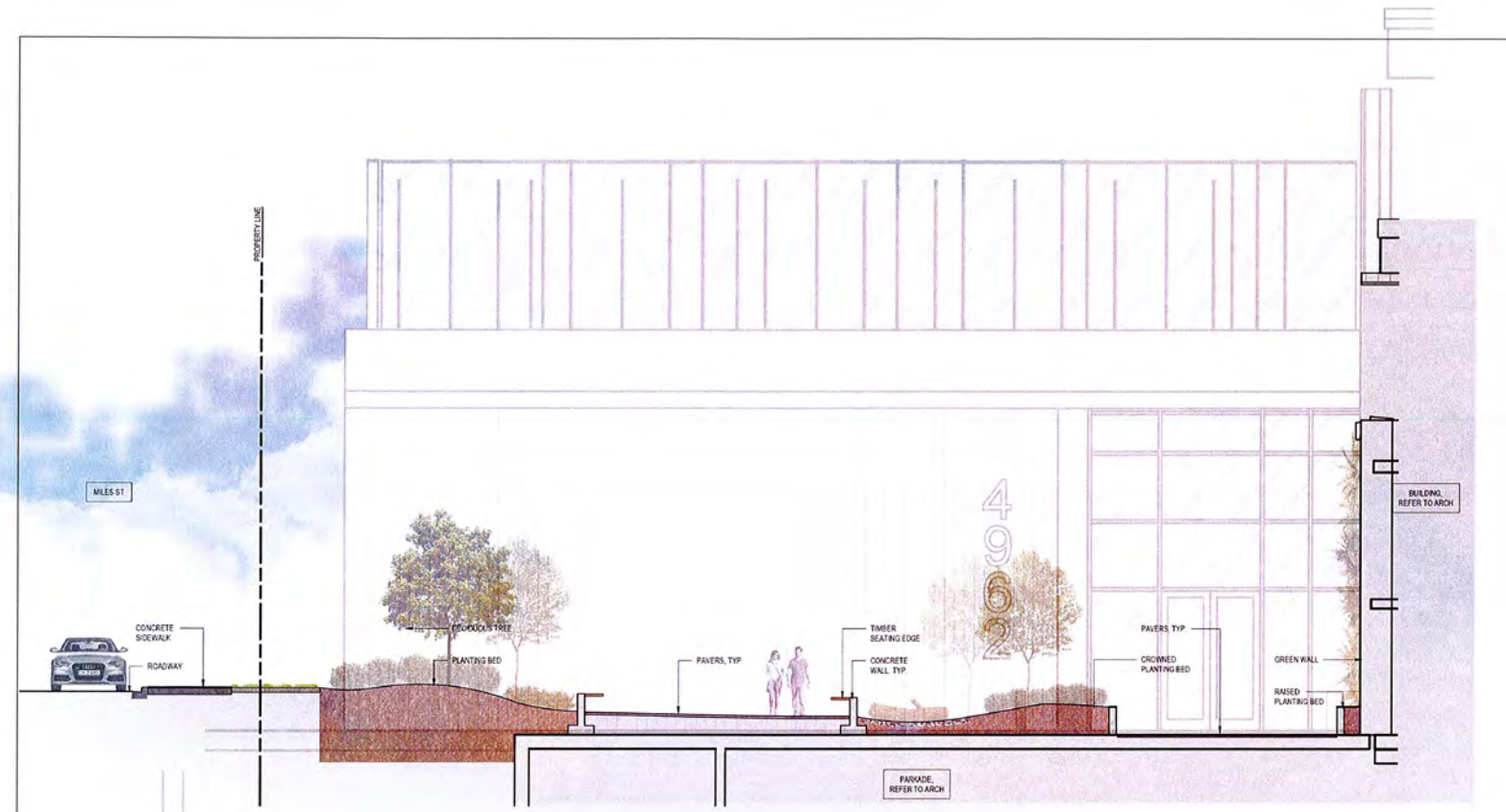
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1 FRONT ENTRY SECTION SOUTH TO NORTH
SCALE 1:50



2 FRONT ENTRY SECTION WEST TO EAST
SCALE 1:25

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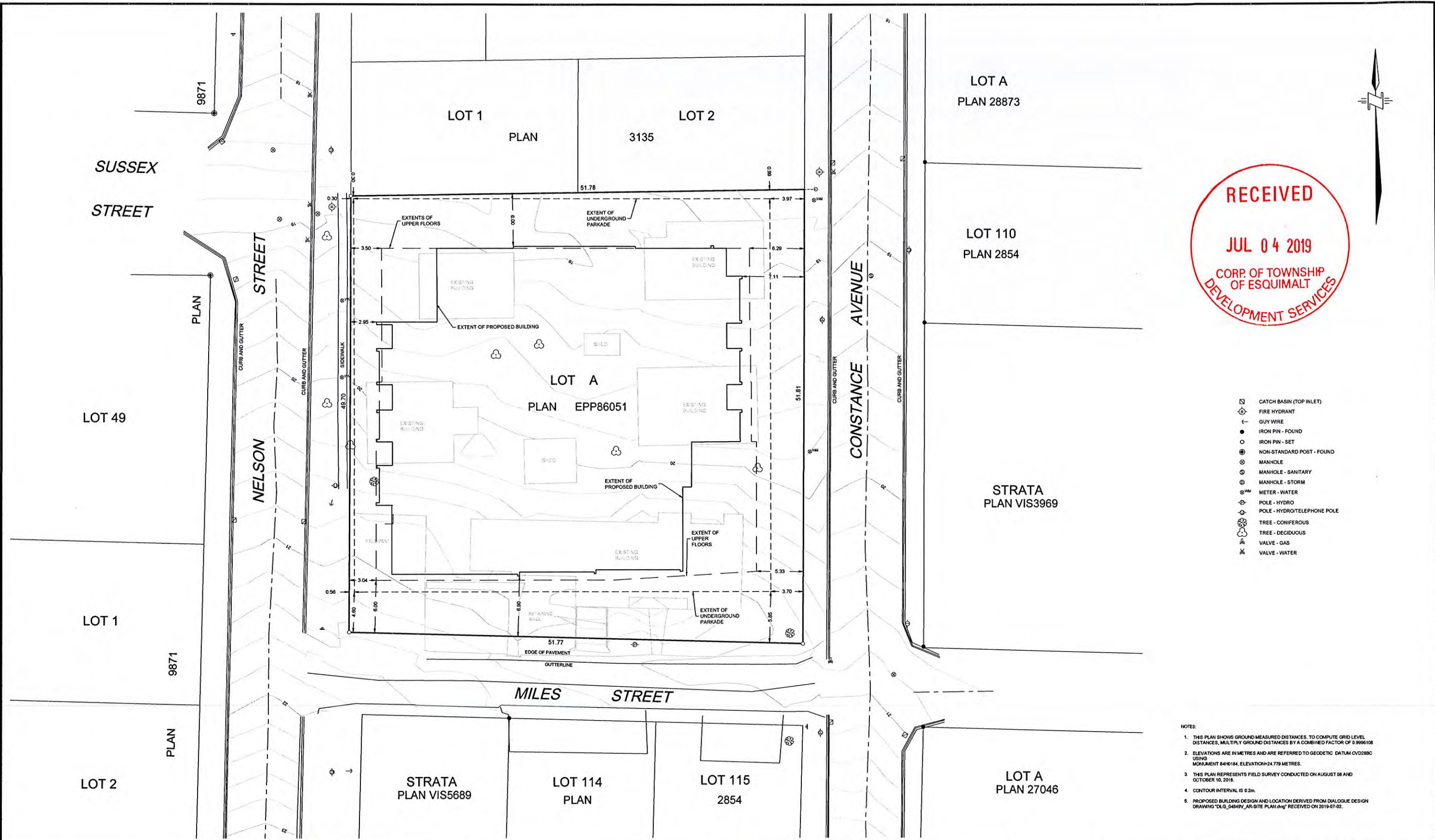
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RESIDENTIAL
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CONSTANACE AVENUE NELSON ST/ MILES ST, ESQUIMALT,
BC
SITE SECTIONS &
ELEVATIONS

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CHECKED: Checker

L5.01



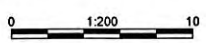
- ☐ CATCH BASIN (TOP INLET)
- ⊕ FIRE HYDRANT
- GUY WIRE
- IRON PIN - FOUND
- IRON PIN - SET
- ⊗ NON-STANDARD POST - FOUND
- ⊙ MANHOLE
- ⊙ MANHOLE - SANITARY
- ⊙ MANHOLE - STORM
- ⊙ METER - WATER
- ⊙ POLE - HYDRO
- ⊙ POLE - HYDROTELEPHONE POLE
- ⊙ TREE - CONIFEROUS
- ⊙ TREE - DECIDUOUS
- ⊙ VALVE - GAS
- ⊙ VALVE - WATER

- NOTES:
- THIS PLAN SHOWS GROUND MEASURED DISTANCES. TO COMPUTE GRID LEVEL DISTANCES, MULTIPLY GROUND DISTANCES BY A COMBINED FACTOR OF 0.9996108
 - ELEVATIONS ARE IN METRES AND ARE REFERRED TO GEODEIC DATUM CVD288C USING MONUMENT 64H0184, ELEVATION=24.779 METRES.
 - THIS PLAN REPRESENTS FIELD SURVEY CONDUCTED ON AUGUST 08 AND OCTOBER 10, 2018.
 - CONTOUR INTERVAL IS 0.2m.
 - PROPOSED BUILDING DESIGN AND LOCATION DERIVED FROM DIALOGUE DESIGN DRAWING "DLG_04649V_AR-SITE PLAN.dwg" RECEIVED ON 2019-07-02.

Rev	Date	Description	Surv	Drawn	App'd
1	2019-07-04	Underground parkade extents revised	JC	VE	GQ
0	2019-07-03	ORIGINAL ISSUE	JC	VE	GQ

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ORIGINAL DWG SIZE: ANS D (22" x 34")
ALL DIMENSIONS ARE IN METRES



McElhanney
McElhanney Consulting Services Ltd.

Suite 500
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Victoria BC
Canada V8X 4A3
Tel 250 370 9221

Approved Sealed

SHOALING HEIGHTS
616-620 CONSTANCE AVE

SITE PLAN
PROPOSED BUILDING LOCATION
ESQUIMALT
BRITISH COLUMBIA

Drawing No.	V-4 SK
Project Number	2241-19529-00
Rev.	1



GREEN BUILDING CHECKLIST

The purpose of this Checklist is to make property owners and developers aware of specific green features that can be included in new developments to reduce their carbon footprints to help create a more sustainable community.

Creating walkable neighbourhoods, fostering green building technologies, making better use of our limited land base and ensuring that new development is located close to services, shops and transit are some of the means of achieving sustainability.

The Checklist which follows focuses on the use of **Green Technologies** in new buildings and major renovations. The Checklist is not a report card, it is a tool to help identify how your project can become 'greener' and to demonstrate to Council how your project will help the Township of Esquimalt meet its sustainability goals. It is not expected that each development will include all of the ideas set out in this list but Council is looking for a strong commitment to green development.

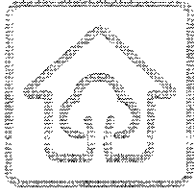
There are numerous green design standards, for example, Built Green BC; LEED ND; Living Building Challenge; Green Shores; Sustainable Sites Initiative. Esquimalt is not directing you to follow any particular standard, however, you are strongly encouraged to incorporate as many green features as possible into the design of your project .

As you review this checklist, if you have any questions please contact **Development Services at 250.414.7108** for clarification.

New development is essential to Esquimalt.
We look forward to working with you
to ensure that development is
as green and sustainable as possible.

Other documents containing references to building and site design and sustainability, which you are advised to review, include:

- Esquimalt's Official Community Plan
- Development Protocol Policy
- Esquimalt's Pedestrian Charter
- Tree Protection Bylaw No. 2664
- A Sustainable Development Strategic Plan for the Township of Esquimalt



“One-third of Canada’s energy use goes to running our homes, offices and other buildings. The federal government’s Office of Energy Efficiency (Natural Resources Canada) reports that a corresponding one-third of our current greenhouse gas (GHG) emissions come from the built environment.”

[Green Building and Development as a Public Good, Michael Buzzelli, CPRN Research Report June 2009]

Please answer the following questions and describe the green and innovative features of your proposed development. Depending on the size and scope of your project, some of the following points may not be applicable.

Green Building Standards

Both energy use and emissions can be reduced by changing or modifying the way we build and equip our buildings.

1	Are you building to a recognized green building standard? If yes, to what program and level?	Yes	<input checked="" type="radio"/> No
2	If not, have you consulted a Green Building or LEED consultant to discuss the inclusion of green features?	<input checked="" type="radio"/> Yes	No
3	Will you be using high-performance building envelope materials, rainscreen siding, durable interior finish materials or safe to re-use materials in this project? If so, please describe them.	<input checked="" type="radio"/> Yes	No
4	What percentage of the existing building[s], if any, will be incorporated into the new building?	N/A %	
5	Are you using any locally manufactured wood or stone products to reduce energy used in the transportation of construction materials? Please list any that are being used in this project. The intent of the project is to use Mass Timber, we will use local everywhere it is available.		
6	Have you considered advanced framing techniques to help reduce construction costs and increase energy savings?	<input checked="" type="radio"/> Yes	No
7	Will any wood used in this project be eco-certified or produced from sustainably managed forests? If so, by which organization? <u>FSC (Forest Stewardship Council)</u> For which parts of the building (e.g. framing, roof, sheathing etc.)? <u>CLT (Cross Laminated Timber), Glulam, sheathing</u>		
8	Can alternatives to Chlorofluorocarbon’s and Hydro-chlorofluorocarbons which are often used in air conditioning, packaging, insulation, or solvents] be used in this project? If so, please describe these. _____	Yes	No <input checked="" type="checkbox"/>
9	List any products you are proposing that are produced using lower energy levels in manufacturing. <u>mass timber structural components</u>		
10	Are you using materials which have a recycled content [e.g. roofing materials, interior doors, ceramic tiles or carpets]?	<input checked="" type="radio"/> Yes	No
11	Will any interior products [e.g. cabinets, insulation or floor sheathing] contain formaldehyde?	Yes	<input checked="" type="radio"/> No

Water Management

The intent of the following features is to promote water conservation, re-use water on site, and reduce storm water run-off.

Indoor Water Fixtures

12	Does your project exceed the BC Building Code requirements for public lavatory faucets and have automatic shut offs?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
13	For commercial buildings, do flushes for urinals exceed BC Building Code requirements? applicable to podium level	<input type="radio"/> Yes	<input checked="" type="radio"/> No
14	Does your project use dual flush toilets and do these exceed the BC Building Code requirements?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
15	Does your project exceed the BC Building Code requirements for maximum flow rates for private showers?	<input type="radio"/> Yes	<input checked="" type="radio"/> No
16	Does your project exceed the BC Building Code requirements for flow rates for kitchen and bathroom faucets?	<input type="radio"/> Yes	<input checked="" type="radio"/> No

Storm Water

17	If your property has water frontage, are you planning to protect trees and vegetation within 60 metres of the high water mark? [Note: For properties located on the Gorge Waterway, please consult Sections 7.1.2.1 and 9.6 of the Esquimalt Official Community Plan.]	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> N/A
18	Will this project eliminate or reduce inflow and infiltration between storm water and sewer pipes from this property? We will be separating storm water from sanitary on site through separate systems.	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
19	Will storm water run-off be collected and managed on site (rain gardens, wetlands, or ponds) or used for irrigation or re-circulating outdoor water features? If so, please describe. <u>reflective water terrace and all storm water will be managed on site</u>	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
20	Have you considered storing rain water on site (rain barrels or cisterns) for future irrigation uses? <u>irrigation storage tank on parkade level</u>	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
21	Will surface pollution into storm drains will be mitigated (oil interceptors, bio-swales)? If so, please describe. <u>Detailed engineering will best describe the systems in place.</u>	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
22	Will this project have an engineered green roof system or has the structure been designed for a future green roof installation?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
23	What percentage of the site will be maintained as naturally permeable surfaces? Please refer to the landscape plans			<input type="radio"/> %

Waste water

24	For larger projects, has Integrated Resource Management (IRM) been considered (e.g. heat recovery from waste water or onsite waste water treatment)? If so, please describe these. _____	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
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Natural Features/Landscaping

The way we manage the landscape can reduce water use, protect our urban forest, restore natural vegetation and help to protect the watershed and receiving bodies of water.

25	Are any healthy trees being removed? If so, how many and what species? <u>Consultations will proceed with the Township prior to removal and replacement</u> Could your site design be altered to save these trees? <u>no</u> Have you consulted with our Parks Department regarding their removal? <u>no</u>	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
----	---	--------------------------------------	--------------------------	---------------------------

26	Will this project add new trees to the site and increase our urban forest? If so, how many and what species? <u>Please refer to the landscape plan for full details</u>	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
27	Are trees [existing or new] being used to provide shade in summer or to buffer winds?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
28	Will any existing native vegetation on this site be protected? If so, please describe where and how. _____	<input type="radio"/> Yes	<input checked="" type="radio"/> No	N/A
29	Will new landscaped areas incorporate any plant species native to southern Vancouver Island?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
30	Will xeriscaping (i.e. the use of drought tolerant plants) be utilized in dry areas?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> N/A
31	Will high efficiency irrigation systems be installed (e.g. drip irrigation; 'smart' controls)? Where in use we will incorporate high efficiency irrigation systems	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
32	Have you planned to control invasive species such as Scotch broom, English ivy, Himalayan and evergreen blackberry growing on the property?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
33	Will topsoil will be protected and reused on the site?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A

Energy Efficiency

Improvements in building technology will reduce energy consumption and in turn lower greenhouse gas [GHG] emissions. These improvements will also reduce future operating costs for building occupants.

34	Will the building design be certified by an independent energy auditor/analyst? If so, what will the rating be? _____	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> N/A
35	Have you considered passive solar design principles for space heating and cooling or planned for natural day lighting?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
36	Does the design and siting of buildings maximize exposure to natural light? What percentage of interior spaces will be illuminated by sunlight? _____ %	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
37	Will heating and cooling systems be of enhanced energy efficiency (ie. geothermal, air source heat pump, solar hot water, solar air exchange, etc.). If so, please describe. _____ If you are considering a heat pump, what measures will you take to mitigate any noise associated with the pump? _____	<input type="radio"/> Yes	<input checked="" type="radio"/> No	N/A
38	Has the building been designed to be solar ready?	<input type="radio"/> Yes	<input type="radio"/> No	N/A
39	Have you considered using roof mounted photovoltaic panels to convert solar energy to electricity?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
40	Do windows exceed the BC Building Code heat transfer coefficient standards?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
41	Are energy efficient appliances being installed in this project? If so, please describe. <u>Energy Star</u>	<input checked="" type="radio"/> Yes	<input type="radio"/> No	
42	Will high efficiency light fixtures be used in this project? If so, please describe. <u>LED</u>	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
43	Will building occupants have control over thermal, ventilation and light levels?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
44	Will outdoor areas have automatic lighting [i.e. motion sensors or time set]?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
45	Will underground parking areas have automatic lighting?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A

Air Quality

The following items are intended to ensure optimal air quality for building occupants by reducing the use of products which give off gases and odours and allowing occupants control over ventilation.

46	Will ventilation systems be protected from contamination during construction and certified clean post construction?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
47	Are you using any natural, non-toxic, water soluble or low-VOC [volatile organic compound] paints, finishes or other products? If so, please describe.	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
48	Will the building have windows that occupants can open?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
49	Will hard floor surface materials cover more than 75% of the liveable floor area?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
50	Will fresh air intakes be located away from air pollution sources?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A

Solid Waste

Reuse and recycling of material reduces the impact on our landfills, lowers transportation costs, extends the life-cycle of products, and reduces the amount of natural resources used to manufacture new products.

51	Will materials be recycled during demolition of existing buildings and structures? If so, please describe. Any material that can be recovered through recycling will be appropriately disposed of	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
52	Will materials be recycled during the construction phase? If so, please describe. We are using an efficient off-site fabrication to minimize waste	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
53	Does your project provide enhanced waste diversion facilities i.e. on-site recycling for cardboard, bottles, cans and or recyclables or on-site composting?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
54	For new commercial development, are you providing waste and recycling receptacles for customers?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A

Green Mobility

The intent is to encourage the use of sustainable transportation modes and walking to reduce our reliance on personal vehicles that burn fossil fuels which contributes to poor air quality.

55	Is pedestrian lighting provided in the pathways through parking and landscaped areas and at the entrances to your building[s]?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
56	For commercial developments, are pedestrians provided with a safe path[s] through the parking areas and across vehicles accesses?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
57	Is access provided for those with assisted mobility devices?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
58	Are accessible bike racks provided for visitors?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
59	Are secure covered bicycle parking and dedicated lockers provided for residents or employees?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	N/A
60	Does your development provide residents or employees with any of the following features to reduce personal automobile use [check all that apply]: <input checked="" type="checkbox"/> transit passes <input checked="" type="checkbox"/> car share memberships <input checked="" type="checkbox"/> shared bicycles for short term use We are engaging with a local bike renter <input type="checkbox"/> weather protected bus shelters There is no bus route next to our project <input checked="" type="checkbox"/> plug-ins for electric vehicles			

Is there something unique or innovative about your project that has not been addressed by this Checklist? If so, please add extra pages to describe it.

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Toronto, Ontario M4W 1A8
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100, 10237-104th Street
Edmonton, Alberta T5J 1B1
TEL 780 429 1580

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TEL 403 245 5501

406, 611 Alexander Street
Vancouver, BC V6A 1E1
TEL 604 255 1169

500 Sansome Street - Suite 370
San Francisco, CA 94111-3215
TEL 628 444 6130



23 November 2018

Alex Tang, Planning Officer
Township of Esquimalt
Development Services
1229 Esquimalt Road
Esquimalt BC
V9A 3P1



Re: 'Shoaling Heights'; Rezoning Application for 616-620 Constance, 619-623 Nelson and 1326 Miles

Dear Alex,

We are pleased to submit the enclosed initial Rezoning application for the above noted site(s). This application represents a request to amend the current RM-1 zoning to a CD Zone for the purposes of establishing a twelve-storey mixed-use residential development complete with one hundred and three apartment units (ten of which will address supportive housing needs), six family-sized walk-up townhomes, daycare space and professional office/commercial space.

The site's proximity to the junction of Esquimalt Road and Admirals Road, its nearness to CFB Esquimalt, and its immediate access to multiple transit modes, retail and natural amenities establishes it as an important gateway into the Township's envisioned 'High Density Residential' zone. The assembly of five smaller lots collectively bounded by Nelson, Miles and Constance afforded an opportunity to create a well-considered urban project that both effectively anchors the block and enlivens the street edge(s). Key design drivers to this end included a respect for topography, a keen consideration of views to and from the project, a passive responsiveness to solar aspect/shading, a desire to temper how the building meets the property line, and an approach to designing the ground plane that anticipates incorporation of a culturally significant naval monument.

Shoaling Heights is targeted at middle-income earning families/individuals in Esquimalt with a mix of unit sizes ranging from studios to three-bedroom and den layouts. While these units have been distributed around a central elevator core, the floorplates have been staggered to break down the building massing. This latter move has the added advantage of maximizing the number of corner units and number of units with views to the northwest, creating distinct and separate podium rooftop amenity spaces, emitting natural light into the common corridors, and reducing the overall building's exposure to late afternoon heat. The structure itself is being designed as mass-timber and will contribute to the growing acceptance of sustainable and regional building practices in the residential development industry.

We are excited by how this project might contribute to the Township of Esquimalt's vision as captured in your Official Community Plan and look forward to engaging with you over the coming months.

Yours truly,

DIALOG® BC Architecture Engineering Interior Design Planning Inc.

Per:

Vance Harris Architect AIBC AAA MRAIC LEED® AP
Principal

PRINCIPALS

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: DENOTES ARCHITECT AIBC

Shoaling Heights Mixed-use Development Transportation Impact Assessment

Final Report

Prepared for
Joint Works Inc.

Date
May 15, 2020

Project No.
04-19-0440



May 15, 2020
04-19-0440

Troy Grant
Joint Works Inc.
5320 89th Street NW
Edmonton, Alberta
T8N 1H4

Dear Mr. Grant:

**Re: Shoaling Heights
Final TIA Report**

Joint Works Inc. is proposing to redevelop the properties at 616 & 620 Constance Avenue, 619 & 623 Nelson Street, and 1326 Miles Street in Esquimalt, BC. The development is providing residential housing, ground floor retail and a daycare. Please find attached our transportation study which supports the proposed parking supply and found that the development does not have any significant traffic impacts.

We trust this information will be helpful for your application approval. Please let us know if you have any questions or comments on the enclosed report.

Yours truly,
Bunt & Associates



Simon Button, P.Eng.
Transportation Engineer

CORPORATE AUTHORIZATION

Prepared By: Simon Button, P.Eng.

Bunt & Associates Engineering Ltd.

530 – 645 Fort Street

Victoria, BC V8W 1G2

Canada

Reviewed By: Tyler Thomson, MCIP RPP PTP
Associate | Transportation Planner

Telephone: +1 250 592 6122

Date: 2020-05-15

Project No. 04-18-0379

Status: Final

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EXECUTIVE SUMMARY

Joint Works Inc. (the developer) is proposing to redevelop the properties at 616 & 620 Constance Avenue, 619 & 623 Nelson Street, and 1326 Miles Street in Esquimalt, BC. The development provides 129 rental residential units, approximately 3,100 square feet of retail space, 2,300 square feet of general office space and approximately 2,500 square feet of daycare space.

The development is located on Constance Avenue, north of Miles Street, which is less than 100 metres of Esquimalt Village which is one of the four mixed-use commercial clusters identified in the Township of Esquimalt's Official Community Plan. The site is well serviced with transit, quality cycling infrastructure and has a variety of commercial and service amenities within walking distance.

The development has shown the initiative to encourage non-vehicle travel. The development will be providing at least one secure bicycle storage space per dwelling and is considering a variety of other transportation demand management measures related to cycling and transit.

The Esquimalt Parking Bylaw (Bylaw 2011) requires the proposed building to provide 1.3 vehicle parking spaces per multi-family dwelling unit for a total of 169 parking spaces for the residential component and 190 parking spaces for the entire mixed-use development.

The development is seeking a parking variance to provide 126 spaces given the site's location, the Township's high Bylaw requirement for residential visitor parking and the development's ability to share parking between the multiple land uses. In addition, the Bylaw does not consider the tenure of residential units (rental versus strata) even though rental tenants have a lower vehicle ownership rate than strata tenants. The proposed parking supply is appropriate given the large number of key destinations that can be reached from the development site by walking, cycling and transit and the development is committed to providing a variety of transportation demand management measures to reduce parking demand and traffic generation.

The intersections of Esquimalt Road with Admirals Road and Nelson Street intersection currently operate within acceptable capacity thresholds during the PM peak hour. The intersections are forecasted to continue operating well for the 2030 horizon year including increases in background traffic and traffic generated by the proposed development.

1. INTRODUCTION

1.1 Study Scope and Objectives

Joint Works Inc. is proposing to redevelop the properties at 616 & 620 Constance Avenue, 619 & 623 Nelson Street, and 1326 Miles Street in Esquimalt, BC. The site location is shown in **Exhibit 1.1**.

The development is located less than 100 metres northwest of the Esquimalt Village, which is one of four commercial mixed-use clusters in Esquimalt. The existing properties are zoned as multi-unit residential. The development will comprise of market and non-market rental residential units as well as ground-floor commercial and a daycare.

The purpose of this study is to:

- Review the development's parking strategy and determine its suitability; and,
- Evaluate the transportation impacts the proposed development has on the nearby road network;

1.2 Development Details

The development proposes to have 129 rental residential units. The unit mix is summarized in **Table 1.1** while **Table 1.2** summarizes the floor area of the three non-residential land uses.

Table 1.1: Residential Unit Mix

RESIDENTIAL UNIT SIZE	QUANTITY	PERCENT OF UNITS
Studio	18 units	14%
One-bedroom	64 units	50%
Two-bedroom	41 units	31%
Townhouses	6 units	5%
TOTALS	129 UNITS	100%

Table 1.2: Non-residential Land Uses

LAND USE	QUANTITY	
Retail	496 m ²	5,339 ft ²
Daycare	231 m ²	2,487 ft ²
TOTAL	717 M²	7,823 FT²

The driveway to the underground parkade will be located on Nelson Street. To minimize traffic impacts on Constance Avenue, the development is proposing to convert Miles Street into a one-way street westbound from Constance Avenue and Nelson Street. In addition, a drop-off area is proposed on Miles Street to support the daycare.

The development is committed to limit vehicle use and encourage residents to walk, cycle and use transit. The development plans on providing a car share opportunities to residents, enhanced bicycle parking facilities and/or bus passes. Electric car charging stations will also be provided to enable more sustainable vehicle use.

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Exhibit 1.1 Site Location

Shoaling Heights (616 Constance Avenue)
04-19-0440 November 2019



2. LOCAL CONTEXT

2.1 Land Use

The site is located near the southern end of Constance Avenue, which is less than 100 metres northwest of Esquimalt Village. Esquimalt Village has a series of commercial buildings with a variety of retail stores and restaurants and other daily services. Increased densification has occurred in Esquimalt Village recently with several ongoing development projects helping to make it a more compact, walkable community.

2.2 Street Network

Constance Avenue and Nelson Street are classified as local streets whereas the nearby Admirals Road and Esquimalt Road are classified as Major Roads. Since Nelson Street terminates with a cul-de-sac, it primarily serves local residents. Admirals Road and Esquimalt Road provide north/south and east/west connectivity across Esquimalt.

2.3 Walking and Cycling

Most nearby local streets do not have sidewalks on either side whereas the major roads (Admirals Road and Esquimalt Road) have sidewalks on both sides. Crosswalks are provided on all four legs of the Admirals Road & Esquimalt Road intersection. Admirals Road has limited pedestrian crossing opportunities; however, Esquimalt Road has crosswalks every 100 to 200 metres in Esquimalt Village in addition to the pedestrian crossing at Constance Avenue for increased pedestrian permeability.

Admirals Road has painted bike lanes in both directions in the vicinity of the development site. Esquimalt Road has painted bike lanes in both directions beginning 200 metres east of Admirals Road, continuing eastwards to the Johnson Street Bridge in the City of Victoria and westwards approximately 3.5 kilometres.

The site is approximately 750 metres from the E&N Regional Trail, which currently extends from Esquimalt Road in the east to the Old Island Highway at the junction joining with the Galloping Goose Regional Trail.

2.4 Transit

BC Transit route 25 (Maplewood/Admirals Walk) services the site with northbound and southbound stops on Admirals Road at the Esquimalt Road intersection. Route 25 connects Esquimalt with Victoria-West and Downtown Victoria. Bus shelters are not provided at either northbound or southbound bus stops at Esquimalt Road.

BC Transit route 15 (Esquimalt/UVic) and 26 (Dockyard/UVic) services the site with westbound and eastbound stops on Esquimalt Road at Admirals Road and Constance Avenue. Route 15 connects Esquimalt with Victoria-West, Downtown Victoria and the University of Victoria. Route 26 connects Esquimalt with Gorge-Tillicum Area, Uptown Mall, Lake Hill Area and the University of Victoria. Bus shelters are not provided at either bus stop.

3. DEVELOPMENT PLAN REVIEW

3.1 Vehicle Parking

3.1.1 Bylaw Requirement

The total required parking supply based on the Esquimalt Parking (Bylaw 2011) is shown in **Table 3.1**. The Bylaw requires 1.3 parking spaces per dwelling unit in medium and high-density buildings such as the proposed development. The Parking Bylaw also stipulates that 25% of the required parking spaces should be for visitors. The commercial vehicle parking requirement calculation is based on the assumed tenants at this time. The Parking Bylaw requires the development to provide 190 parking spaces.

Table 3.1: Bylaw Vehicle Parking Requirement

LAND USE	QUANTITY	BYLAW RATE	BYLAW REQUIREMENT
Residential – Residents	129 units	1.3 x 0.75 = 0.98 per unit	126 spaces
Residential – Visitors	129 units	1.3 x 0.25 = 0.32 per unit	41 spaces
Retail/Services	284 m ²	1 space per 25 m ²	11 spaces
Daycare	231 m ² (assumed 3 classrooms)	1.5 spaces per classroom	5 spaces
Commercial Office	212 m ²	1 space per 30 m ²	7 spaces
TOTAL			190 SPACES

3.1.2 Proposed Supply

The development intends to right-size its parking supply to align itself with current parking patterns and progressive transportation planning principles. The development proposes a supply of 124 parking spaces in order to minimize traffic generated by the site and to facilitate more sustainable modes of transportation. **Table 3.2** summarizes the Bylaw required parking and the proposed parking supply. The proposed parking supply is a total of 126 spaces, of which 97 spaces are reserved for residents and 29 spaces shared by the residential visitors, daycare and commercial. In addition, a drop-off area is proposed on Miles Street to facilitate the inclusion of a daycare. Two loading stalls are also proposed in the parkade.

Table 3.2: Bylaw Vehicle Parking Requirement vs. Proposed Supply

LAND USE	BYLAW		PROPOSED	
	RATE	REQUIREMENT	RATE	SUPPLY
Residential – Residents	0.98 per unit	126 spaces	0.75 per unit	97 spaces
Residential – Visitors	0.32 per unit	41 spaces	0.1 per unit	29 spaces
Retail	1 space per 25 m ²	12 spaces	1 space per 25 m ²	
Daycare	1.5 spaces per classroom	5 spaces	1.5 spaces per classroom	
Office	1 space per 30 m ²	7 spaces	1 space per 30 m ²	
TOTALS		190 SPACES	-	126 SPACES

The development is applying for a parking variance based on five factors:

1. Local context
2. A parking supply rate appropriate for rental housing.
3. An appropriate residential visitor parking supply rate.
4. Shared parking synergies between the residential visitors and non-residential land uses.
5. Transportation demand management.

Local Context

As described in Section 2, the development site is in a walkable location within the Town core, near a variety of shops, services and other amenities and is in close proximity to cycling and transit routes.

Rental Housing

The Parking Bylaw requires approximately one parking space per residential unit regardless of tenant tenure or building location. However, rental tenants typically have a lower rate of vehicle ownership than strata tenants and an urban location with many amenities nearby reduces the need for vehicle ownership.

Bunt reviewed previous studies to identify vehicle ownership rates at comparable buildings in similar neighbourhoods. Comparable multi-family strata and rental buildings are listed below, with their estimated vehicle ownership rate:

- James Bay- **0.60 to 0.70 vehicles/unit** (rental only)
- Fairfield - **0.60 to 0.70 vehicles/unit** (rental only)
- Quadra Street (between Tattersall Drive and McKenzie Avenue) - **0.80 to 0.85 vehicles/unit** (strata only)
- Cloverdale Triangle (between Cloverdale Avenue, Quadra Street, Tolmie Avenue and Alder Street) - **0.75 to 0.85 vehicles/unit** (strata and rental)

The two neighbourhoods closest to Downtown Victoria have the lowest vehicle ownership at 0.6 to 0.7 vehicles per unit while the two neighbourhoods in Saanich which have fewer nearby amenities and the dataset contains strata buildings have a higher vehicle ownership rate of around 0.8 vehicles/unit. The number of nearby amenities to the proposed development is between these two general areas. Based on this data, the proposed 0.75 spaces/unit appears to be reasonable but should be supported by a comprehensive TDM plan.

Visitor Parking

The Township of Esquimalt Parking Bylaw requires a high level of residential visitor parking at 0.32 spaces per unit for multi-unit residential uses. However, based on Bunt's previous experience for similar village centres in municipalities across Greater Victoria and Metro Vancouver, a visitor parking supply rate of 0.05 to 0.10 spaces per unit is more appropriate for the proposed development.

This recommendation stems from the Metro Vancouver Residential Apartment Parking Study¹ which found that visitor parking demand never exceeded 0.06 vehicles per dwelling unit during the study period. These rates have been further substantiated by previous Bunt studies for similar projects. Visitor parking observations conducted by Bunt have never indicated a parking demand of greater than 0.1 vehicles/unit.

Shared Parking

There is an opportunity for the daycare and medical/retail space to share parking spaces with the residential visitors since daycares and medical/retail have their highest parking demands during the daytime on weekdays whereas demand for residential visitor parking peaks during evenings and weekends which are offset from one another.

Bunt completed a shared parking analysis to estimate the time-of-day parking demand for residential visitors, retail, daycare and office which can share a single parking pool. **Figure 3.1** illustrates the time-of-day profile for these uses. The analysis was completed assuming the peak parking demand for each use was equal to the proposed parking rate in **Table 3.2**. The proposed parking rates are identical to the Bylaw rates except for residential visitors. Time-of-day parking rates were obtained from the Institute of Transportation Engineers Parking Generation Manual.

The shared parking analysis indicates that the proposed 29 spaces can accommodate the peak parking demand of 28 vehicles. Since the shared parking analysis incorporates the Bylaw parking rates (except for residential visitors), the analysis indicates that the Bylaw parking rates are accommodated within the shared parking supply of 29 spaces.

¹ The visitor parking demand results from the Metro Vancouver Residential Parking Study were obtained from suburban sites in Burnaby, Port Coquitlam and Richmond which had varying levels of transit service. The visitor parking demand was not correlated with proximity to the Frequent Transit Network; in fact, the site with the worst transit service had the lowest peak visitor parking demand of 0.02 visitor vehicles per dwelling. Therefore, the results from the Metro Vancouver Residential Parking Study are applicable to the proposed development.

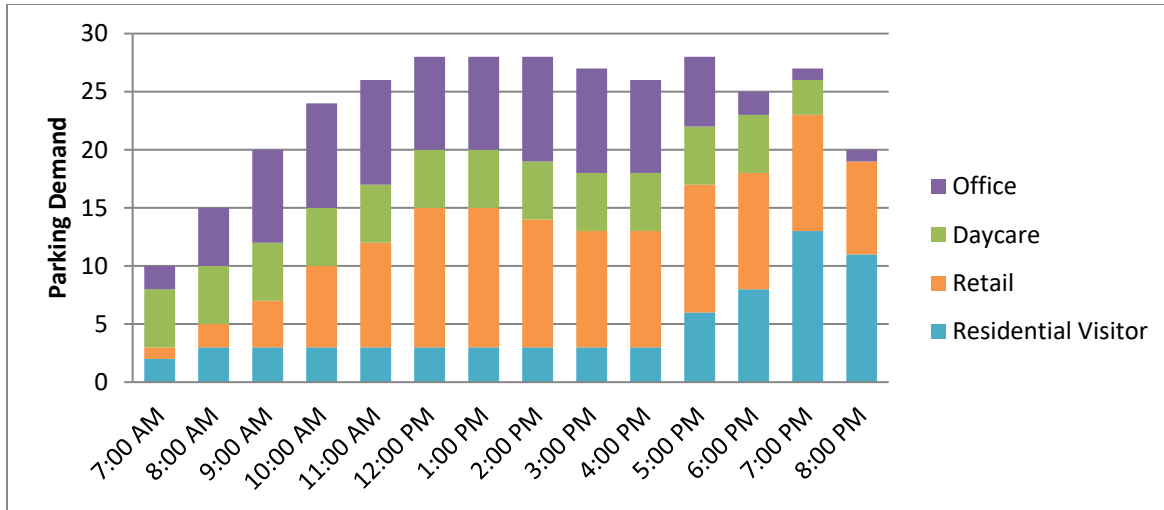


Figure 3.1: Weekday Parking Demand

Transportation Demand Management

The development is committed to providing a range of transportation demand management measures to facilitate more sustainable modes of transportation, potentially including:

- A car-share vehicle for use by residents and the general public
- Car share memberships to residents
- Transit pass subsidies for residents
- High-quality bicycle parking facilities and maintenance tools
- Electric vehicle charging

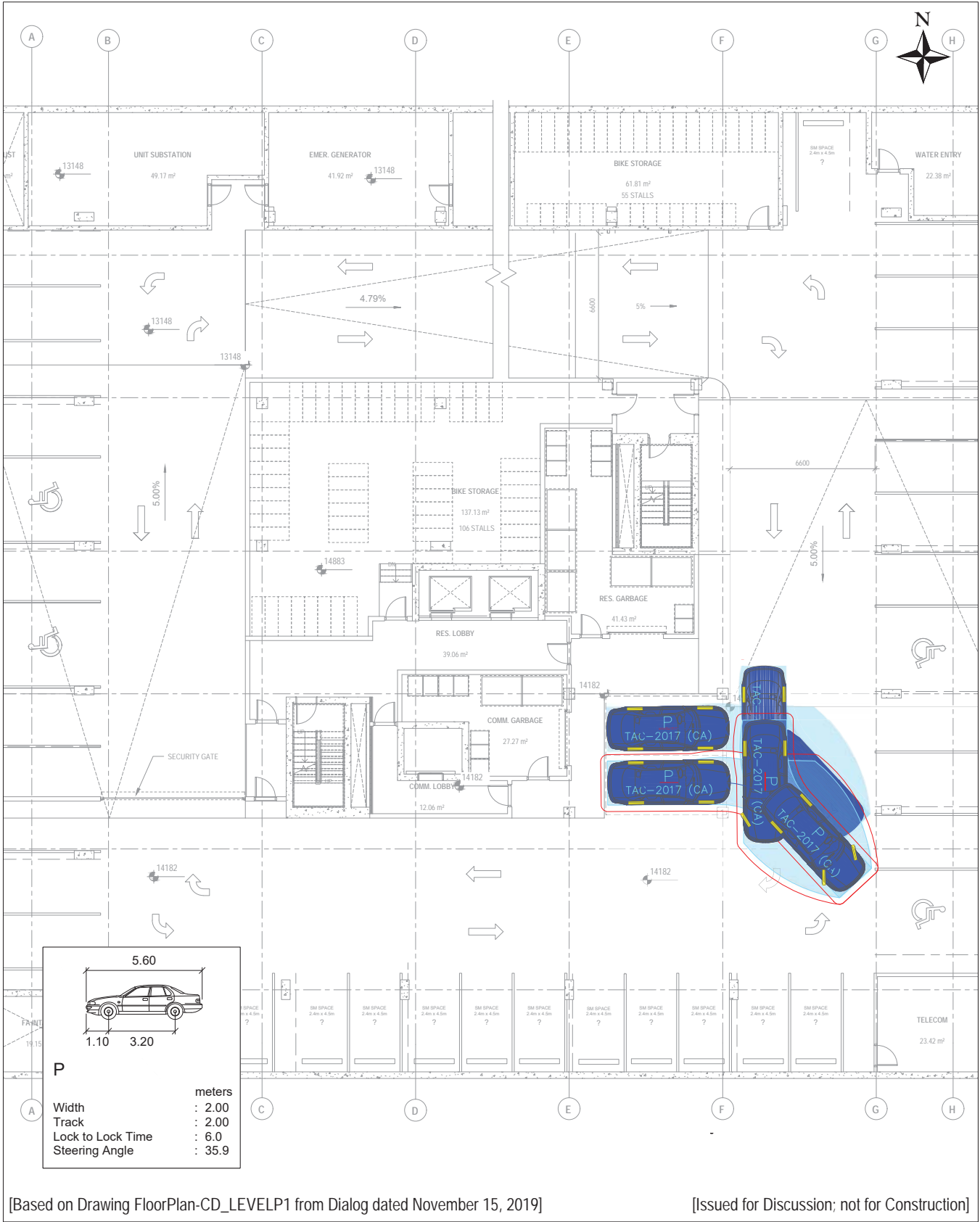
3.2 Bicycle Parking

The Parking Bylaw does not have any requirements for bicycle parking for multi-family dwellings. However, the development is planning on providing secure bicycle parking in the parkade and potentially providing a bicycle maintenance stand with tools. The development will be providing 129 bicycle spaces for residents (1 space per unit) and 10 short-term spaces for visitors. Short-term bicycle parking should be provided near building entrances with weather protection.

3.3 Loading

The development will be providing two Class A loading spaces on the P1 level which will be suitable for courier vans. Bunt’s swept-path analyses confirming the functionality of the two loading spaces are provided in Exhibits 3.1 and 3.2.

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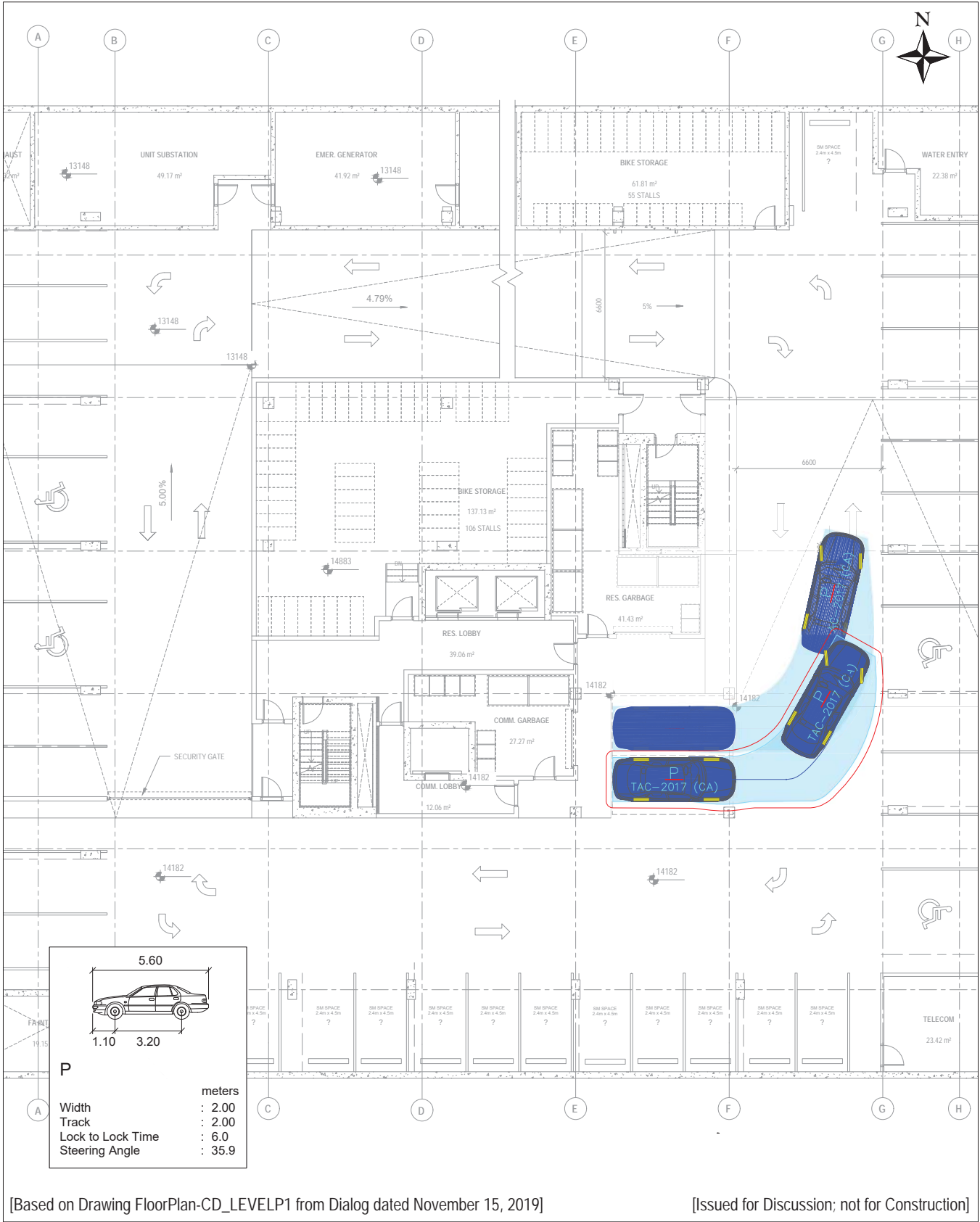
[Based on Drawing FloorPlan-CD_LEVELP1 from Dialog dated November 15, 2019]

[Issued for Discussion; not for Construction]

Exhibit 3.1 Inbound Loading Movements



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[Based on Drawing FloorPlan-CD_LEVELP1 from Dialog dated November 15, 2019]

[Issued for Discussion; not for Construction]

Exhibit 3.2 Outbound Loading Movements

4. TRAFFIC OPERATIONS REVIEW

4.1 Traffic Operations Assessment Methodology

The traffic operations were assessed at the Admirals Road / Esquimalt Road and the Esquimalt Road / Nelson Street intersections for the PM peak hour. The analysis was completed for the existing conditions (2018) and for the 2030 horizon year (ten years after development completion). The 2030 analysis includes the vehicle trips generated by the proposed development and background traffic (i.e. existing traffic plus growth on the network).

The operation of the study intersection was assessed using the methods outlined in the 2000 Highway Capacity Manual (HCM), using the Synchro 9 analysis software. The traffic operations were assessed using the performance measures of Level of Service (LOS) and volume-to-capacity (V/C) ratio.

The LOS rating is based on average vehicle delay and ranges from “A” to “F” based on the quality of operation at the intersection. LOS “A” represents minimal queuing time conditions while a LOS “F” represents an over-capacity condition with considerable congestion and/or queuing time. A queuing time of fewer than 10 seconds receive a LOS A whereas queuing times greater than 50 seconds receive a LOS F. In downtown and Town Centre contexts, during peak demand periods, queuing times greater than 50 seconds (LOS F) are common.

The volume to capacity (V/C) ratio of an intersection represents the ratio between the demand volume and the available capacity. A V/C ratio of less than 0.85 indicates that there is sufficient capacity to accommodate demands and generally represents reasonable traffic conditions in suburban settings. A V/C value between 0.85 and 0.95 indicates an intersection is approaching practical capacity; a V/C ratio over 0.95 indicates that traffic demands are close to exceeding the available capacity, resulting in saturated conditions. A V/C ratio over 1.0 indicates a congested intersection where drivers may have to wait through multiple signal cycles. In urban downtown and town centre contexts, during peak demand periods, V/C ratios over 0.90 and even 1.0 are common.

4.2 Existing Conditions

Bunt conducted PM peak period traffic counts at the Esquimalt Road / Nelson Street intersection on Tuesday, October 2, 2018. During this time period, 3:30 to 4:30 pm was identified as the peak hour. Vehicle volumes for the Esquimalt Road / Admirals Road intersection were obtained from the Esquimalt Town Centre Traffic Impact Assessment from 2016. The vehicle volumes for these two intersections are shown in **Exhibit 4.1**.

Bunt observed approximately 900 vehicles (two-way) on Admirals Road during the weekday PM peak hour with approximately three quarters travelling to the east and one quarter to the west which is consistent with the travel patterns caused by CFB Esquimalt. Minimal vehicles were observed turning to/from Nelson Street at the intersection.

As shown in **Exhibit 4.2**, there are no traffic operations concerns with the existing conditions. All movements operate within their capacity and have reasonable queuing times.

4.3 Future Conditions

4.3.1 Background Traffic

Background traffic is the traffic that would exist without the proposed development and considering any increase in traffic due to other developments in the area that would add to the road network. Background traffic was estimated by growing the existing vehicle volumes by 1% per year (consistent with the Esquimalt Town Centre TIA) as well as adding the traffic forecasts from the Esquimalt Town Centre project.

These assumptions likely overestimate the amount of traffic growth as the number of vehicles on Esquimalt Road, west of Admirals Road has not changed considerably over the last decade. The daily vehicle volumes on Esquimalt Road west of Admirals Road slightly decreased from 8,460 to 8,310 between 2007 and 2017.

4.3.2 Development Generated Vehicle Trips

The Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition) was used to estimate the number of vehicle trips generated from the proposed building. The vehicle trips rates as per the ITE Trip Generation Manual for a ‘General Urban/Suburban’ location and the resulting trip generation is presented in **Table 4.1**.

Table 4.1: Afternoon Peak Hour Vehicle Trip Generation

LAND USE				TRIP RATES			TRIP GENERATION		
ITE Land Use Code	Title	Size	variable	In	Out	Total	In	Out	Total
222	High-rise Residential	129	Units	61%	39%	0.36	28	18	46
820	Retail	3.1	1000 ft ²	48%	52%	3.81	6	6	12
565	Daycare	2.5	1000 ft ²	47%	53%	11.12	13	15	28
710	General office	2.3	1000 ft ²	16%	84%	1.15	1	2	3
TOTALS							48	41	89

As shown in Table 4.1, the ITE trip rates result in 89 vehicle trips (48 in and 41 out) during a typical weekday afternoon peak hour period, which is equivalent to one to two vehicles per minute. The ITE trip rates are obtained from suburban locations with almost all travel completed by vehicle. It is anticipated that a number of residents and visitors of the proposed development will walk, bike and use transit. Thus the trip volumes shown in Table 4.1 are likely an overestimate of the actual vehicle trips generated by the proposed development.

The new vehicle trips were assigned travel directions based on the existing travel patterns. **Exhibit 4.2** shows the assumed travel pattern for the 89 new vehicle trips minus the estimated 6 vehicle trips per afternoon peak hour associated with the existing residences on the development site. It was assumed that most vehicles would access the development site from the Esquimalt Road & Nelson Street intersection, except the inbound daycare vehicles would utilize Constance Avenue to access the pick-up/drop-off area. These assumptions are consistent with the potential conversion of Miles Street into a one-way street westbound.

4.3.3 Traffic Operations Results

Exhibit 4.3 demonstrates the traffic operation results for the year 2030 with growth in background traffic and the traffic generated by the proposed development. As Exhibit 4.3 demonstrates, there are no traffic operational concerns either of the two study intersections with all movements operating within their capacity. The queuing time for vehicles turning left from Nelson Street onto Esquimalt Road is anticipated to stay within 15 seconds. At the Esquimalt Road / Admirals Road intersection, the most congested movement is the southbound through/left movement, which operates at LOS C during the PM peak hour, which is still considered reasonable. The proposed development does not add any vehicles to this movement.

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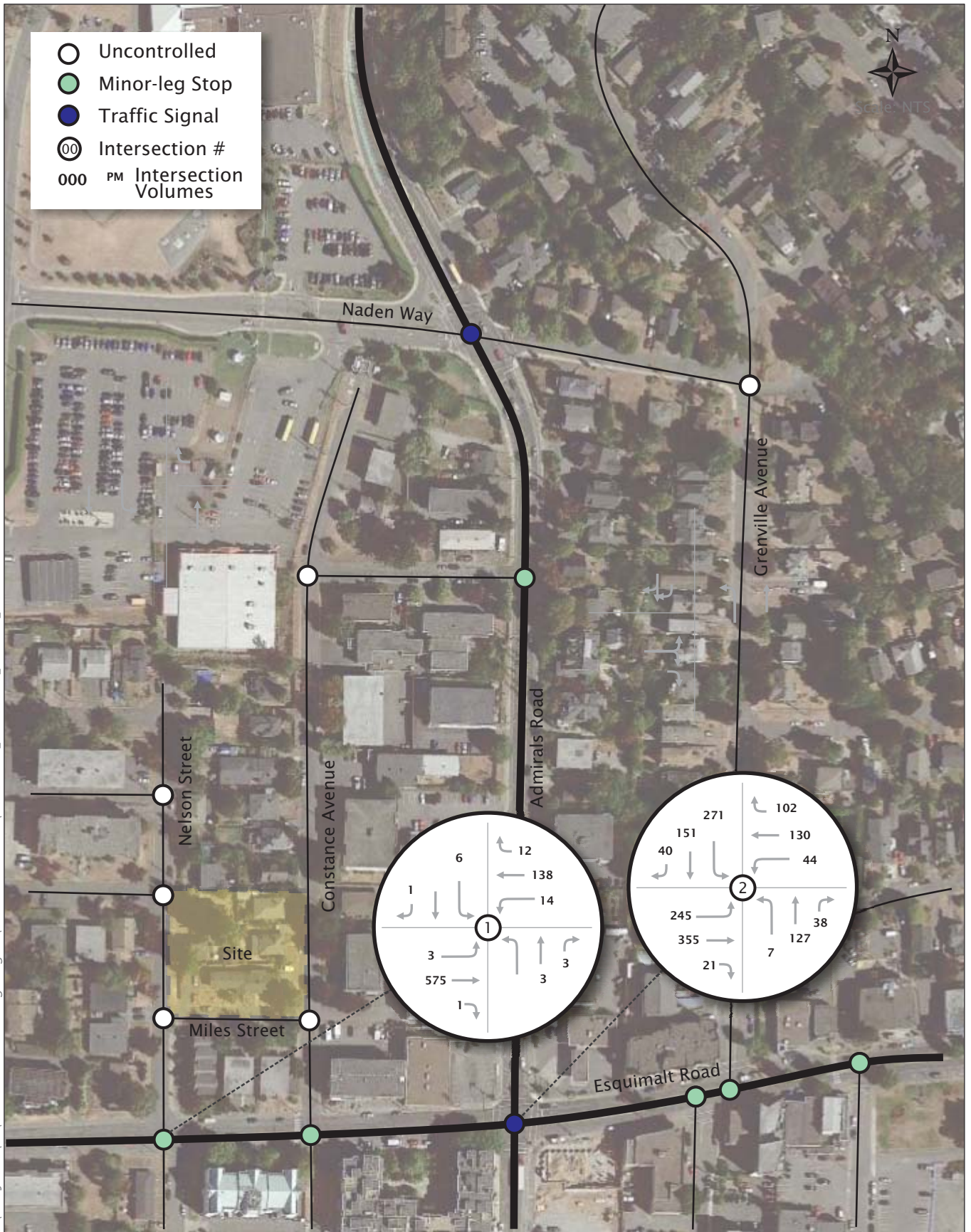


Exhibit 4.1
Existing Vehicle Volumes
PM Peak Hour

Shoaling Heights (616 Constance Avenue)
 04-19-0440 November 2019



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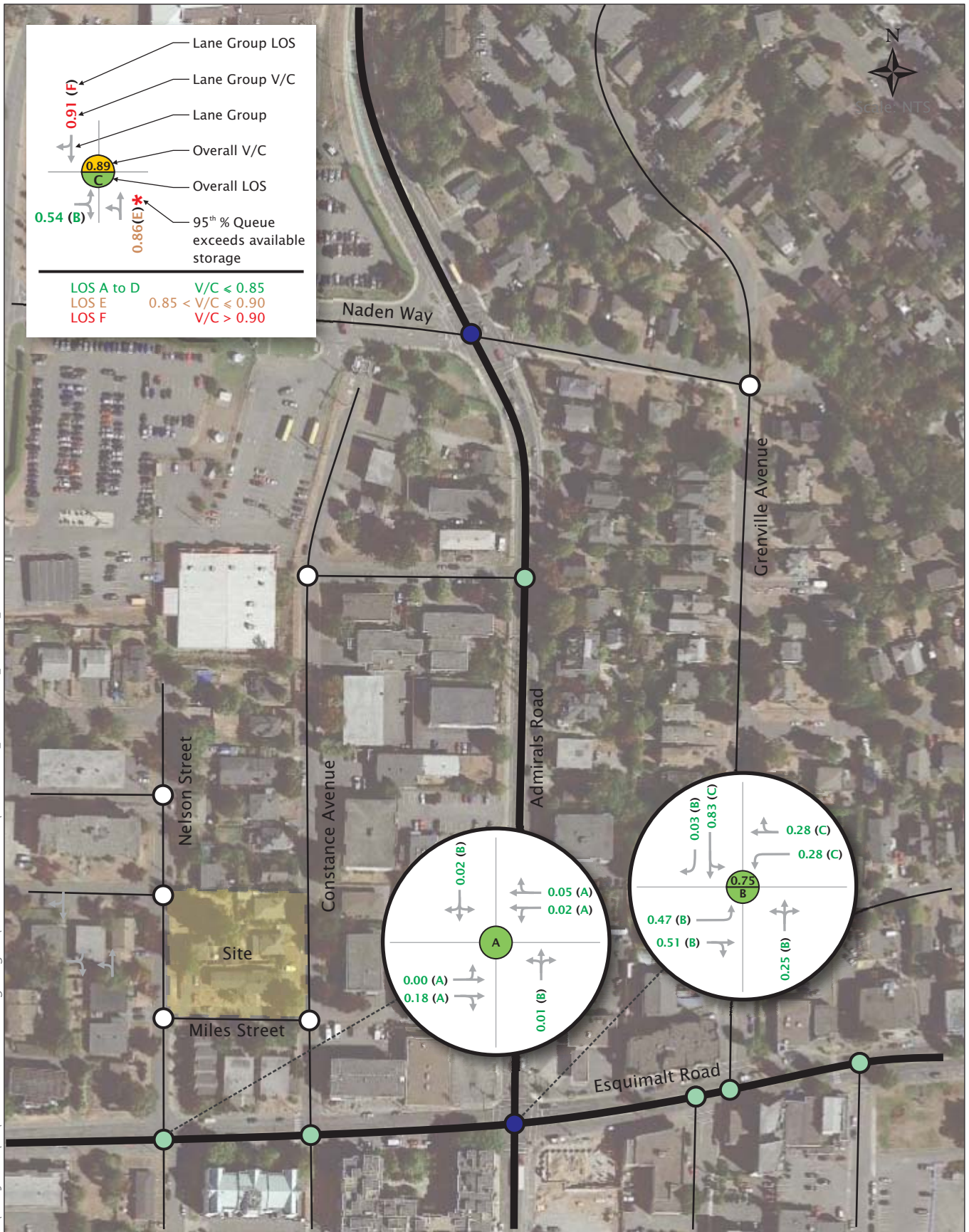


Exhibit 4.2 Existing Traffic Operations PM Peak Hour

Shoaling Heights (616 Constance Avenue)
04-19-0440 November 2019



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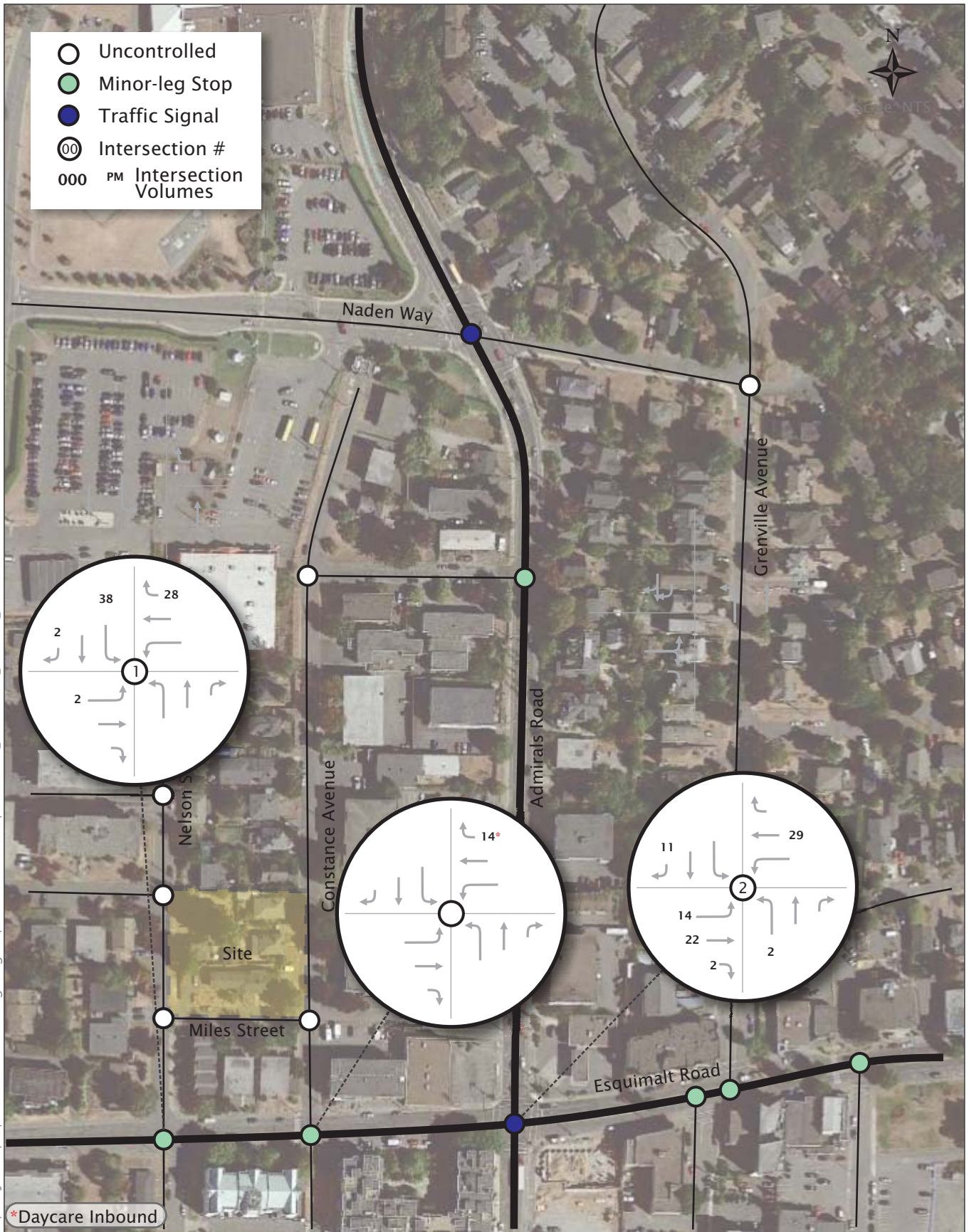


Exhibit 4.3
Site Volumes
PM Peak Hour

Shoaling Heights (616 Constance Avenue)
 04-19-0440 November 2019



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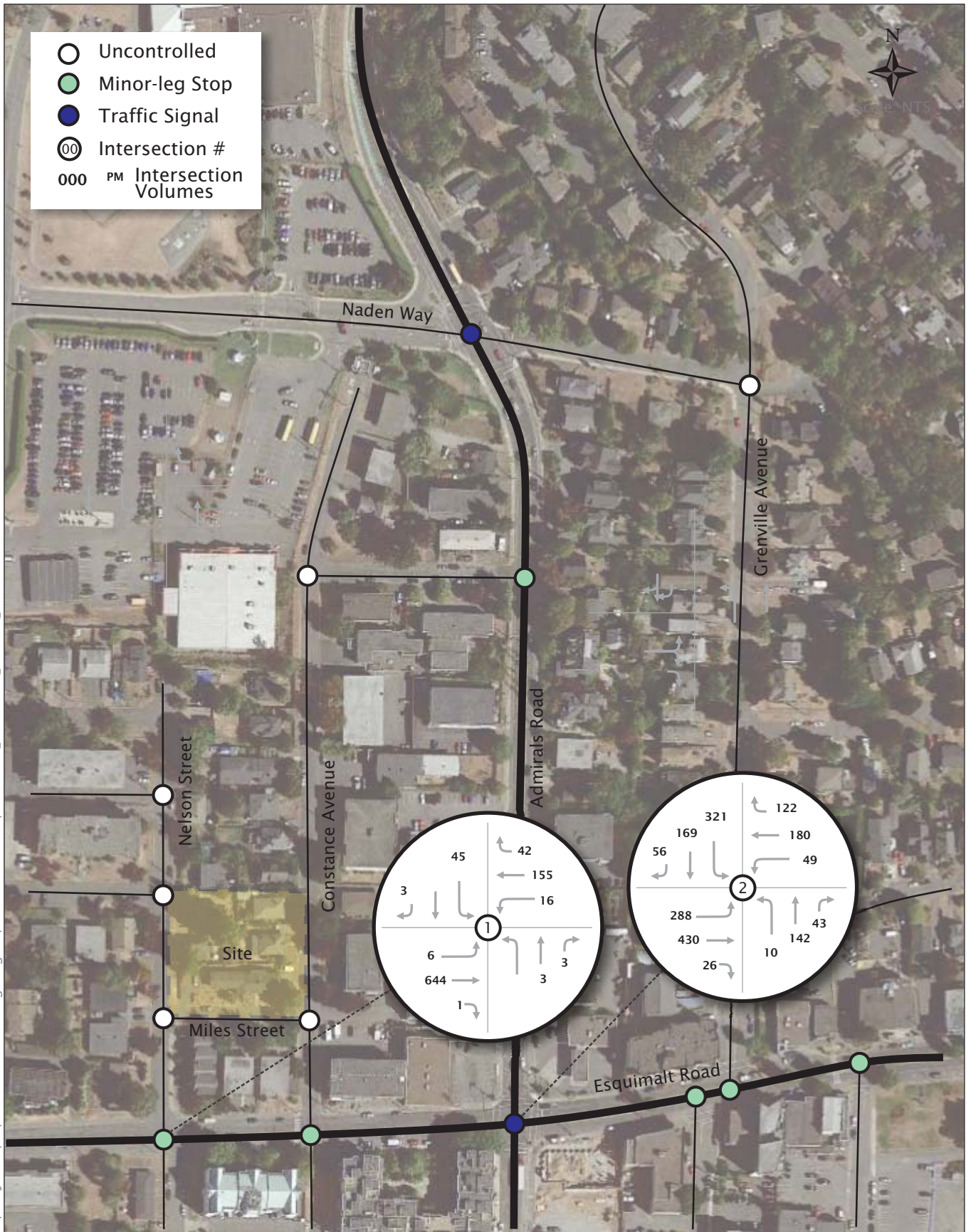


Exhibit 4.4 2030 Total Traffic Forecast PM Peak Hour

Shoaling Heights (616 Constance Avenue)
04-19-0440 November 2019



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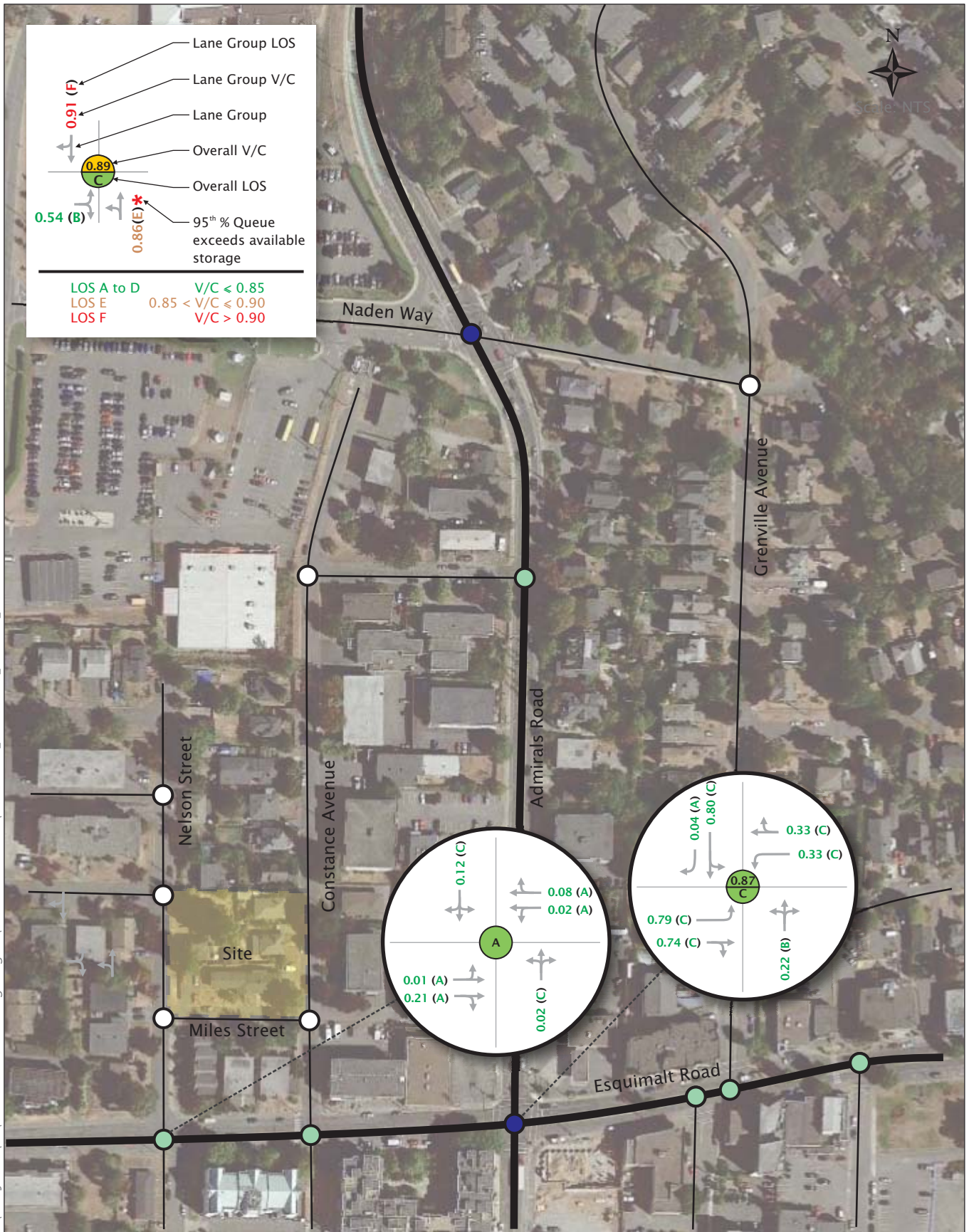


Exhibit 4.5 2030 Future Traffic Operations PM Peak Hour

Shoaling Heights (616 Constance Avenue)
04-19-0440 November 2019



5. SUMMARY AND RECOMMENDATIONS

5.1 Summary

- The proposed mixed-use development includes 129 residential rental units, approximately 5,300 square feet of ground-floor commercial space (including an office) and a 2,500 square foot daycare on the second floor. Vehicle access will be from Nelson Street.
- The development is proposing that Miles Street become a one-way street in order to minimize traffic impacts on Constance Avenue. The development also plans to provide a suite of transportation demand management measures (i.e. car-share memberships for residents) to reduce parking demand and traffic generation.
- The site is well serviced with transit and is within walking range to a wide variety of commercial and service amenities.
- The Parking Bylaw requires 1.3 parking spaces per residential unit. The development is proposing 0.75 spaces/unit for residents and 0.1 spaces/unit for residential visitors. A parking variance is requested since the Parking Bylaw requires significantly more than is needed to accommodate the anticipated demand. The development plans on having a shared parking pool for residential visitors and the commercial land uses.
- The site is expected to generate approximately 90 total vehicle trips per weekday PM peak hour. This is a nominal amount of traffic considering Esquimalt Road currently has approximately 800 vehicles during the PM peak hour.
- The intersections of Esquimalt Road with Nelson Street and Admirals Road currently operate within capacity and are forecasted to continue operating within their capacity with the proposed development and background traffic growth.

5.2 Recommendations

- Converting Miles Street into a one-way street will minimize traffic impacts on Constance Avenue.
- The proposed parking supply is reasonable. The residential visitor parking should be shared with the commercial land uses to take advantage of their differing time-of-day parking demands. A transportation demand management plan should be finalized which demonstrates the applicant's initiative towards progressive transportation planning principles.
- The provision of a pick-up/drop-off area on Miles Street is supported.
- Short-term bicycle parking should be provided onsite near building entrances with weather protection.

Chamber of Commerce ESQUIMALT

#103-1249 Esquimalt Rd, Victoria, BC, V9A 3P2 Phone: 250-590-2125
Email: admin@esquimaltchamber.ca Website: www.esquimaltchamber.ca

May 16, 2019

Delivered by hand

Alex Tang
Planner, Township of Esquimalt

Re: Official Community Plan Amendment for Shoaling Heights

Thank you for the opportunity to provide our input on the upcoming redevelopment of 616 & 620 Constance, 519 & 623 Nelson, and 1326 Miles Street (aka Shoaling Heights).

The Esquimalt Chamber of Commerce fully supports the enhanced land use for this property, and feels that the up-zoning provides a number of opportunities for our community. As host to the largest employer in the region, quality workforce housing may be appealing to those who work at CFB Esquimalt and commute from elsewhere. Encouraging current workers to both live and work in Esquimalt has the benefit of reducing congestion on our roads. Attracting new residents to Esquimalt also helps to enhance our business community by increasing the potential client base for existing businesses. Esquimalt is in need of additional quality commercial space, and this development certainly provides that. And of course, there is the benefit of an increasing residential property tax base.

The Chamber looks forward to this development in our community.

Sincerely,




Chris Edley
President, Esquimalt Chamber of Commerce

Pmf/CE



CRD Staff Referral Response Form

Referral No.: OCP Amendment – 616 -620 Constance; 619 -623 Nelson; 1326 Miies Street, Esquimalt

	Interests Unaffected	Approval recommended for reasons outlined	Approval recommended subject to conditions	Approval not recommended due to reasons outlined	Comments
Executive Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Finance & Technology	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Integrated Water Services – Wasterwater	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>This appears to be a sizeable development. CRD will require information as to the average and peak wastewater flows. We anticipate that this development will connect into Esquimalt's sewer - will this cross over the CRD AC force main and drain down into Lang Cove Pump Station?</p> <p>CRD will need to make sure that the Township of Esquimalt has enough capacity allocated to handle this increased flow to that pump station.</p> <p>We require the following information from the Township of Esquimalt or the Developer as noted below:</p> <ul style="list-style-type: none"> ○ number of existing or proposed buildings on the property, and their proposed use (i e, residential, commercial, etc.,), ○ total number of units and total square footage of all buildings, ○ equivalent population for the whole property to be served, ○ average daily flow, peak hourly flow, and inflow and infiltration allowance, ○ The above information will have to be signed and sealed by a professional engineer. <p>Upon receipt of the flow information, we can evaluate the historical wastewater flow rate to Lang Cove PS from this catchment and envision if the additional flow will cause any problems.</p> <p><i>Malcolm Cowley, Manager.</i> CRD Wasterwater Eng & Planning</p>
Legislative Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

CRD Staff Referral Response Form

Parks & Environmental Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Planning & Protective Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	





Transmittal

TO: Township of Esquimalt
1229 Esquimalt Road
Esquimalt, BC
V9A 3P1

FROM: McElhanney Ltd.
#500-3960 Quadra Street
Victoria, BC
V8X 4A3

ATTN: Alex Tang

DATE: July 26, 2019

McElhanney File Number: 18-061 (4)

**RE: 616-620 CONSTANCE AVENUE DEVELOPMENT, ESQUIMALT, BC
SANITARY CALCULATIONS**



The following, and attached, are estimated sanitary flows/calculations for the proposed development at 616-620 Constance Avenue:

Proposed Development:

- 1) The development will consist of 109 residential units as well as commercial units. It is anticipated that the commercial units will be a daycare, dental office, medical office and pharmacy, however, these are subject to change.
- 2) Utilizing the Harmon Peaking factor, combining the estimated population from the commercial and residential units, the peaking factor is 4.06.
- 3) Therefore, the following estimated peak flows were calculated (details attached on Sheets 1 to 6):

Estimated Residential flow =	3.23 L/s
Estimated Commercial flow (daycare) =	0.16 L/s
Estimated Commercial flow (dental office) =	0.09 L/s
Estimated Commercial flow (medical office) =	0.09 L/s
Estimated Commercial flow (pharmacy) =	0.09 L/s
TOTAL ESTIMATED PEAK SANITARY FLOW =	3.67 L/s

It should be noted that the uses within the commercial units as well as the number of units are subject to change, however, the above noted calculations provide a general guideline of estimated sanitary flows based on the assumed uses.





Please review the above and let me know if you have any questions.

Regards,
McElhanney Ltd.

Nathan Dunlop, P.Eng.
Project Engineer



2019-07-26

Enclosures:

- Sheet 1 – Estimated Sanitary Flow Summary Sheet
- Sheet 2 – Estimated Residential component
- Sheet 3 – Estimated Daycare component
- Sheet 4 – Estimated Dental office component
- Sheet 5 – Estimated Medical office component
- Sheet 6 – Estimated Pharmacy component

Sheet 1 - ESTIMATED SANITARY FLOW SUMMARY SHEET

Project: 616-620 Constance Avenue
Date: July 26, 2019
Client: Joint Works
McElhanney File #: 18-061 (4)

Proposed Development:

Estimated sanitary flow based on proposed development

Estimated Residential flow (see Sheet 2)	3.23 L/s
Estimated Daycare flow (see Sheet 3)	0.16 L/s
Estimated Dental office flow (see Sheet 4)	0.09 L/s
Estimated Medical office flow (see Sheet 5)	0.09 L/s
Estimated Pharmacy flow (see Sheet 6)	0.09 L/s
TOTAL ESTIMATED PEAK SANITARY FLOW	3.67 L/s

Sheet 2 - Estimated Residential component

Project: 616-620 Constance Avenue
Date: July 26, 2019
Client: Joint Works
McElhanney File #: 18-061 (4)

Estimated Residential flow (109 units - 17 three bedroom, 47 two bedroom, 36 one bedroom 9 studio)

Total units*	109
TOTAL RESIDENTIAL UNITS	109 units
Persons per unit**	2.6 Estimated
Equivalent Population	283 capita
Per Capita Flow Rate***	240 L/capita/day
Average flow =	68,016 L/day
Average Daily Flow	68,016 L/day 0.787 L/s
Peaking Factor -Harmon (residential only)	4.09 //not used
Peaking Factor -Harmon (combined residential and commercial)	4.06
Potential Peak Flow (based on combined peaking factor) =	3.19 L/s
Site Area**** =	2,628 sq.m.
Approx. Hard Surface building area (set to 0 to allow for infiltration over entire site) =	0 sq.m.
Approx. area for infiltration =	2,628 sq.m.
Inflow and Infiltration (0.12 L/s/ha)****	0.032 L/s
Total Potential Flow = Potential Peak Flow + Inflow and Infiltration	3.23 L/s

*based on information provided by client on July 17, 2019

**based on Ministry of Health Sewerage System Standard Practice Manual (Table II-9 - Per capita Daily Design Flow for Residences)

***based on MMCD Design Guideline Manual 2014 (Section 3.2 Per Capita Flow, dry weather)

****based on MMCD Design Guideline Manual 2014 (Section 3.5 Infiltration - used old system requirement to provide factor of safety)

Harmon Peaking Factor =
$$\left(\frac{14}{4 + \sqrt{\frac{P}{1000}}} + 1 \right)$$

Sheet 3 - Estimated Daycare component

Project: 616-620 Constance Avenue
 Date: July 26, 2019
 Client: Joint Works
 McElhanney File #: 18-061 (4)

Estimated Commercial flow (assumed DAYCARE)

Total Commercial Space*	1,950 sq.ft.
	181 sq.m.
Assumed commercial space not including hallways, storage areas, bathrooms, etc.	163 sq.m.
Average floor space per person**	3.7 sq.m
Average Persons	<u>Total commercial space</u> Average floor space per person 45 people
Average flow***	75 L/person/day
Average Daily Flow	3,375 L/day 0.04 L/s
Peaking Factor -Harmon (this commercial unit only)	4.32 //not used
Peaking Factor -Harmon (combined both commercial units and all residential)	4.06
Potential Peak Flow (based on combined peaking factor) =	0.16 L/s
Site Area =	0 sq.m.
Approx. Hard Surface building area =	0 sq.m.
Approx. area for infiltration =	0
Inflow and Infiltration (25,000 L/day/ha)	0.000 L/s
Total Potential Flow = Potential Peak Flow + Inflow and Infiltration -no additional infiltration as this is accounted for in the residential flow sheet	0.16 L/s

*based on information provided by client on July 17, 2019

**based on BC Community Care and Assisted Living Act - Child Care Licensing Regulation

http://www.bclaws.ca/civix/document/id/complete/statreg/332_2007

***Per Capita Flow rate based on Ministry of Health Sewerage System Standard Practice Manual (Day Care Center, per child)

Harmon Peaking Factor =
$$\sqrt{\left(\frac{14}{4 + \sqrt{\frac{P}{1000}}} + 1\right)}$$

Sheet 4 - Estimated Dental office component

Project: 616-620 Constance Avenue
 Date: July 26, 2019
 Client: Joint Works
 McElhanney File #: 18-061 (4)

Estimated Commercial flow (assumed DENTAL OFFICE)

Total Commercial Space*	550 sq.ft. 51 sq.m.
Assumed practitioner	2 practitioners
Per Capita Flow Rate***	1,000 L/capita/day
Average flow =	2,000 L/day
Average Daily Flow	2,000 L/day 0.0231 L/s
Peaking Factor -Harmon (this commercial unit only)	4.46 //not used
Peaking Factor -Harmon (combined both commercial units and all residential)	4.06
Potential Peak Flow (based on combined peaking factor) =	0.09 L/s
Site Area =	0 sq.m.
Approx. Hard Surface building area =	0 sq.m.
Approx. area for infiltration =	0
Inflow and Infiltration (25,000 L/day/ha)	0.000 L/s
Total Potential Flow = Potential Peak Flow + Inflow and Infiltration -no additional infiltration as this is accounted for in the residential flow sheet	0.09 L/s

*based on information provided by client on July 17, 2019

**Per Capita Flow rate based on Ministry of Health Sewerage System Standard Practice Manual (Table III-11 Non-Residential Average Daily Flow Rate guide - "Dental or medical office")

Harmon Peaking Factor =
$$\left(\frac{14}{4 + \sqrt{\frac{P}{1000}}} + 1 \right)$$

Sheet 5 - Estimated Medical office component

Project: 616-620 Constance Avenue
 Date: July 26, 2019
 Client: Joint Works
 McElhanney File #: 18-061 (4)

Estimated Commercial flow (assumed MEDICAL OFFICE)

Total Commercial Space*	440 sq.ft. 41 sq.m.
Assumed practitioner	2 practitioners
Per Capita Flow Rate***	1,000 L/capita/day
Average flow =	2,000 L/day
Average Daily Flow	2,000 L/day 0.0231 L/s
Peaking Factor -Harmon (this commercial unit only)	4.46 //not used
Peaking Factor -Harmon (combined both commercial units and all residential)	4.06
Potential Peak Flow (based on combined peaking factor) =	0.09 L/s
Site Area =	0 sq.m.
Approx. Hard Surface building area =	0 sq.m.
Approx. area for infiltration =	0
Inflow and Infiltration (25,000 L/day/ha)	0.000 L/s
Total Potential Flow = Potential Peak Flow + Inflow and Infiltration -no additional infiltration as this is accounted for in the residential flow sheet	0.09 L/s

*based on information provided by client on July 17, 2019

**Per Capita Flow rate based on Ministry of Health Sewerage System Standard Practice Manual (Table III-11 Non-Residential Average Daily Flow Rate guide - "Dental or medical office")

Harmon Peaking Factor =
$$\left(\frac{14}{4 + \sqrt{\frac{P}{1000}}} + 1 \right)$$

Sheet 6 - Estimated Pharmacy component

Project: 616-620 Constance Avenue
 Date: July 26, 2019
 Client: Joint Works
 McElhanney File #: 18-061 (4)

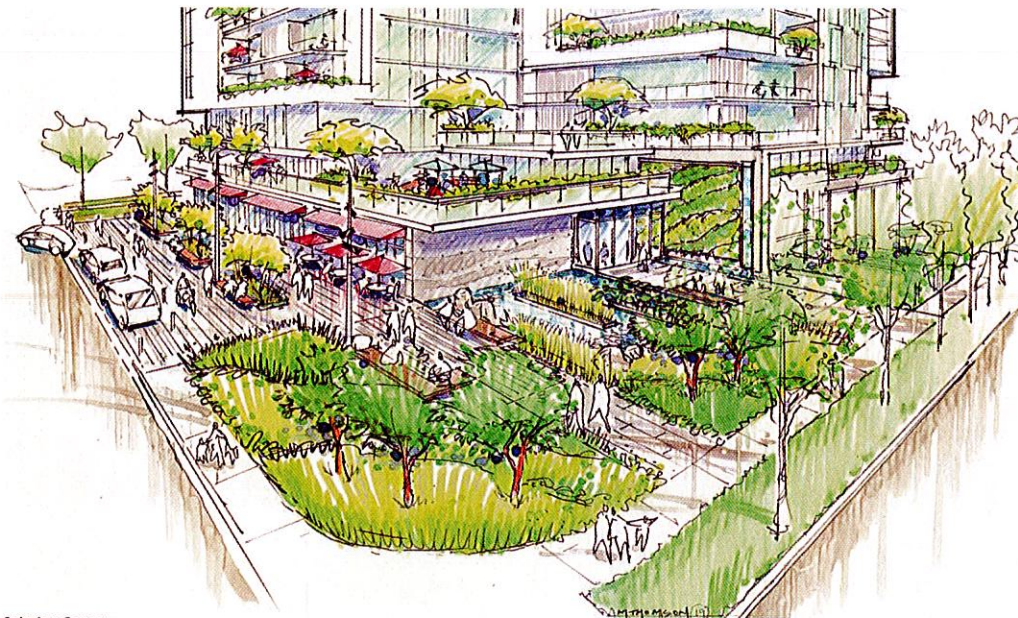
Estimated Commercial flow (assumed PHARMACY)

Total Commercial Space*	325 sq.ft. 30 sq.m.
Assumed practitioner	2 practitioners
Per Capita Flow Rate***	1,000 L/capita/day
Average flow =	2,000 L/day
Average Daily Flow	2,000 L/day 0.0231 L/s
Peaking Factor -Harmon (this commercial unit only)	4.46 //not used
Peaking Factor -Harmon (combined both commercial units and all residential)	4.06
Potential Peak Flow (based on combined peaking factor) =	0.09 L/s
Site Area =	0 sq.m.
Approx. Hard Surface building area =	0 sq.m.
Approx. area for infiltration =	0
Inflow and Infiltration (25,000 L/day/ha)	0.000 L/s
Total Potential Flow = Potential Peak Flow + Inflow and Infiltration -no additional infiltration as this is accounted for in the residential flow sheet	0.09 L/s

*based on information provided by the client on June 27, 2019

**Per Capita Flow rate based on Ministry of Health Sewerage System Standard Practice Manual (Table III-11 Non-Residential Average Daily Flow Rate guide - "Dental or medical office")

Harmon Peaking Factor = $\sqrt{\left(\frac{14}{4 + \sqrt{\frac{P}{1000}}} + 1\right)}$



Arbutus Corner
SHOALING HEIGHTS, ESQUIMALT

ISSUED FOR: REZONING
ISSUE DATE: 2019-02-15

Shoaling Heights

PUBLIC OPEN HOUSE

Feedback Report | Wardroom | February 22nd, 2019



Attendees and Verbal Feedback

12 Members of the Public¹ who had been notified by letter of the Public Open House held February 22nd, 2019² from 4 pm – 8 pm at the Esquimalt Wardroom.

Verbal feedback positive:

- Good to densify
- More ownership options
- Improving the caliber of the neighborhood
- Increased opportunity for development of a professional building
- Increased day care capacity
- Most of the attending public overwhelmingly support the project



Verbal feedback negative:

- Reno-viction rates are increasing in Esquimalt
- Parking must be at least 1:1
- Affordability remains a concern

PROPONENT FEEDBACK OF THE EVENT

Representatives of the proponent attended the meeting providing business cards for contact information, 9 Boards detailing the proposed Shoaling Heights Development and a full set of the architectural drawings presented at the APC and DRC meetings. We found that all of the attendees were pleasant and inquisitive; unfortunately, some of them seemed unaware of the Official Community Plan and its vision for the area. We did not receive any letters from residents, but we did engage with one of the local renters to ensure that they had

¹ Appendix A has the actual sign-in sheets and a typed compiled sign-in sheet

² Appendix B has the original letter sent to residents within the parameters set by the Township.

the opportunity to have significant post presentation meetings with the developer's representative. The renter chose to move herself and her daughter to another location rather than remain in the accommodations that she was living in. The Proponent offered a return of damage deposit after inspection of the property and also offered an air quality test to ensure that there were no adverse living conditions in the homes that were purchased by the Proponent. Prior to inspection and air quality tests, the renter and her daughter chose to relocate.

The overwhelming feeling from the meeting was very positive, the concerns expressed by the public will be addressed in the design of the building. Particular attention will be given to increasing our parking to a 1:1 ratio, and we will continue to secure the professional trades as promised. In addition, we will continue to work to find an appropriate childcare provider to either lease or own the day care spaces.

We heard very loudly that we must ensure that we protect the landscaping plan and ensure that we provide a publicly occupiable space for passersby, visitors, and residents of the new homes.



Appendix A



5 February, 2019

PUBLIC MEETING CONCERNING A PROPOSED RE-ZONING APPLICATION AFFECTING 616 and 620 Constance Ave, and 619 and 623 Nelson Street, and 1326-1328 Miles Street in THE TOWNSHIP OF ESQUIMALT

TAKE NOTICE that Joint Works Developments Inc. will hold a public meeting on **Friday, February 22nd, 2019 from 4pm to 8pm** at the CFB Esquimalt Wardroom 1588 Esquimalt Rd, Victoria, BC V9A 5K5 ; to consider a proposed Re-Zoning of the property located at, 616 and 620 Constance Ave, and 619 and 623 Nelson Street, and 1326-1328 Miles Street in THE TOWNSHIP OF ESQUIMALT.

BE ADVISED that in compliance with Bylaw 2791 Development Application Procedures and Fees Bylaw of the Township of Esquimalt residents within 100 meters of the proposed re-zoning are by this letter being notified of the public meeting.

ANY PERSON may attend the public meeting and/or make written or verbal representation either in support or in opposition to the proposed re-zoning to the representative of Joint Works Developments Inc.

ADDITIONAL INFORMATION: The proposed project is a twelve story multipurpose building. This project envisions the first floor being professional offices including doctor, dentist, medical support opportunities. The second floor will see two day cares with exterior open spaces on the terrace. The building will be constructed using mass timber with a traditional concrete and steel foundation. Along Constance Avenue and Nelson Street the passerby will encounter new two story 2000+ square foot townhomes featuring three bedrooms and an architecture that is consistent with the neighbourhood.

As the area continues to develop, it is the intent of Shoaling Heights to provide about 10% of the homes as affordable and accessible housing, and the remaining (with the exception of the penthouses) will be market housing. We are building homes for the current and future working families of Esquimalt and hope to attract more of our working families back to our community.



Appendix B

SHOALING HEIGHTS SIGN-IN SHEET	
Project: Rezoning	Meeting Date: 22 February 2019
Facilitator: Troy D. Grant, CD	Place/Room: CFB Esquimalt Wardroom

Name	Address	Phone
Michelle Milburn	620 Constance Ave	
Stephanie Milburn	620 Constance Ave	
Sue Charlesworth	1338 Saunders Street	
Art Charlesworth	1338 Saunders Street	
Chris Dunham		
Perry Peng	1337 Saunders Street	
Su Min Hue	1314 Esquimalt Road	
Duane Lecky	1185 Highrock Place	
Daniel Hsu	1313 Miles Street	
Gordon Garside	644 Dockside Ave	
Helen Edly	1243 Colville Road	
Chris Edly	1243 Colville Road	
Douglas Scott	630 Constance Ave	

