



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

Municipal Hall, 1229 Esquimalt Road, Esquimalt, B.C. V9A 3P1
Telephone (250) 414-7100 Fax (250) 414-7111

DRC Meeting: January 9, 2018

STAFF REPORT

DATE: January 3, 2018

TO: Chair and Members of the Design Review Committee

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

SUBJECT: Official Community Plan Amendment and Rezoning Application
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]

RECOMMENDATION:

That the Esquimalt Design Review Committee recommends that the application for Official Community Plan Amendment and Rezoning, authorizing a 45 metre [12 storeys], 109 unit, commercial mixed use, multiple family residential building sited in accordance with the BCLS Site Plan provided by McElhanney Consulting Services, Ltd., stamped "Received November 23, 2018", and incorporating height and massing consistent with the architectural plans provided by DIALOG, stamped "Received November 23, 2018", detailing the development proposed to be located at 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] be forwarded to Council with a recommendation **to either approve, approve with conditions, or deny the application including reasons for the chosen recommendation.**

BACKGROUND:

Purpose of the Application:

The applicant is requesting a change in Official Community Plan 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 a Comprehensive Development District zone [CD]. This change is required to accommodate the proposed 12 storey, 109 unit, commercial mixed use, multiple family residential building including a 111 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, uses, fit with the neighbourhood, and consistency with the overall direction contained within the Official Community Plan.

This site is located within Development Permit Area No. 1 - Natural Environment, No. 6 - Multi-Family Residential, No. 7 - Energy Conservation and Greenhouse Gas Reduction and No. 8 - Water Conservation of the Township's Official Community Plan. Should the rezoning be approved, 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.

Context

Applicant: Sierra Land Construction Inc. [Troy Grant]

Owners: 1174489 B.C. LTD.,INC.NO. BC01174489
[616 Constance Ave, 620 Constance Ave, and 619 Nelson St]
Shawn Keith Brown and Shana Lapenskie [623 Nelson St]
Rashpal Singh Basi and Jasbir Basi [1326 Miles St]

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 [Comprehensive Development District]

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 total Floor Area Ratio of 3.42 with the residential portion accounting for 3.25 in Floor Area Ratio. Hence, this proposal is inconsistent with the acceptable density prescribed in the Official Community Plan. In order to achieve consistency with the Official Community Plan, the applicant is proposing to provide amenities through density bonuses for the benefit of the community. These amenities have not yet been detailed.

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.

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 Official Community Plan 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 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 has not detailed the amenities provided for the bonus density. Nonetheless, the applicant is contemplating the provision of affordable, special needs or seniors housing.

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 11 3-bedroom apartment dwelling units and 6 3-bedroom 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 of 3.25 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 Official Community Plan:

- 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 result 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 policy:

- 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 policy:

- 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 dwelling should reflect the size and scale of adjacent development and complement the surround 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 surround 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.

Zoning

Density, Lot Coverage, Height and Setbacks: The following chart compares 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 Comprehensive Development Zone
Residential Units	109
Residential Floor Area Ratio	3.25
Total Floor Area Ratio (including Commercial Area)	3.42
Lot Coverage	81.1%
Lot Coverage at or above the First Storey	61.2%
Setbacks	
• Front [West]	3.0 m
• Rear [East]	6.0 m
• Interior Side [North]	6.0 m
• Interior Side [South]	6.0 m

Building Height	45 m [12 storeys]
Off Street Parking	111 spaces
Usable Open Space	256 m ² [9.7%]
Bicycle Parking	129 resident + 10 visitor

Floor Area Ratio: The FAR of this proposal is 3.42 where the residential portion of the building has a FAR of 3.25. 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 61.2% is a significant change and increase from the currently allowed 40% within a RM-1 zone that accommodates low density townhouse development and the allowed 30% for RM-4/RM-5 zones that accommodate medium density apartment developments. Staff has concerns with the substantial lot coverage as it relates to the development's massing.

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 256 m² [9.7% 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 111 parking spaces to serve 109 residential dwelling units, in addition to 4 commercial units with an area of 444 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 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 444 square metres of commercial space will require 15-18 parking spaces according to the parking bylaw.

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

- 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 6.4 metres
- Reduction of the width of a 90 degree small car parking stall from 2.6 metres to 2.3 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, 9 of the parking spaces that abut a wall have not been increased by the required 0.3 metres.

The current parking layout does not have disabled nor visitor parking spaces labelled. The parking bylaw requires 1 disabled persons' parking stall for every 50 and 1 visitor's parking stall for every 4.

As there is an application for an OCP Amendment to allow for the commercial units, Parking Bylaw 1992, No. 2011 13(5) 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 [attached].

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 2012 and Municipal Building Code Bylaw. Plans will be reviewed for compliance with BC Building Code upon submission of a Building Permit application.

Engineering Services: Engineering staff has completed a preliminary evaluation of Works and Services that would be required for the proposed 109 unit multiple family residential building. Staff confirms 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 has 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.

Public Notification

As this is an Official Community Plan Amendment and Rezoning application, should it proceed to a Public Hearing, notice would be 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 would be required. Three signs indicating that the property is under consideration for a change Zoning have been installed on the Constance Avenue frontage. Three signs have been installed on the Nelson Street frontage and one sign has been installed on the Miles Street frontage. These signs would be updated to include the date, time, and location of the Public Hearing.

ALTERNATIVES:

1. Forward the application for Rezoning to Council with a **recommendation of approval including reasons for the recommendation.**
2. Forward the application for Rezoning to Council with a **recommendation of approval including specific conditions and including reasons for the recommendation.**
3. Forward the application for Rezoning to Council with a **recommendation of denial including reasons for the recommendation.**



Sussex St

Nelson St

Constance Ave

Miles St

633

626

625

627

622

623

620

621

1319

618

619

616

611

612

1326

608

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

621

1319

618

619

616

611

612

1326

608

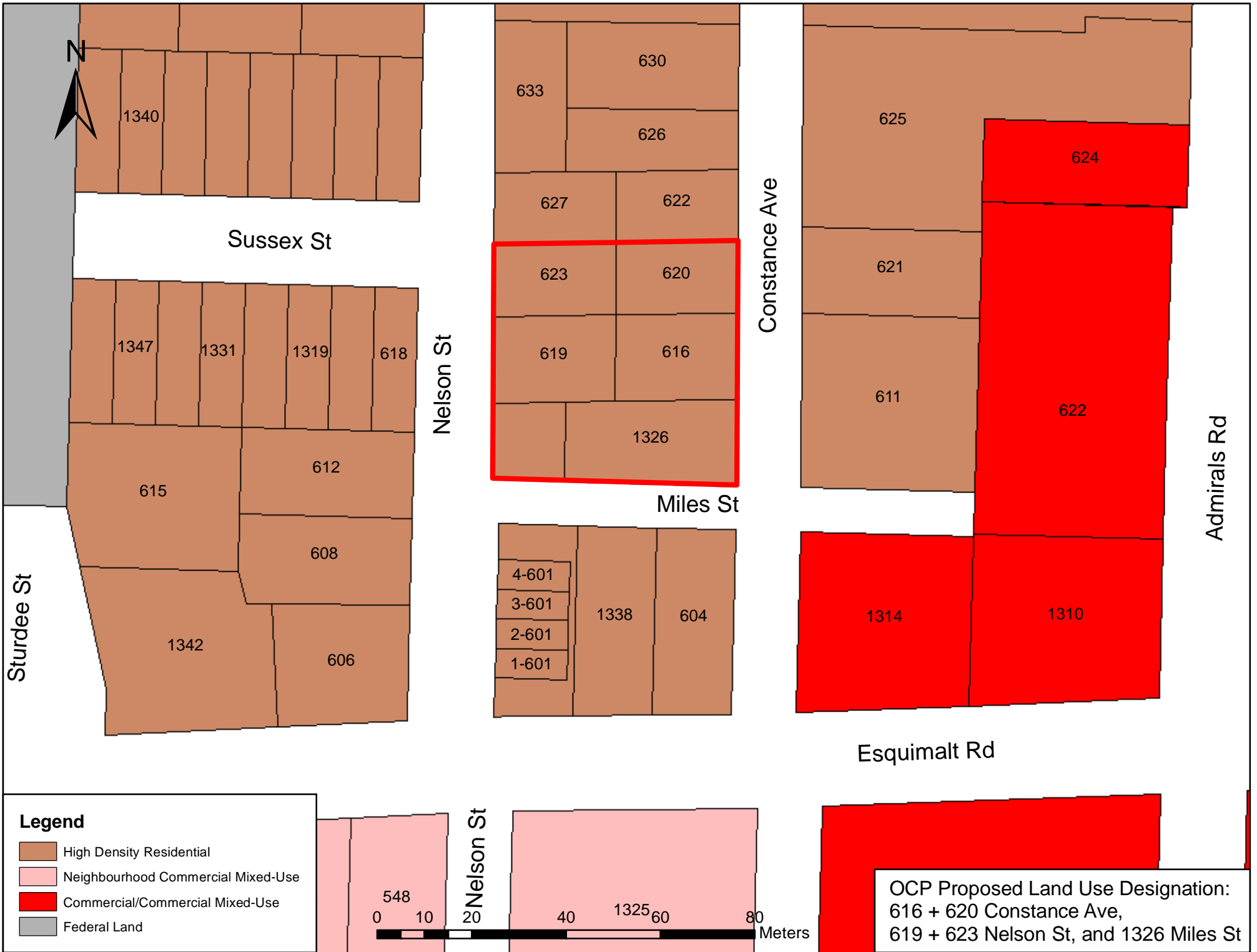
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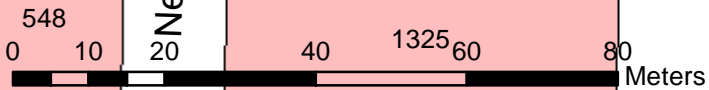
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1314



Legend

- High Density Residential
- Neighbourhood Commercial Mixed-Use
- Commercial/Commercial Mixed-Use
- Federal Land



OCP Proposed Land Use Designation:
 616 + 620 Constance Ave,
 619 + 623 Nelson St, and 1326 Miles St



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

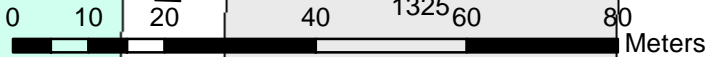
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Nelson St

CD-2

1325



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

5

HOUSING & RESIDENTIAL LAND USE



5.1 General: Anticipated Housing Needs in the Next Five Years

Table 1 and Figure 7 show the housing statistics for Esquimalt based on the 2011 and 2016 Federal Censuses. Note that there are significant differences in the trends for each housing type. Single detached houses decreased by 1.7 percent while apartments in buildings that have five or more stories increased by 23.1 percent. Table 1 clearly shows a trend toward multi-family dwellings and away from single detached dwellings.

TABLE 1. PERCENT CHANGE IN HOUSING TYPES BETWEEN 2011 AND 2016.

Dwelling Type	Number of Dwelling Units - 2011 Census	Number of Dwelling Units - 2016 Census	Percent Change 2011 to 2016
Single Detached House	2030	1995	-1.7
Apartment in building that has five or more stories	455	560	23.1
Semi-detached house	665	690	3.8
Row house	385	405	5.2
Apartment or flat in duplex	795	910	14.5
Apartment in a building that has fewer than five storeys	3695	3910	5.8
Other single - attached house	15	15	0.0
Total	8040	8485	5.5

Table 2 contains simple arithmetic population projection estimates based on various growth rate scenarios. The net increase in population under each scenario is then used to estimate the number of new housing units that will be required in the next five years based on an average household size of 2.0 as per the 2016 Federal Census.

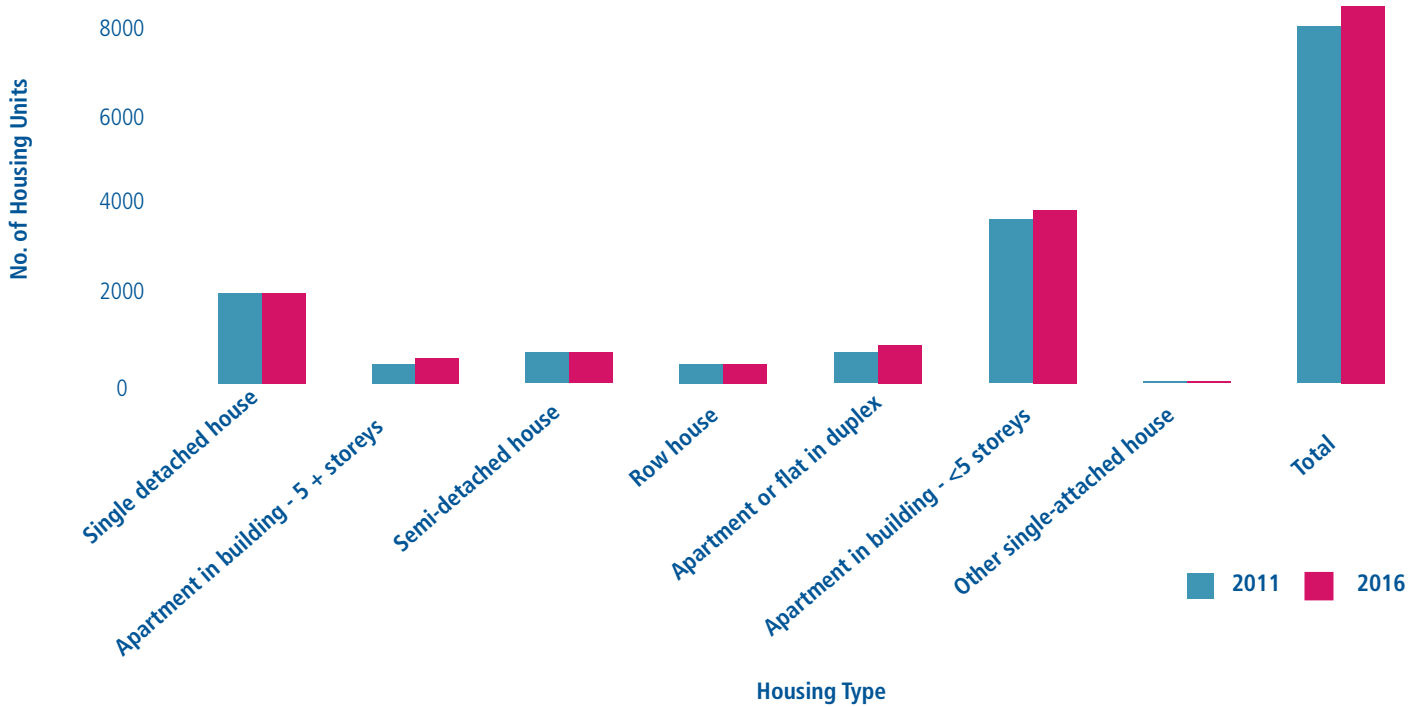


Figure 7. Percent change in housing types between 2011 and 2016

TABLE 2 POPULATION GROWTH SCENARIOS FOR THE NEXT FIVE YEARS AND ESTIMATED NUMBER OF NEW HOUSING UNITS REQUIRED.

2016 Population	Rate of Growth Over Five Years (%)	Estimated 2021 Population	Increase in Population	Estimated Number of New Housing Units Required at an Average of 2.0 People Per Unit
17,665	2.5	18107	442	221
17,665	5	18548	883	442
17,665	7.5	18990	1325	662
17,665	10	19432	1767	883

Table 3 summarizes the number of units in all developments where Council has approved the zoning but the developments have not received an occupancy permit. The data in the table indicates that 664 housing units of various forms and tenures have been approved but have not yet receive an occupancy permit. The current approvals would be sufficient to accommodate a population increase of approximately 7.5 percent over the next five years based on an average household size of 2.0. It should be noted that in order to maintain a balanced housing market the supply of housing should exceed the demand for housing. Given the amount of land designated for multi-unit development as indicated in the Future Land Use Designation Map that is not yet yielding it maximum potential number of dwelling units, the Township has more than adequate land to accommodate its housing needs for the next five years at growth rates beyond 10 percent, assuming that zoning approvals coincide with the maximum development potential allowed by the OCP.

TABLE 3. ESTIMATED NUMBER OF HOUSING UNITS THAT HAVE RECEIVED ZONING APPROVAL BUT NOT AN OCCUPANCY PERMIT.

Dwelling Type	Location	Number of Proposed Units - Rental	Number of Proposed Units - Owner	Density (units per net ha.)	Status
Single Detached House (Infill)	Various (infill)		7	21.6	
Apartment in building that has five or more stories	Esquimalt Town Square	34	68	130	Development permit approved
	Legion	152		415	Zoning approved
	English Inn		173	165	Development permit approved
	856 Esquimalt Road		168	230	Zoning approved
Semi-detached house	Various		4	29.5	Ongoing
	English Inn		6	40	Development permit approved
Apartment or flat in duplex	Various				
Apartment in a building that has fewer than five storeys	615 Fernhill		10	130	Zoning approved
	Triangle Lands			160	Zoning approved
	826 Esquimalt Road		30	330	Under construction
Other single - attached house	West Bay				
Total		186	478		

OBJECTIVE: Support expansion of housing types within Esquimalt while addressing concerns such as tree protection, parking, traffic, noise, effects on neighbouring properties, and neighbourhood character.

Policy

Support the inclusion of secondary suites within present and proposed low density residential land use designated areas.

Policy

Support the inclusion of detached accessory dwelling units on appropriate low density residential land use designated areas where only one principal dwelling unit exists.

Policy

Consider new townhouse residential proposals with a Floor Area Ratio of up to 0.70, and up to three storeys in height, in areas designated Townhouse Residential on the “Proposed Land Use Designation Map,” provided the design responds effectively to both its site and surrounding land uses.

Policy

Recognize that float homes provide an alternative housing choice, and support the continued existence of Esquimalt’s only float home community located in West Bay, as designated on the “Present Land Use Designation Map” and “Proposed Land Use Designation Map.”

Policy

Support the inclusion of live/work units on residential parcels located outside of areas designated commercial on the “Proposed Land Use Designation Map” and on Major Roads as designated on the “Road Network Map” (Schedule “C”).

Policy

Recognize short-term accommodation use as appropriate within designated residential land use areas only where appropriate zoning has been sought and secured.

Policy

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.

Policy

Encourage the development of rental accommodation designed for a variety of demographic household types, including young families.

5.2 Low Density Residential Redevelopment

OBJECTIVE: Strive for redevelopment and infill development that improves and enhances the appearance and livability of neighbourhoods and the community as a whole.

Policy

Proposed redevelopment or infill within present low density residential land use designated areas should be built to high quality design and landscaping standards and respond sensitively to existing neighbourhood amenities.

Policy

Consider the inclusion of secondary suites in infill developments where it is demonstrated that neighbourhood impacts can be mitigated.

Policy

Discourage new applications for infill housing, including rezoning and subdivision, for panhandle lots in the 1100 and 1200 blocks of Old Esquimalt Road and the 600 block of Fernhill Road.

5.3 Medium and High Density Residential Development

OBJECTIVE: Support compact, efficient medium density and high density residential development that integrates with existing and proposed adjacent uses.

Policy

Encourage new medium density and high density residential development with high quality design standards for building and landscaping and which enhance existing neighbourhoods.

Policy

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.

Policy

Consider new medium density residential development proposals with a Floor Area Ratio of up to 2.0, and up to six storeys in height, in areas designated on the “Proposed Land Use Designation Map.”

Policy

Consider new high density residential development proposals with a Floor Area Ratio of up to 3.0, and up to 12 storeys in height, in areas designated on the “Proposed Land Use Designation Map.”

Policy

Notwithstanding other policies set out in this OCP, maximum heights in medium density and high density residential land use designated areas in West Bay are limited to those parcel heights identified in the West Bay Development Permit Area.

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 improvement 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

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.

Policy

Buildings with shallow setbacks should step down to no more than three storeys at street level in order to provide an appropriate human scale along the sidewalk.

Policy

Encourage the incorporation of spaces designed to foster social interaction.

Policy

Encourage the installation of electric vehicle charging infrastructure in medium and high density residential developments.

5.4 Affordable Housing

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.

Policy

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.

Policy

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.

Policy

Avoid the spatial concentration of affordable and special needs housing in neighbourhoods.

Policy

Promote housing agreements to ensure that all strata units have the opportunity to be used as long-term residential rentals within strata buildings.

Policy

Consider offering a Revitalization Tax Exemption to all new or renovated purpose-built multi-unit rental buildings within the Township.

Policy

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.

Policy

Work in co-operation with the provincial and federal governments, the real estate community, social service agencies, faith-based organizations, service clubs and other community resources to provide affordable housing and support services for seniors, the frail elderly and other special needs groups.

Policy

Encourage the provision of missing middle housing types such as two-unit dwellings (duplexes), townhouses and small lot infill as one avenue to address housing affordability.

5.5 Age-friendly Housing

OBJECTIVE: To expand and protect seniors housing in Esquimalt to enable citizens to “age in place.”

Policy

Support and facilitate development of multi-generational housing, including in medium and high density residential developments.

Policy

Encourage child friendly developments that provide appropriate amenities such as outdoor play areas for young children that are well-separated from traffic circulation and parking areas.

Policy

Encourage adaptable design for all dwellings created through rezoning.

Policy

Encourage more accessible housing for people with mobility limitations on the ground floor of medium and high density residential buildings.

Policy

Support aging-at-home through means such as low or no fee permits for modifications.

Policy

Encourage development of more assisted living residences.

Policy

Promote the development of a complex care facility within Esquimalt.

Policy

Promote modifying homes to enable shared housing for seniors.

Policy

Encourage the development of seniors housing that is within close proximity and accessible to services and amenities.

Policy

Recognize that the provision of bicycle storage may be waived or varied if, in the opinion of Council, there is no demonstrated need, such as in a congregate care facility.

5.6 Family and Child-friendly Housing

Objective: To address the shortage of family and child friendly housing in Esquimalt.

Policy

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

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.

1100, 2 Bloor Street East
Toronto, Ontario M4W 1A8
TEL 416 966 0220

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

300, 134-11th Avenue SE
Calgary, Alberta T2G 0X5
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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Lorvatto Mixed-use Development:
*616 & 620 Constance Avenue,
619 & 623 Nelson Street and
1326 Miles Street*
Transportation Impact Assessment
Draft Report

Prepared for
K&M Group

Date
October 12, 2018

Project No.
04-18-0379

October 12, 2018
04-18-0379

Troy Grant
President
K&M Group
#102, 28 Mission Avenue
St. Albert, Alberta
T8N 1H4

Dear Mr. Grant:

**Re: Lorvatto: 616 Constance Avenue
Draft TIA Report**

K&M Group is proposing to redevelop the properties at 616 and 620 Constance Avenue, 619 and 623 Nelson Street, and 1326 Miles Street in Esquimalt, BC. The development is planning on providing approximately 110 residential units and 5,000 square feet of commercial space. The development requires a Transportation Impact Assessment (TIA) to support the proposed parking requirements and to confirm the development would not worsen the surrounding transportation network.

As requested, Bunt has prepared a draft TIA report covering the development plan review, a traffic & safety review and recommendations.

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

Kate Worthy, Co-op Student
Transportation Analyst

CORPORATE AUTHORIZATION

Prepared By: Simon Button, P.Eng.

Bunt & Associates Engineering Ltd.

530 - 645 Fort Street

Victoria, BC V8W 1G2

Canada

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Telephone: +1 250 592 6122

Date: 2018-10-12

Project No. 04-18-0379

Status: Draft

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EXECUTIVE SUMMARY

K&M Group (the developer) is proposing to redevelop the properties at 616 and 620 Constance Avenue, 619 and 623 Nelson Street, and 1326 Miles Street in Esquimalt, BC. The development is planning on providing approximately 110 residential units and 5,000 square feet of commercial space.

The development is located on Constance Avenue, north of Miles Street, which is less than 100 metres northwest 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 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 143 parking spaces for the residential component and 155 parking spaces for the entire mixed-use development (including 12 spaces for commercial uses). The development is seeking a parking variance to provide 111 spaces (a reduction of 44 spaces) given the Township's high Bylaw requirement for residential visitor parking and the development's ability to share parking between the multiple land uses. This is a reasonable parking supply 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

K&M Group (the developer) is proposing to redevelop the properties at 616 and 620 Constance Avenue, 619 and 623 Nelson Street, and 1326 Miles Street in Esquimalt, BC. The site location is shown in **Exhibit 1.1**.

The development is located approximately 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. Although still early in the development process, it is currently envisioned to have:

- 100 market residential units;
- 10 non-market residential units; and,
- 5,000 square feet of commercial space with potential tenants being a daycare and/or medical/dental offices.

The purpose of this study is to:

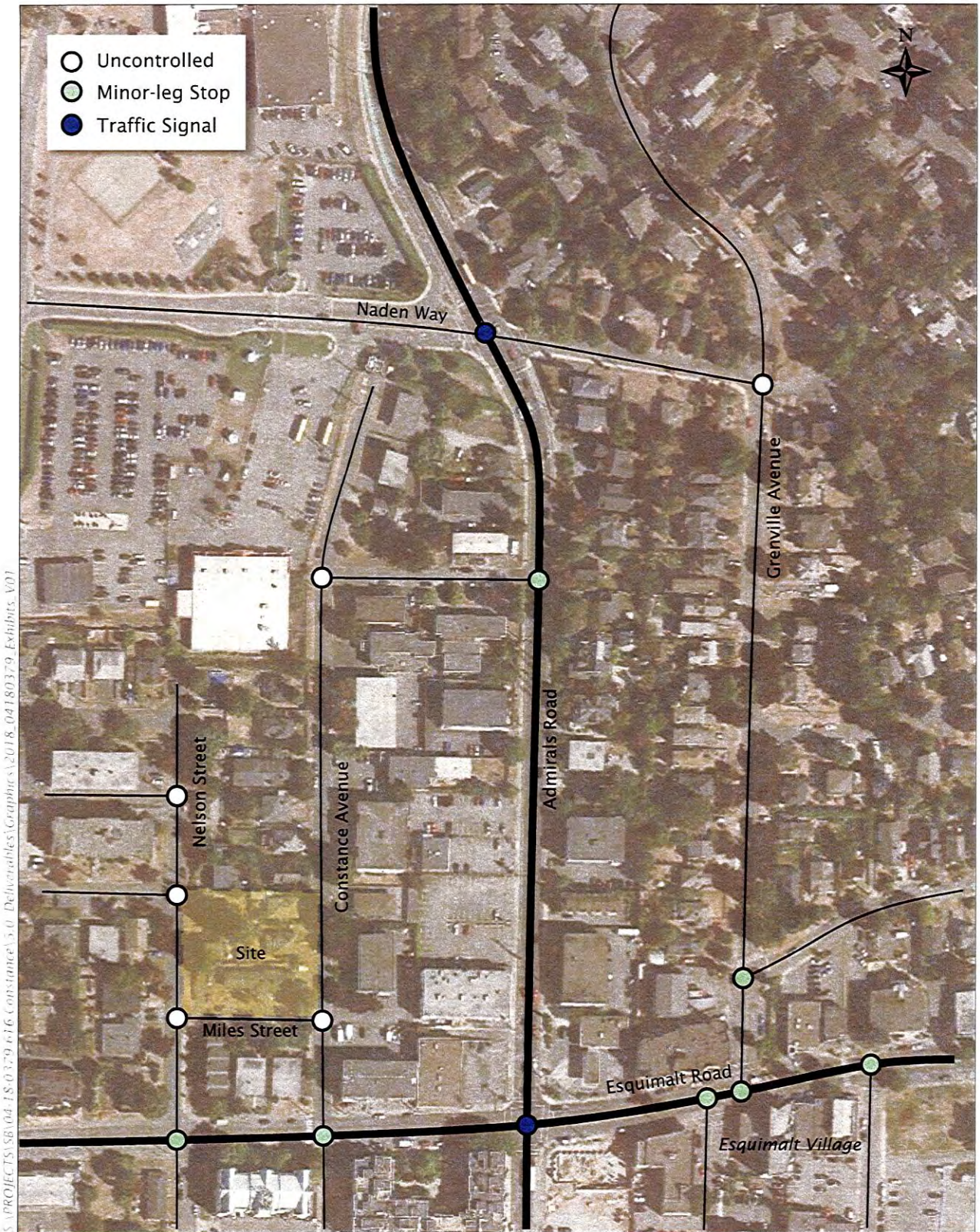
- Review the development's parking strategy and determine its suitability; and,
- Evaluate the transportation impacts the proposed development has on the nearby road network;

1.2 Development Details

The development proposes to have 110 residential units with 40% of the units containing one-bedroom (44 units), 50% containing 2 bedrooms (55 units) and 10% containing 3 bedrooms (11 units). Approximately 10 of the units will be for people with special needs and/or offered at below-market rates.

The driveway to the underground parkade will be located on Nelson Street. In an effort to minimize traffic impacts on Constance Avenue, the development is proposing to convert Miles Street into a one-way street westbound between Constance Avenue and Nelson Street.

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.



**Exhibit 1.1
Site Location**

Lorvatto (616 Constance Avenue)
04-18-0379 October 2018



2. LOCAL CONTEXT

2.1 Land Use

The site is located near the southern end of Constance Avenue which is approximately 85 metres northwest of Esquimalt Village. Esquimalt Village has a series of commercial buildings with variety of retail stores and restaurants, and other daily services. Increased densification has occurred in Esquimalt Village recently with a number of 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

The majority of 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.

Table 3.1: Bylaw Vehicle Parking Requirement

LAND USE	QUANTITY	BYLAW RATE	BYLAW REQUIREMENT
Residential - Residents	110 units	$1.3 \times 0.75 = 0.98$ per unit	107 spaces
Residential - Visitors	110 units	$1.3 \times 0.25 = 0.32$ per unit	36 spaces
Daycare	2,000 ft ² (assumed 2 classrooms)	1.5 spaces per classroom	3 spaces
Medical Office	3,000 ft ²	1 space per 323 ft ²	9 spaces
			155 SPACES

As shown, the development would require a total of 155 parking spaces including 143 for residents and residential visitors, and 12 spaces for commercial uses.

3.1.2 Proposed Supply

The development intends to apply for a parking variance to provide 0.8 spaces per residential unit in order to minimize traffic generated by the site and to facilitate more sustainable modes of transportation. This is supportable due to the following rationale:

- 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.

- The development site is in a walkable location near a variety of shops, services and other amenities and is in close proximity to cycling and transit routes.
- There is an opportunity for the daycare and medical office land uses to share parking spaces with the residential visitors since daycares and medical offices 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.
- The development is committed to provide 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; and,
 - Electric vehicle charging.

A summary of the Bylaw required parking compared with the proposed parking supply is shown in **Table 3.2**. The recommended parking supply is a total of 111 spaces, of which 88 spaces are reserved for residents and 12 spaces are for the daycare and medical office as well as up to 11 spaces for residential visitors (residential visitor and commercial parking to be shared). In addition, if a daycare is selected as a tenant, preferential locations for drop-off and pick-up should be identified which could either be on-site or on-street (such as on Miles Street).

Table 3.2: Bylaw Vehicle Parking Requirement

LAND USE	BYLAW		PROPOSED	
	RATE	REQUIREMENT	RATE	SUPPLY
Residential - Residents	0.98 per unit	107 spaces	0.8 per unit	88 spaces
Residential - Visitors	0.32 per unit	36 spaces	0.1 per unit	6 to 11 spaces (shared with daycare and medical office)
Daycare	1.5 spaces per classroom	3 spaces	1.5 spaces per classroom	3 spaces
Medical Office	1 space per 323 ft ²	9 spaces	1 space per 323 ft ²	9 spaces

¹ The visitor parking demand results from the Metro Vancouver Residential Parking Study was 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 seen as applicable to the proposed development.

LAND USE	BYLAW		PROPOSED	
	RATE	REQUIREMENT	RATE	SUPPLY
		155 SPACES	-	111 SPACES
	TOTALS			

The Parking Bylaw requires that one disabled persons' parking space be provided for every 50 required parking spaces or part thereof. Therefore, four of the parking spaces should be able to accommodate disabled persons' to comply with this requirement.

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. Bunt recommends that at least 1.0 secure bicycle parking stall is provided per dwelling. Bicycle racks for visitors should be installed near building entries with weather protection if possible.

3.3 Access

Vehicle and bicycle access to the underground parkade will be located on Nelson Street. Bunt recommends that pedestrian entrances to the building be located on Nelson Street and Constance Avenue to improve the pedestrian accessibility of the building.

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 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 less 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 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 taking into account 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 Traffic

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 and the resulting trip generation is presented in **Table 4.1**.

Table 4.1: PM Peak Hour Vehicle Trip Generation

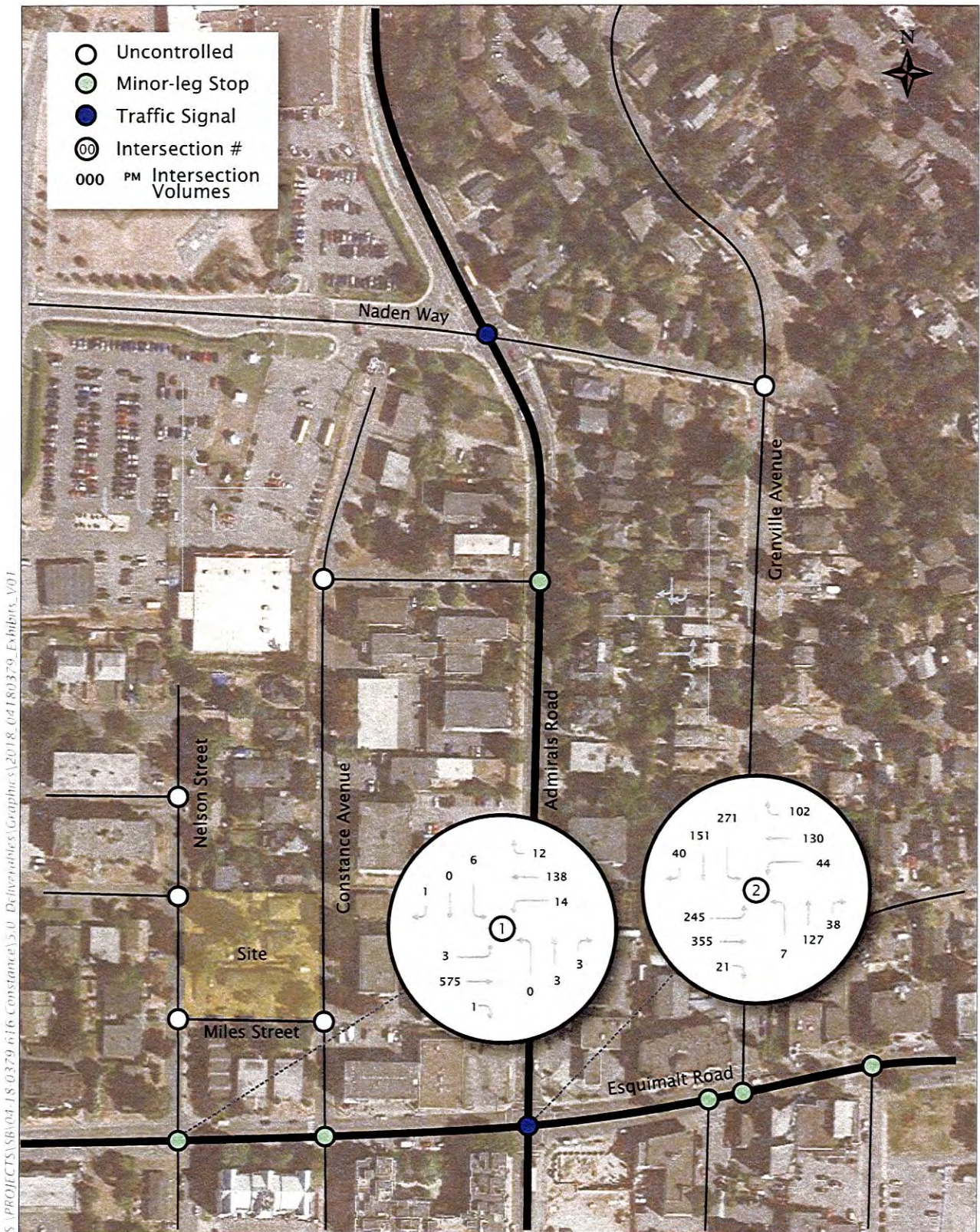
LAND USE				TRIP RATES			TRIP GENERATION		
ITE LAND USE CODE	TITLE	SIZE	VARIABLE	IN	OUT	TOTAL	IN	OUT	TOTAL
222	High-rise Apartment	100	Units	61%	39%	0.36	22	14	36
565	Daycare	2	1000 ft ²	47%	53%	11.82	11	13	24
720	Medical/Dental Office	3	1000 ft ²	28%	72%	3.46	3	7	10
TOTALS							36	34	70

As shown in Table 4.1, the ITE trip rate results in 70 vehicle trips (36 in and 37 out) during a typical PM peak hour period which is equivalent to just over one vehicle 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 overestimation 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 70 new vehicle trips minus the estimated 6 vehicle trips per PM peak hour associated with the existing residences on the development site. It was assumed that all vehicles would access the development site from the Esquimalt Road & Nelson Street intersection. This assumption is 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 (LOS C). At the Esquimalt Road / Admirals Road intersection, the most congested movement is the southbound through/right movement which operates at LOS D during the PM peak hour which is still considered reasonable.



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Exhibit 4.1
Existing Vehicle Volumes
PM Peak Hour

Lorvatto (616 Constance Avenue)
 04-18-0379 October 2018



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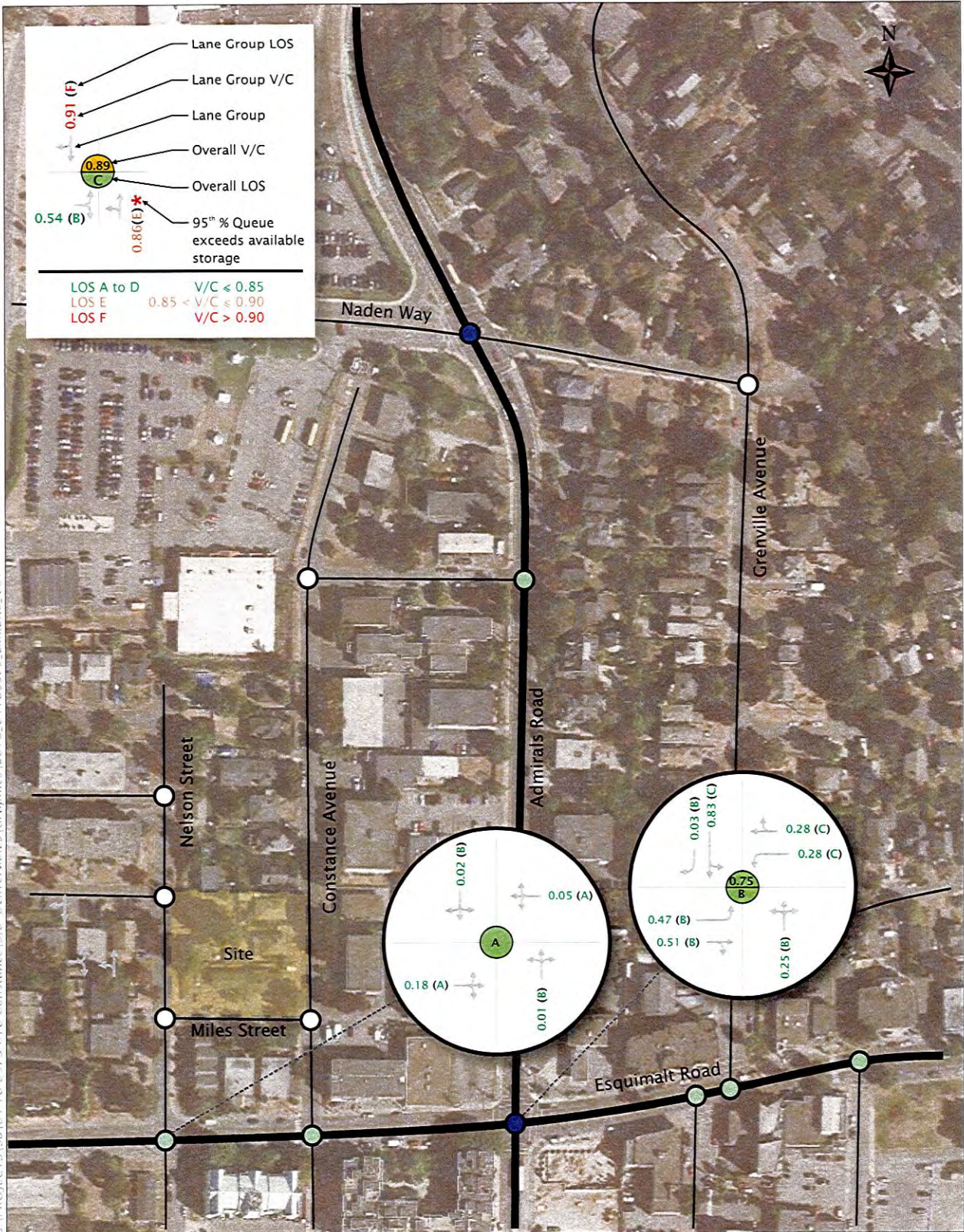
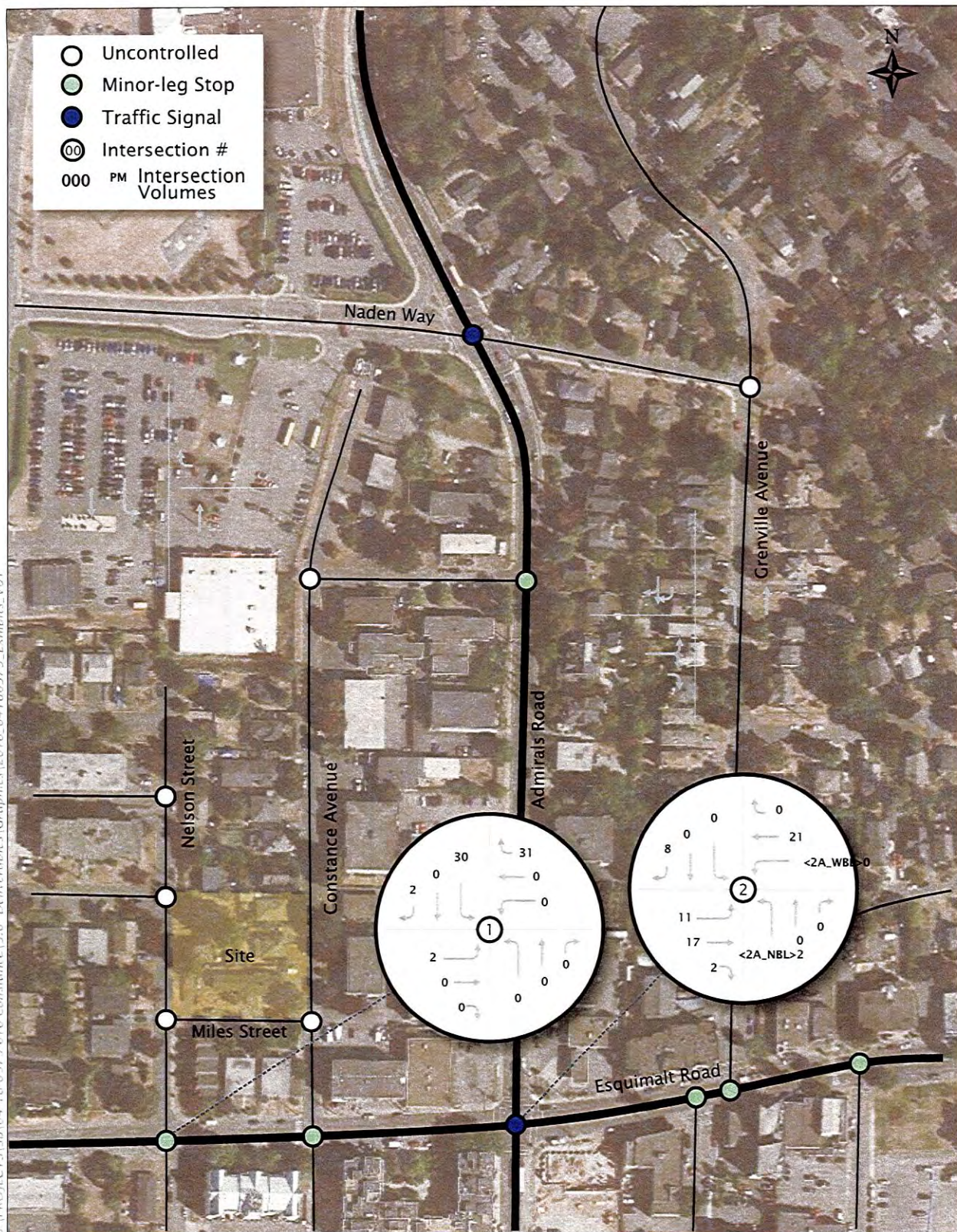


Exhibit 4.2 Existing Traffic Operations PM Peak Hour

Lorvatto (616 Constance Avenue)
04-18-0379 October 2018



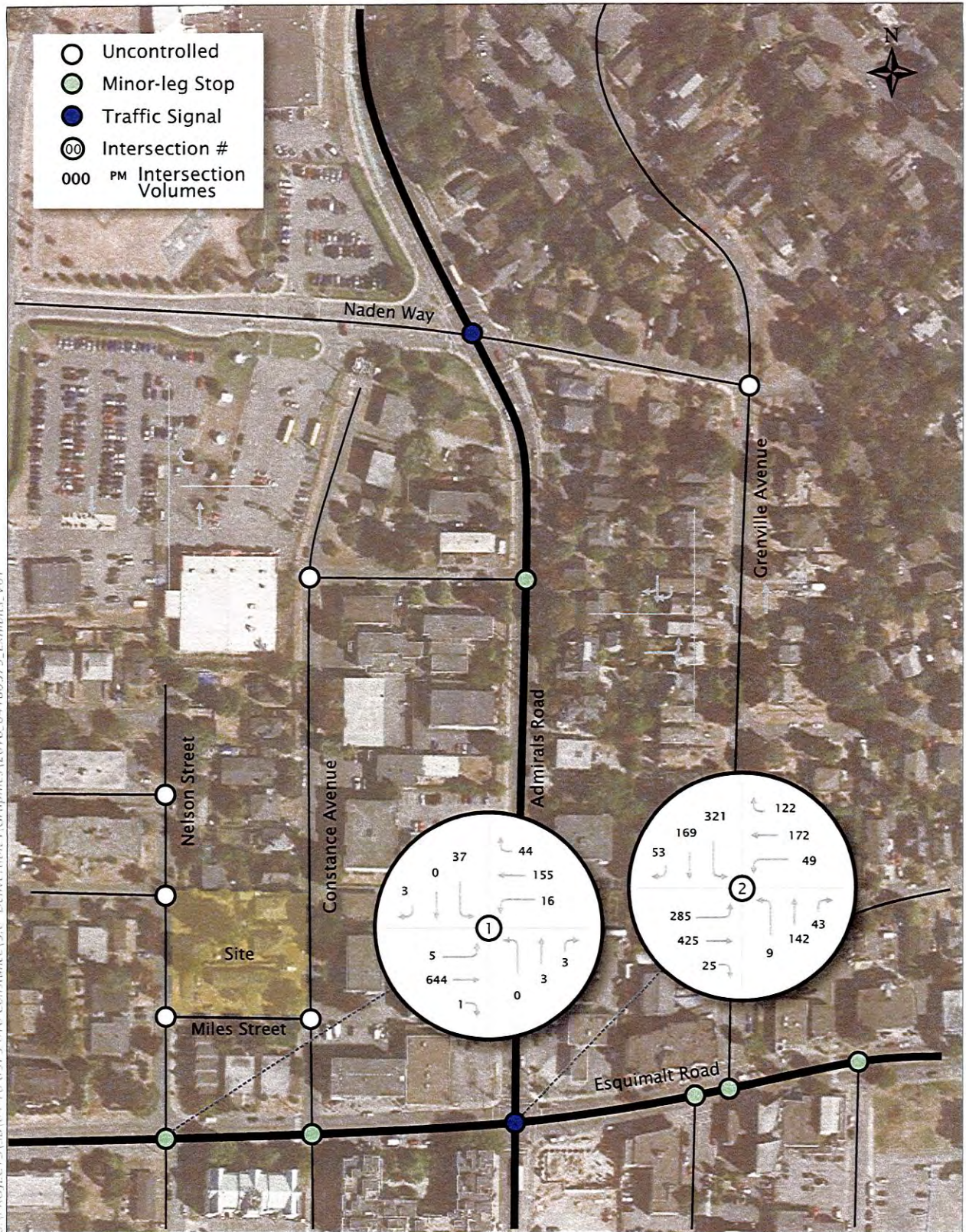


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Exhibit 4.3
Site Volumes
PM Peak Hour

Lorratto (616 Constance Avenue)
 04-18-0379 October 2018





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Exhibit 4.4
2030 Total Traffic Forecast
PM Peak Hour

Lorvatto (616 Constance Avenue)
 04-18-0379 October 2018



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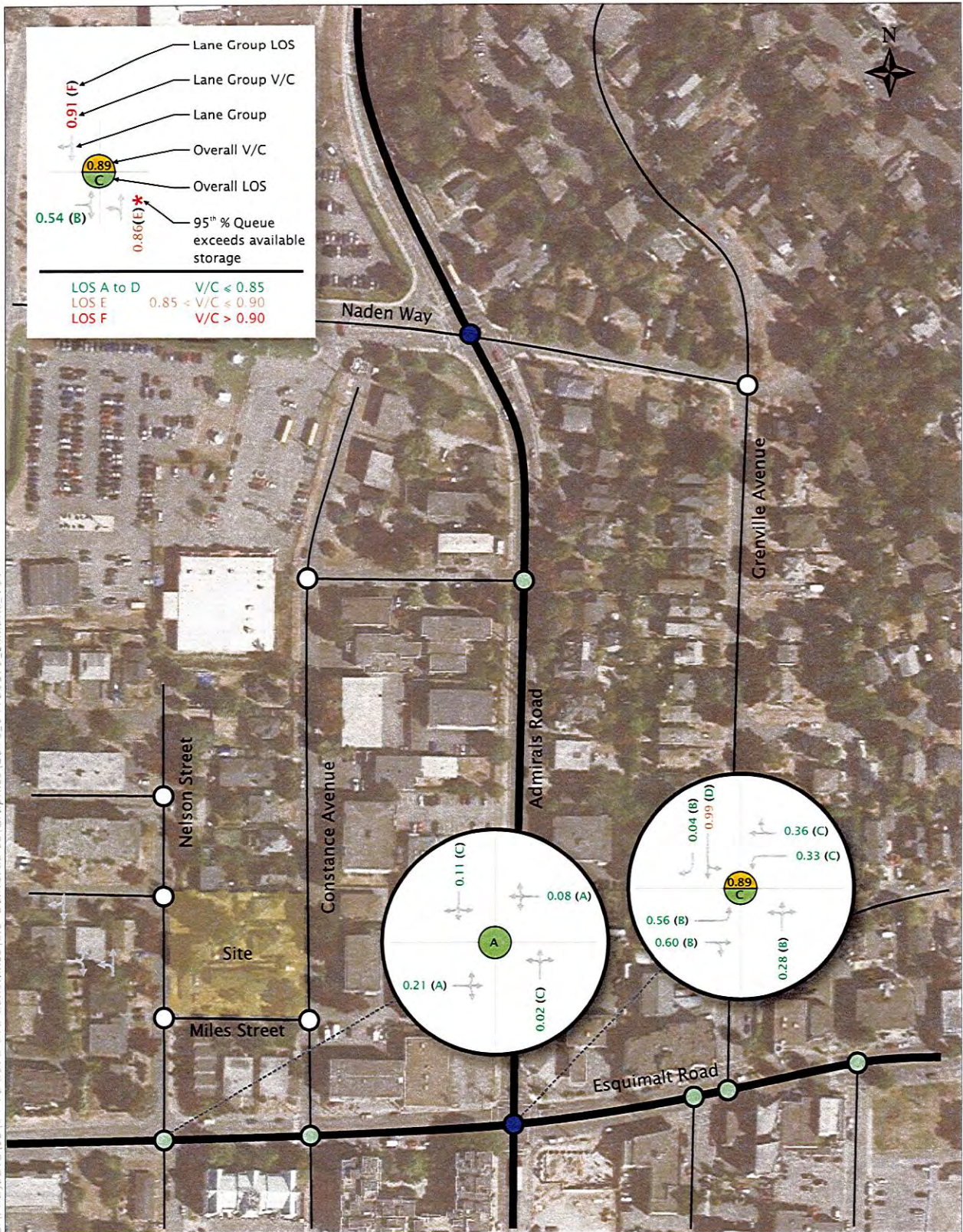


Exhibit 4.5 2030 Future Traffic Operations PM Peak Hour

Lorvatto (616 Constance Avenue)
04-18-0379 October 2018



5. SUMMARY AND RECOMMENDATIONS

5.1 Summary

- The proposed mixed-use development is anticipated to have approximately 100 market residential units, 10 non-market residential units and a 5,000 square foot commercial space which may include a daycare and/or medical offices. 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 0.8 spaces per unit for residents and 0.1 spaces per unit for residential visitors. The majority of the parking variance being requested is for visitor parking which the Parking Bylaw requires significantly more than 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 70 total vehicle trips per weekday PM peak hour. This is considered to be a nominal amount of traffic considering Esquimalt Road currently has approximately 9,000 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.
- 0.8 parking spaces per dwelling should be provided. The residential visitor parking should be shared with the commercial land uses to take advantage of their differing time-of-day parking demands. Based on the current development statistics, a total of 111 parking spaces should be provided, of which 88 are reserved for residents.
- Should a daycare tenant be secured, additional consideration should be given to drop-off and pick-up activity.
- The development should have pedestrian access from Constance Avenue and Nelson Street.
- Short-term bicycle parking should be provided near building entrances with weather protection.



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

Adopted on January 10th, 2011



“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? Yes No
- If yes, to what program and level?
- 2 If not, have you consulted a Green Building or LEED consultant to discuss the inclusion of green features? 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? Yes No
If so, please describe them.
- 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? Yes No
- 7 Will any wood used in this project be eco-certified or produced from sustainably managed forests? If so, by which organization? FSC (Forest Stewardship Council)
For which parts of the building (e.g. framing, roof, sheathing etc.)? CLT (Cross Laminated Timber), Glulam, sheathing
- 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.
- 9 List any products you are proposing that are produced using lower energy levels in manufacturing.
 mass timber structural components
- 10 Are you using materials which have a recycled content [e.g. roofing materials, interior doors, ceramic tiles or carpets]? Yes No
- 11 Will any interior products [e.g. cabinets, insulation or floor sheathing] contain formaldehyde? Yes 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? Yes No
- 13 For commercial buildings, do flushes for urinals exceed BC Building Code requirements? *applicable to podium level* Yes No
- 14 Does your project use dual flush toilets and do these exceed the BC Building Code requirements? Yes No
- 15 Does your project exceed the BC Building Code requirements for maximum flow rates for private showers? Yes No
- 16 Does your project exceed the BC Building Code requirements for flow rates for kitchen and bathroom faucets? Yes 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.] Yes No N/A
- 18 Will this project eliminate or reduce inflow and infiltration between storm water and sewer pipes from this property? Yes No N/A
We will be separating storm water from sanitary on site through separate systems.
- 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. *reflective water terrace and all storm water will be managed on site* Yes No N/A
- 20 Have you considered storing rain water on site (rain barrels or cisterns) for future irrigation uses? *irrigation storage tank on parkade level* Yes No N/A
- 21 Will surface pollution into storm drains will be mitigated (oil interceptors, bio-swales)? If so, please describe. _____
Detailed engineering will best describe the systems in place. Yes No N/A
- 22 Will this project have an engineered green roof system or has the structure been designed for a future green roof installation? Yes No N/A
- 23 What percentage of the site will be maintained as naturally permeable surfaces? Please refer to the landscape plans _____%

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. _____ Yes No N/A

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? Yes No N/A
Consultations will proceed with the Township prior to removal and replacement
Could your site design be altered to save these trees? *no*
Have you consulted with our Parks Department regarding their removal? *no*

- 26 Will this project add new trees to the site and increase our urban forest?
If so, how many and what species? Please refer to the landscape plan for full details Yes No N/A
- 27 Are trees [existing or new] being used to provide shade in summer or to buffer winds? Yes No N/A
- 28 Will any existing native vegetation on this site be protected?
If so, please describe where and how. _____ Yes No N/A
- 29 Will new landscaped areas incorporate any plant species native to southern Vancouver Island? Yes No N/A
- 30 Will xeriscaping (i.e. the use of drought tolerant plants) be utilized in dry areas? Yes No N/A
- 31 Will high efficiency irrigation systems be installed (e.g. drip irrigation; 'smart' controls)? Yes No N/A
Where in use we will incorporate high efficiency irrigation systems _____
- 32 Have you planned to control invasive species such as Scotch broom, English ivy, Himalayan and evergreen blackberry growing on the property? Yes No N/A
- 33 Will topsoil will be protected and reused on the site? Yes 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? _____ Yes No N/A
- 35 Have you considered passive solar design principles for space heating and cooling or planned for natural day lighting? Yes 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? _____% Yes 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? _____ Yes No N/A
- 38 Has the building been designed to be solar ready? Yes No N/A
- 39 Have you considered using roof mounted photovoltaic panels to convert solar energy to electricity? Yes No N/A
- 40 Do windows exceed the BC Building Code heat transfer coefficient standards? Yes No N/A
- 41 Are energy efficient appliances being installed in this project?
If so, please describe. Energy Star Yes No N/A
- 42 Will high efficiency light fixtures be used in this project?
If so, please describe. LED Yes No N/A
- 43 Will building occupants have control over thermal, ventilation and light levels? Yes No N/A
- 44 Will outdoor areas have automatic lighting [i.e. motion sensors or time set]? Yes No N/A
- 45 Will underground parking areas have automatic lighting? Yes 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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 OF ESQUIMALT
 DEVELOPMENT SERVICES

DIALOG



DRAWINGS LIST - ARCHITECTURAL

Sheet Number	Sheet Name
A0.00	COVER SHEET
18-061-BASE	EXISTING UTILITIES DRAWING
03680-V-2SP	TOPOGRAPHIC SURVEY PLAN
A1.01	SITE PLAN
A1.02	PERSPECTIVE VIEWS
A1.03	PERSPECTIVE VIEWS
A1.04	PERSPECTIVE VIEWS
A1.05	PERSPECTIVE VIEWS
A1.06	PERSPECTIVE VIEWS
A1.07	SUN AND SHADOW STUDY
A2.01	OVERALL FLOOR PLANS - LEVEL B3
A2.02	FLOOR PLANS - B2 LEVEL
A2.03	OVERALL FLOOR PLANS - B1 LEVEL
A2.10	TYPICAL UNIT TYPES
A2.11	FLOOR PLANS - GROUND LEVEL
A2.12	FLOOR PLANS - 2ND LEVEL - TOWNHOME
A2.13	FLOOR PLANS - 2ND LEVEL - AMENITY
A2.14	FLOOR PLANS - 3RD LEVEL
A2.15	FLOOR PLANS - 4TH TO 11TH LEVEL TYPICAL
A2.16	FLOOR PLANS - 12TH LEVEL
A2.17	ROOF PLAN
A4.01	EXTERIOR ELEVATIONS
A4.02	EXTERIOR ELEVATIONS
A4.03	EXTERIOR ELEVATIONS
A4.04	EXTERIOR ELEVATIONS
A4.11	BUILDING SECTIONS
A4.12	BUILDING SECTIONS
A4.13	BUILDING SECTIONS
A4.14	BUILDING SECTIONS
L1.01	LANDSCAPE PLAN
*1.02	ENLARGED LANDSCAPE DETAIL

ISSUED FOR
 1 2018-11-23 REZONING

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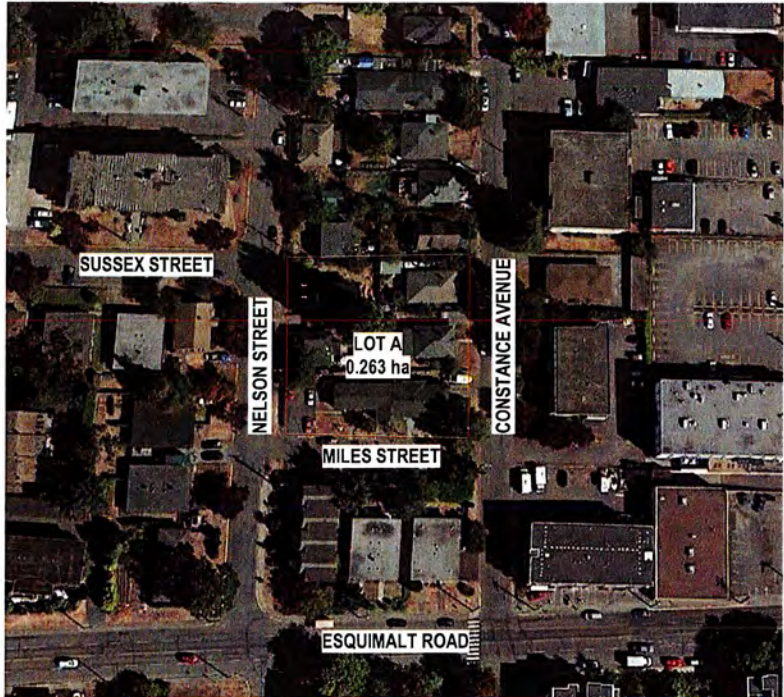
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 DIALOG
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 VANCOUVER, BC V6A 1E1
 Tel: 604 255 1169 Fax: 604 255 1790

SEAL



CONTEXT PLAN
 SCALE: 1 : 1000

**SHAOLING HEIGHTS
 RESIDENTIAL
 DEVELOPMENT**
 CONSTANCE AVENUE/NELSON ST/MILES ST, ESQUIMALT,
 BC
COVER SHEET

DRAWN: Author CHECK: Checker
 PLOT DATE: 11/23/2018 3:38:05 AM

A0.00

DATE: 2018-10-23 12:50 FILE: J:\SURVEY\3113\Project\03680-00\616-620\Constancr-Ave\10.0\DRAWINGS\10.1\Cad 3D\Fac\03680-00\V2.SP.dwg

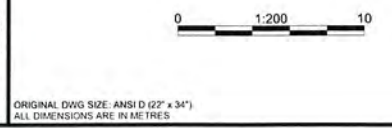


- ☐ CATCH BASIN (TOP INLET)
- ⊕ FIRE HYDRANT
- GUY WIRE
- IRON PIN - FOUND
- IRON PIN - SET
- ◆ NON-STANDARD POST - FOUND
- ⊙ MANHOLE
- ⊙ MANHOLE - SANITARY
- ⊙ MANHOLE - STORM
- ⊙ METER - WATER
- ⊙ POLE - HYDRO
- ⊙ POLE - HYDRO/TELEPHONE POLE
- ⊙ TREE - CONIFEROUS
- ⊙ TREE - DECIDUOUS
- ⊙ VALVE - GAS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

- NOTES:
1. THIS PLAN SHOWS GROUND MEASURED DISTANCES. TO COMPUTE GRID LEVEL DISTANCES, MULTIPLY GROUND DISTANCES BY A COMBINED FACTOR OF 0.9999108.
 2. ELEVATIONS ARE IN METRES AND ARE REFERRED TO GEODETIC DATUM CVD288C USING MONUMENT B4H018; ELEVATION=24.779 METRES.
 3. THIS PLAN REPRESENTS FIELD SURVEY CONDUCTED ON AUGUST 06 AND OCTOBER 10, 2018.
 4. CONTOUR INTERVAL IS 0.2m.

Rev	Date	Description	Surv	Drawn	App'd
1	2018-10-23	AREA EXPANDED	JC	SA	GQ
0	2018-08-08	ORIGINAL ISSUE	JC	LM	GQ

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

McElhanney
McElhanney Consulting Services Ltd.

Suite 500
3960 Quadra Street
Victoria BC
Canada V8X 4A3
Tel 250 370 9221

Approved Sealed

JOINT WORKS
5320 89TH 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

CUSTODY ALL PRINTS BEARING PREVIOUS REVISION



NOVEMBER 22, 2018
FOR INFORMATION ONLY



SEAL		PROJECT: SHOALING HEIGHTS DEVELOPMENT 616 & 620 CONSTANCE AVE., 619 & 623 NELSON STREET, 1334 & 1326 MILES STREET	SCALE HORIZ: 1:200 VERT: N/A
		TITLE: EXISTING UTILITIES DRAWING	PROJECT NO. 18-061
			ISSUED/REVISION
			APPROVING AUTHORITY FILE NO.
			DRAWING NO. 18-061-BASE DWG



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ISSUED			REVISIONS		
NO.	DATE	BY	NO.	DATE	BY

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SITE PLAN LEGEND

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

SUSSEX STREET



For Rezoning - Shoaling Heights			
All Dimensions S/M (unless noted otherwise)			
SHOALING HEIGHTS RESIDENTIAL DEVELOPMENT			
STOREYS	FSR AREA (sqm)	GROSS AREA	COMMON AREA
12	518	628	110
11	767	933	160
10	767	933	160
9	767	933	160
8	767	933	160
7	767	933	160
6	767	933	160
5	767	933	160
4	767	933	160
3	765	859	134
2	910	1,153	243
1	983	1,329	340
Total	9,312	11,473	2,161
Parking Area			
B3		1,258	
B2		2,128	
B1		2,128	
Total		5,514	
Parking Spaces (0.80/unit)			
Regular	88		
Visitor	11		
Daycare	3		
Medical/Retail	9		
Total	111		
Bike Storage Spaces (1.25/unit)			
Bike Stalls	129		
At Grade Bike Stalls	10		
Site Area			
FSR	2,630		
Building Coverage area (Enclosed)	1,329		
Building Coverage area (not including walkways and stairs)%	50.5%		
Building Height (above South Setback Line)(m)			
		44M	
Building Height (above North Setback Line)(m)			
		46M	
Setback (m)			
North	6		
East	6		
South	6		
West	3		
Net Floor Area			
	490		
Retail Area (to mid wall)	276		
Amenity	504		
Townhome	864		
Daycare	181		
Total	109		

Mix of Homes	
UNIT TYPE	COUNT
Studio	9
1 BEDROOM	18
1 BEDROOM + DEN	18
2 BEDROOM	45
3 BEDROOM	9
2 BEDROOM PENTHOUSE	2
3 BEDROOM PENTHOUSE	1
3 BEDROOM + DEN PENTHOUSE	1
Townhome	
3 BEDROOM+DEN	6
Total	109

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SHOALING HEIGHTS RESIDENTIAL DEVELOPMENT

CONSTANCE AVE/NELSON ST/MILES ST, ESQUIMALT, BC

SITE PLAN

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A1.01



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**SHOALING HEIGHTS
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 DEVELOPMENT**

CONSTANCE AVE/NELSON ST/MILES ST, ESQUIMALT, BC

PERSPECTIVE VIEWS

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 PLOT DATE: 23/11/2018 1:26:08 AM

A1.02

1 PERSPECTIVE VIEW ALONG MILES STREET
 A1.02 SCALE

04849V



1 PERSPECTIVE VIEW FROM SOUTH EAST AT CONSTANCE AVENUE AND MILES STREET
A1.03 SCALE

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PERSPECTIVE VIEWS

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A1.03



1 PERSPECTIVE VIEW FROM SOUTH WEST AT NELSON STREET AND MILES STREET
A1.04 SCALE

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1 PERSPECTIVE VIEW ALONG NELSON STREET
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PERSPECTIVE VIEWS

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1 PERSPECTIVE AERIAL VIEW
 A1.06 SCALE

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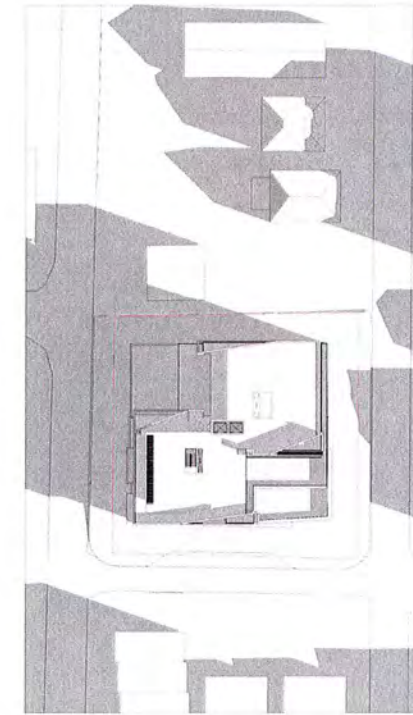
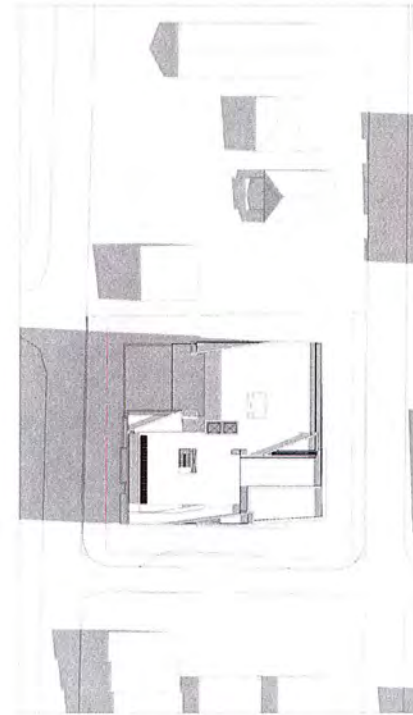
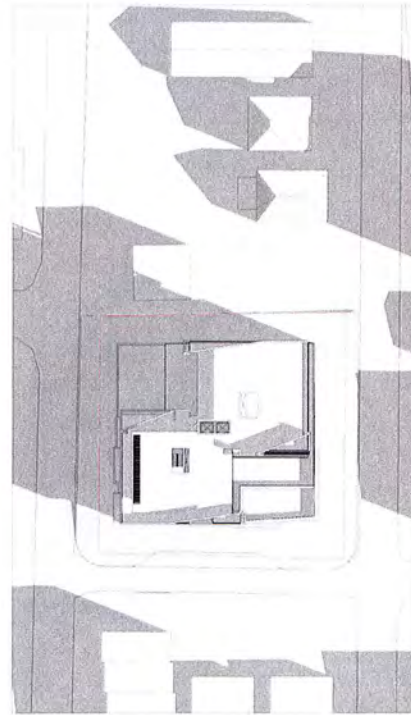
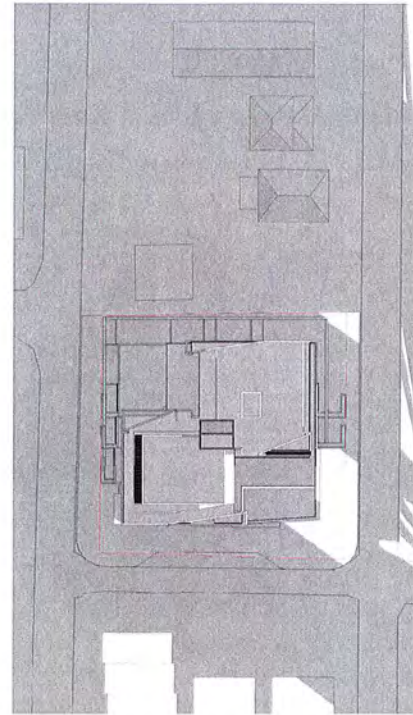
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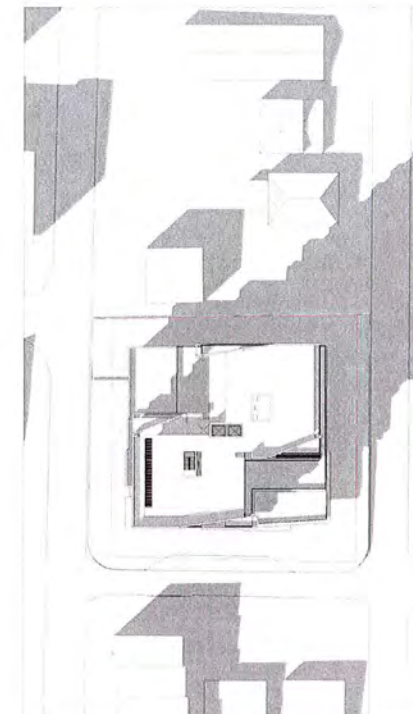
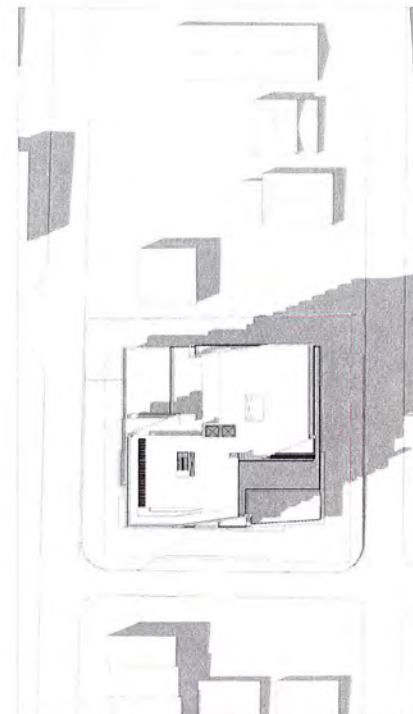
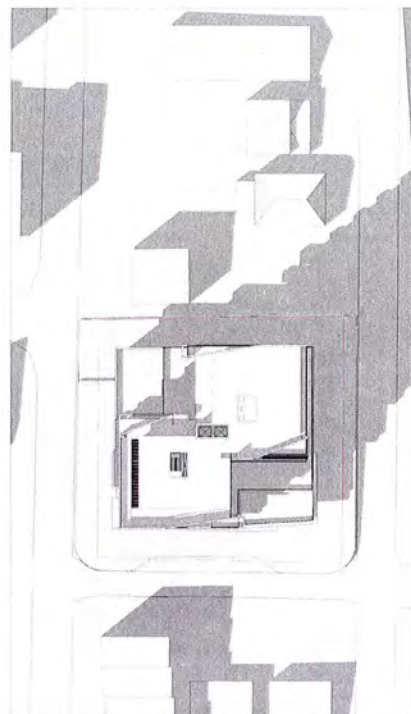
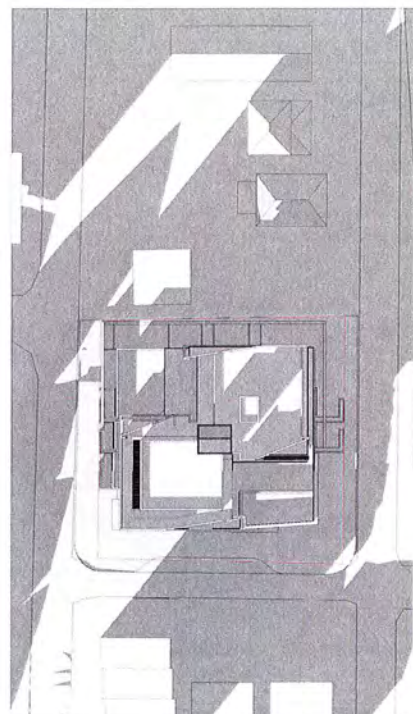
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JUNE 21

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9:00 AM



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VANCE ARRIS

SHOALING HEIGHTS
RESIDENTIAL
DEVELOPMENT

CONSTANCE AVENUE/ NELSON ST/ MILES ST, ESQUIMALT, BC

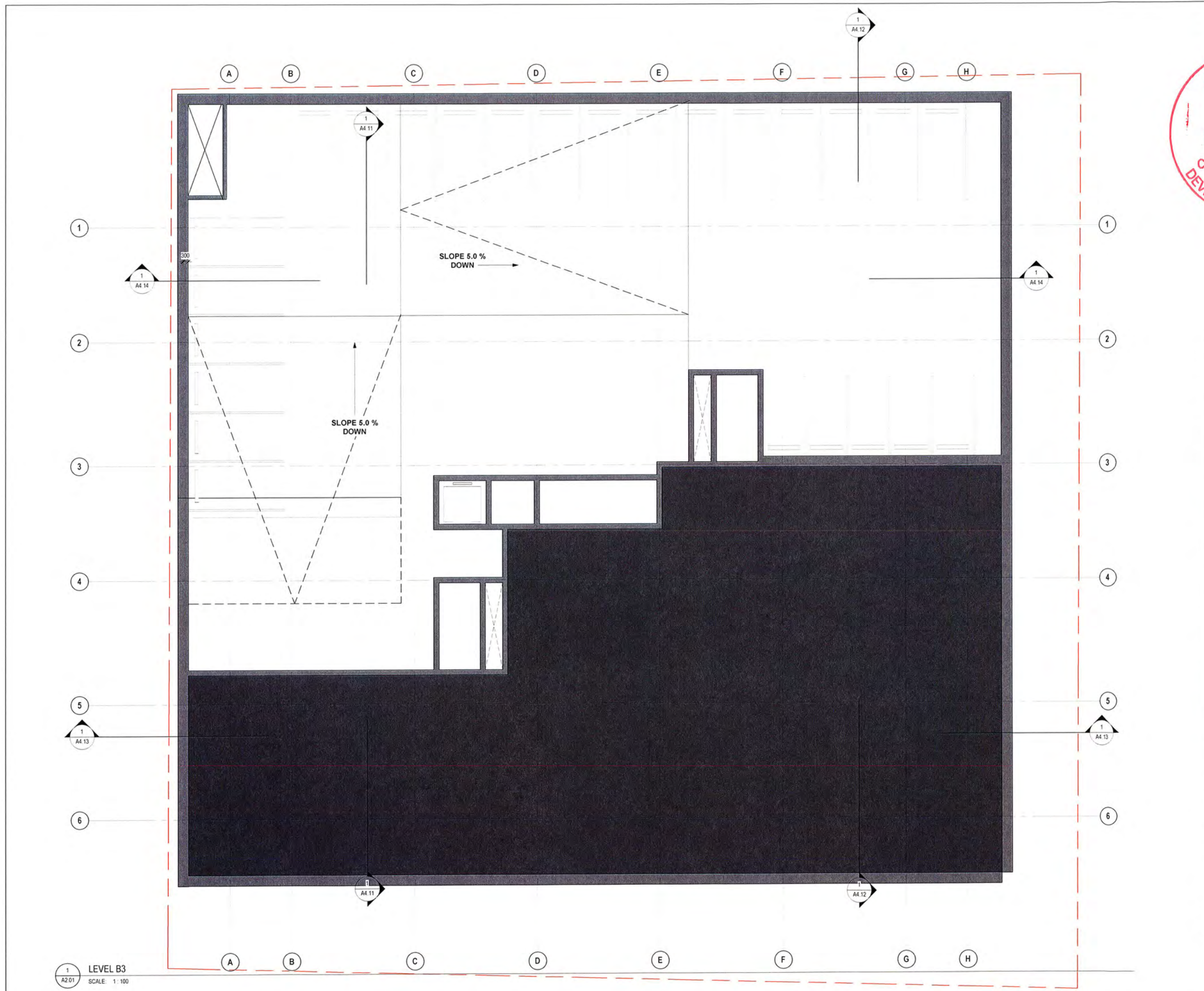
SUN AND SHADOW
STUDY

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OVERALL FLOOR PLANS - LEVEL B3

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A2.01

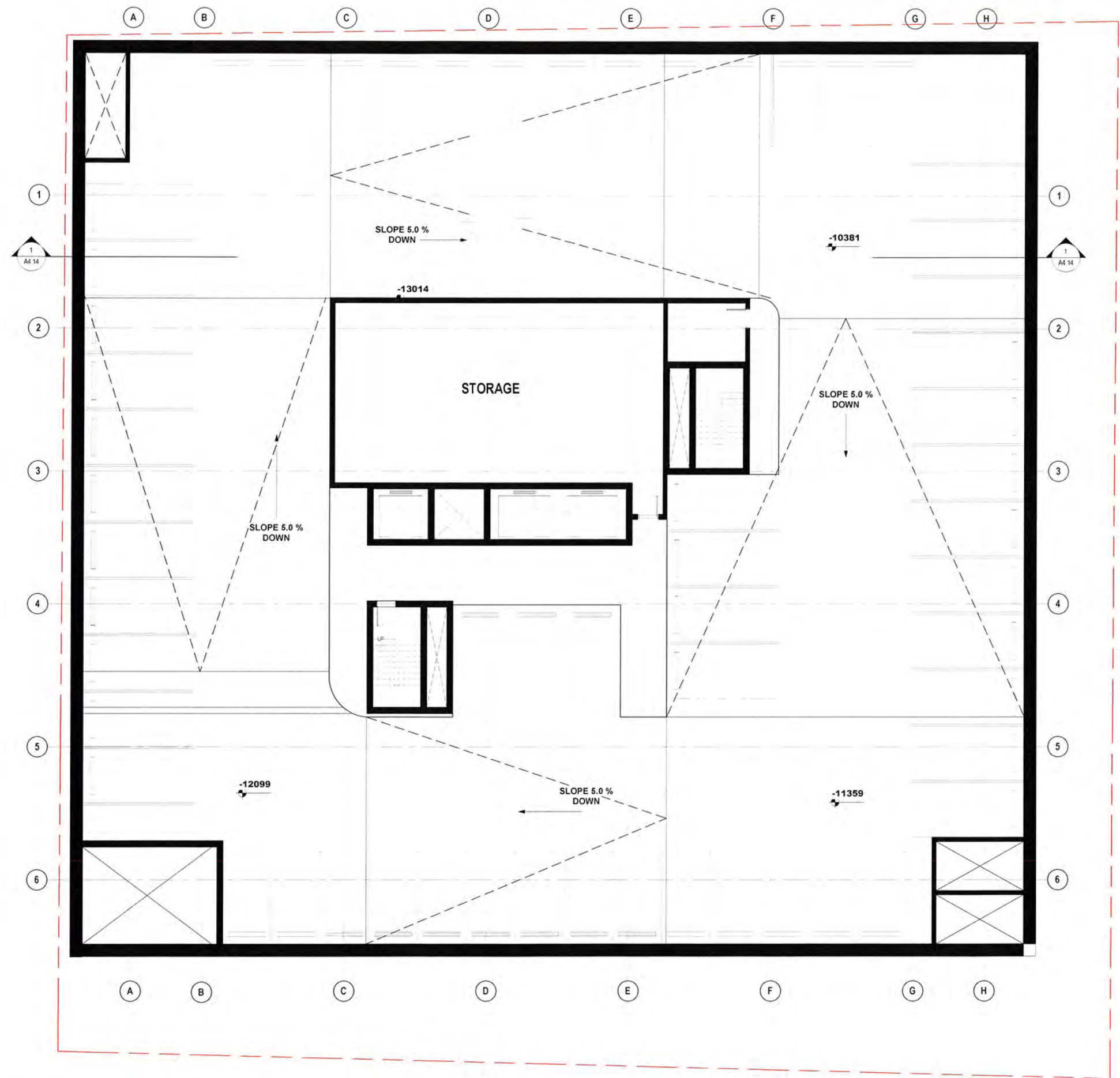
1 LEVEL B3 SCALE: 1:100

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 RESIDENTIAL
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 CONSTANCE AVE/NELSON ST/MILES ST, ESQUIMALT, BC

**FLOOR PLANS - B2
 LEVEL**

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A2.02



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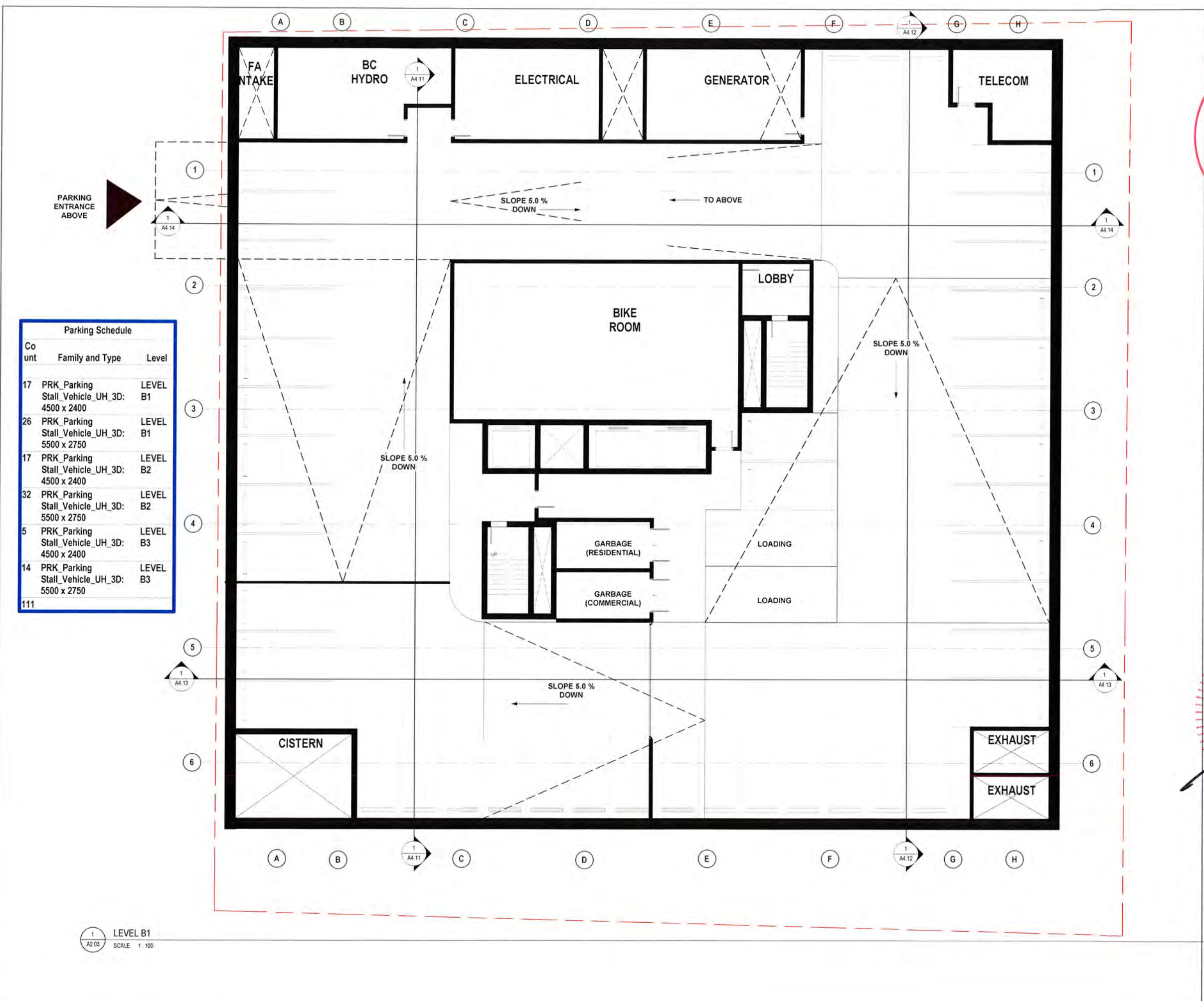
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OVERALL FLOOR PLANS - B1 LEVEL

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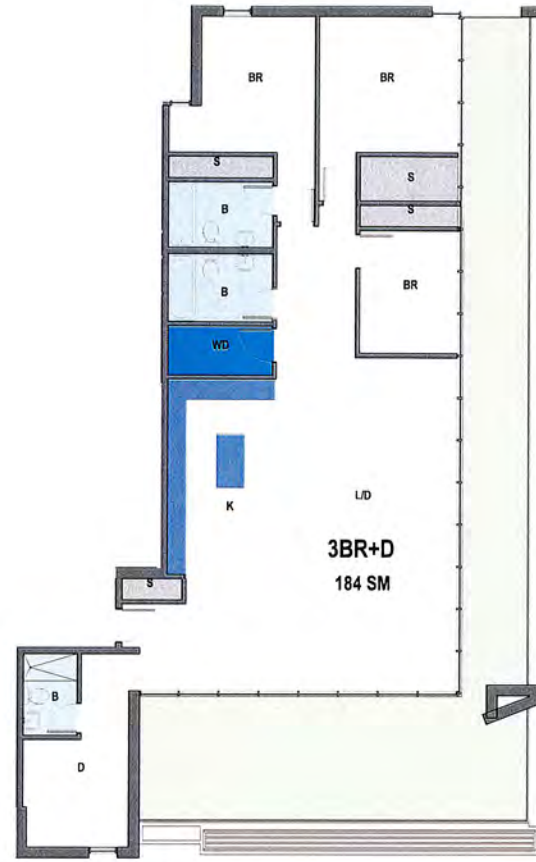
A2.03



Parking Schedule		
Co unit	Family and Type	Level
17	PRK_Parking Stall_Vehicle_UH_3D: 4500 x 2400	LEVEL B1
26	PRK_Parking Stall_Vehicle_UH_3D: 5500 x 2750	LEVEL B1
17	PRK_Parking Stall_Vehicle_UH_3D: 4500 x 2400	LEVEL B2
32	PRK_Parking Stall_Vehicle_UH_3D: 5500 x 2750	LEVEL B2
5	PRK_Parking Stall_Vehicle_UH_3D: 4500 x 2400	LEVEL B3
14	PRK_Parking Stall_Vehicle_UH_3D: 5500 x 2750	LEVEL B3
111		

1 LEVEL B1
 A2.03 SCALE 1:100

DEVELOPMENT SERVICES
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UNIT TYPE - 3BR+D
SCALE: 1:100



UNIT TYPE - 3BR TYPE B
SCALE: 1:100



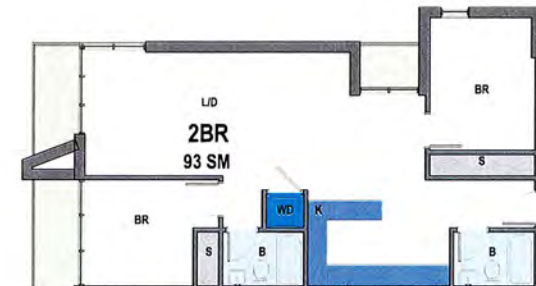
UNIT TYPE - 2BR TYPE D
SCALE: 1:100



UNIT TYPE - 2BR TYPE C
SCALE: 1:100



UNIT TYPE - 2BR TYPE B
SCALE: 1:100



UNIT TYPE - 2BR TYPE A
SCALE: 1:100



UNIT TYPE - 1 BR+D TYPE B
SCALE: 1:100



UNIT TYPE - 3BR TYPE A
SCALE: 1:100



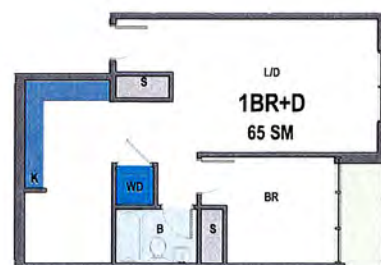
UNIT TYPE - TH TYPE B LEVEL 2
SCALE: 1:100



UNIT TYPE - TH TYPE A LEVEL 2
SCALE: 1:100

FLOOR PLAN LEGEND

- BATHROOM
 - PORCH
 - STORAGE
 - WASHER / DRYER
 - KITCHEN
 - PLANTER / GREENERY
 - OUTDOOR TERRACE
 - LIVING / DINING
 - BEDROOM
- B DENOTES BATHROOM
BR DENOTES BEDROOM
K DENOTES KITCHEN
L/D DENOTES LIVING / DINING
S DENOTES STORAGE
P DENOTES PORCH
WD DENOTES WASHER / DRYER
- PROPERTY LINE



UNIT TYPE - 1 BR+D TYPE A
SCALE: 1:100



UNIT TYPE - 1 BR
SCALE: 1:100



UNIT TYPE - STUDIO
SCALE: 1:100



UNIT TYPE - TH TYPE B LEVEL 1
SCALE: 1:100



UNIT TYPE - TH TYPE A LEVEL 1
SCALE: 1:100

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REGISTERED ARCHITECT
VANCE HARRIS

SHOALING HEIGHTS RESIDENTIAL DEVELOPMENT

CONSTANCE AVENUE/ NELSON ST/ MILES ST, ESQUIMALT, BC

TYPICAL UNIT TYPES

DRAWN: Author CHECKED: Checker
PLOT DATE: 11/23/2018 3:33:25 AM

A2.10



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1 2018-11-23 REZONING

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- FLOOR PLAN LEGEND**
- BATHROOM
 - PORCH
 - STORAGE
 - WASHER / DRYER
 - KITCHEN
 - PLANTER / GREENERY
 - OUTDOOR TERRACE
 - LIVING / DINING
 - BEDROOM
- B DENOTES BATHROOM
BR DENOTES BEDROOM
K DENOTES KITCHEN
L/D DENOTES LIVING / DINING
S DENOTES STORAGE
P DENOTES PORCH
WD DENOTES WASHER / DRYER
- PROPERTY LINE

1 LEVEL 1
A2.11 SCALE: 1:100

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

FLOOR PLANS - GROUND LEVEL

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A2.11



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A4 14

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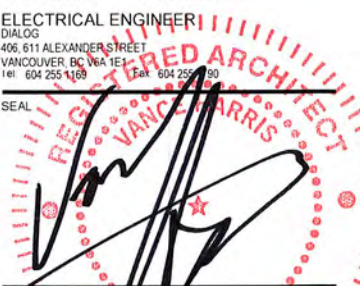
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SHOALING HEIGHTS RESIDENTIAL DEVELOPMENT
CONSTANCE AVE/NELSON ST/MILES ST, ESQUIMALT, BC

FLOOR PLANS - 2ND LEVEL - TOWNHOME

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A2.12



- FLOOR PLAN LEGEND**
- BATHROOM
 - PORCH
 - STORAGE
 - WASHER / DRYER
 - KITCHEN
 - PLANTER / GREENERY
 - OUTDOOR TERRACE
 - LIVING / DINING
 - BEDROOM
- B DENOTES BATHROOM
BR DENOTES BEDROOM
K DENOTES KITCHEN
L/D DENOTES LIVING / DINING
S DENOTES STORAGE
P DENOTES PORCH
WD DENOTES WASHER / DRYER
- PROPERTY LINE

1 LEVEL 2 TOWNHOMES
A2.12 SCALE: 1:100



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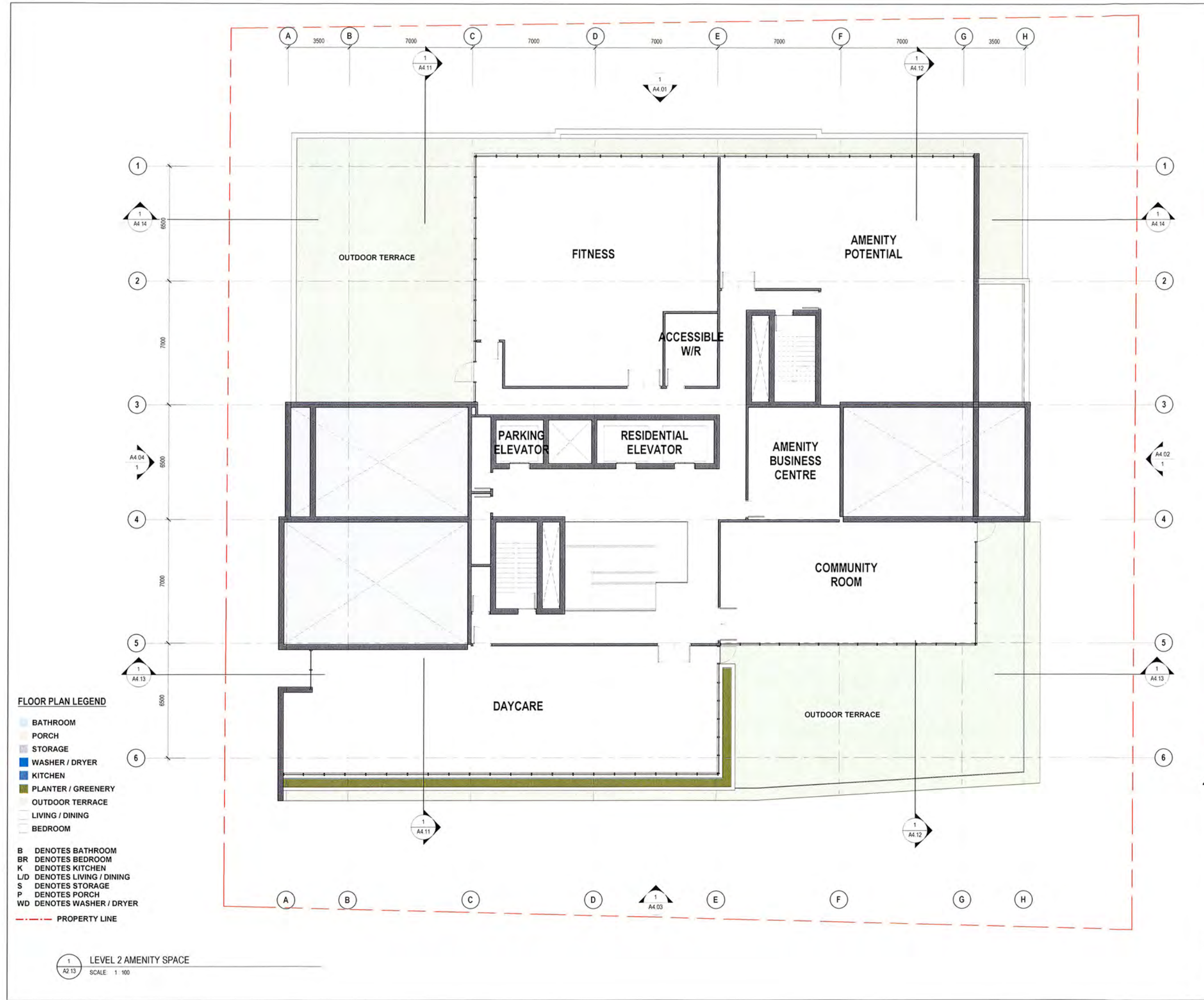


SHOALING HEIGHTS RESIDENTIAL DEVELOPMENT
 CONSTANCE AVENUE/NELSON ST/MILES ST, ESQUIMALT, BC

FLOOR PLANS - 2ND LEVEL - AMENITY

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A2.13



- FLOOR PLAN LEGEND**
- BATHROOM
 - PORCH
 - STORAGE
 - WASHER / DRYER
 - KITCHEN
 - PLANTER / GREENERY
 - OUTDOOR TERRACE
 - LIVING / DINING
 - BEDROOM
- B DENOTES BATHROOM
 BR DENOTES BEDROOM
 K DENOTES KITCHEN
 L/D DENOTES LIVING / DINING
 S DENOTES STORAGE
 P DENOTES PORCH
 WD DENOTES WASHER / DRYER
- PROPERTY LINE

1 LEVEL 2 AMENITY SPACE
 SCALE 1:100



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1 2018-11-23

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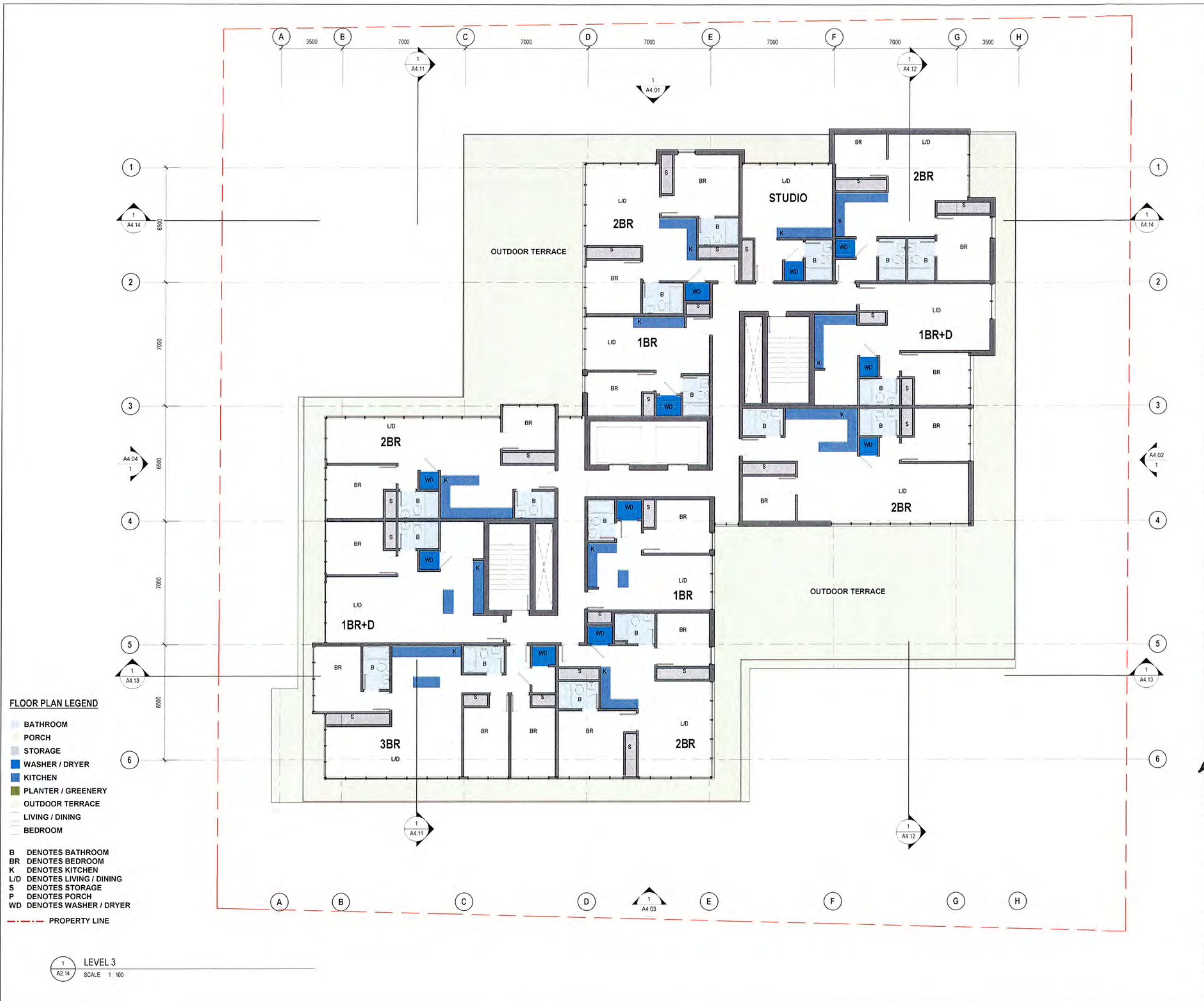


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CONSTANCE AVE/NELSON ST/MILES ST, ESQUIMALT, BC

FLOOR PLANS - 3RD LEVEL

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A2.14



- FLOOR PLAN LEGEND**
- BATHROOM
 - PORCH
 - STORAGE
 - WASHER / DRYER
 - KITCHEN
 - PLANTER / GREENERY
 - OUTDOOR TERRACE
 - LIVING / DINING
 - BEDROOM
- B DENOTES BATHROOM
BR DENOTES BEDROOM
K DENOTES KITCHEN
L/D DENOTES LIVING / DINING
S DENOTES STORAGE
P DENOTES PORCH
WD DENOTES WASHER / DRYER
- PROPERTY LINE

1 LEVEL 3
A2.14 SCALE: 1:100



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1 2018-11-23 REZONING

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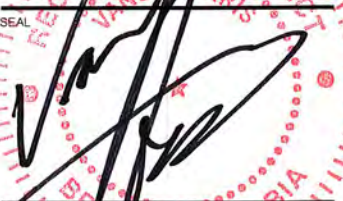
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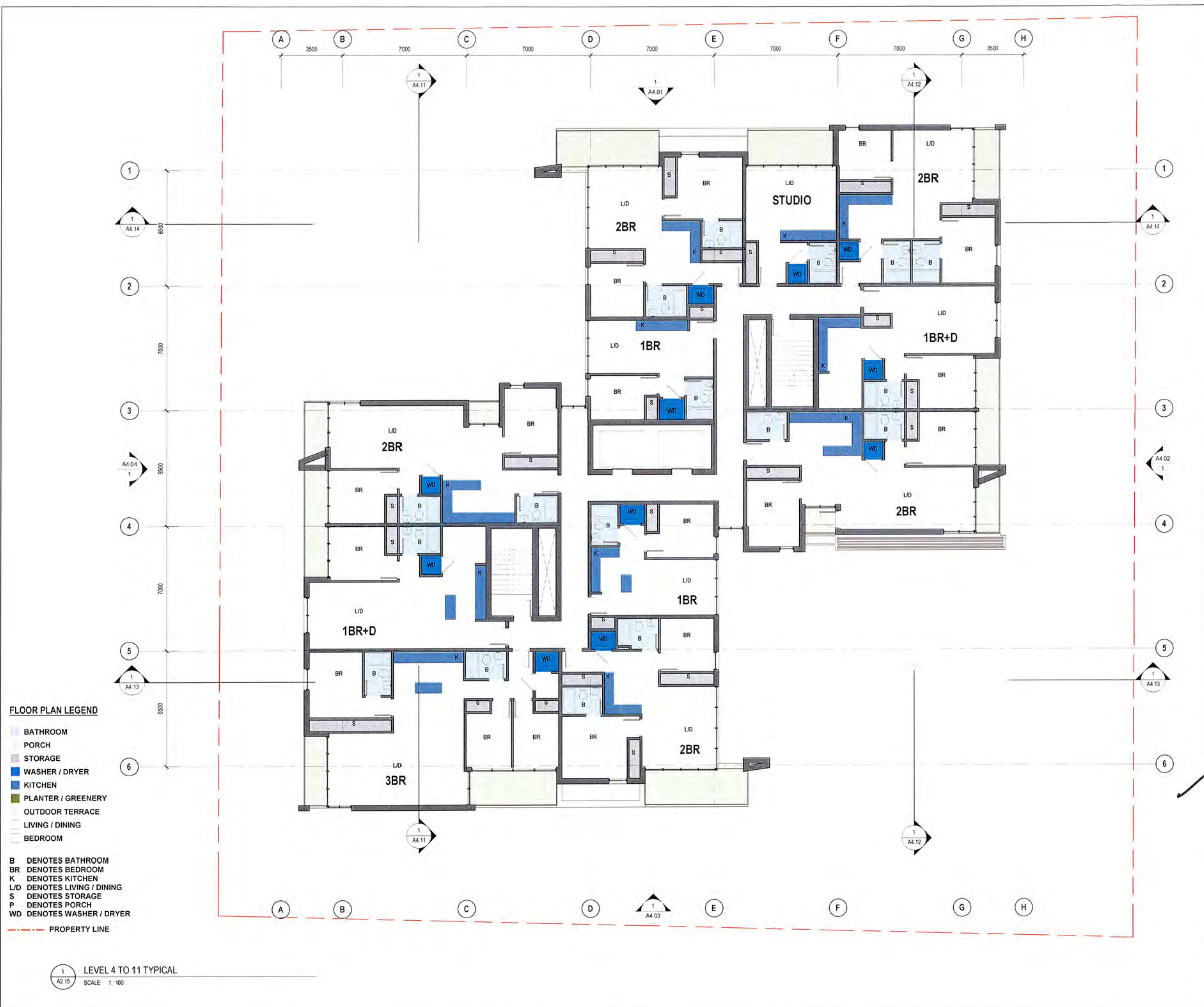


SHOALING HEIGHTS RESIDENTIAL DEVELOPMENT
CONSTANCE AVE/NELSON ST/MILES ST, ESQUIMALT, BC

FLOOR PLANS - 4TH TO 11TH LEVEL TYPICAL

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A2.15



- FLOOR PLAN LEGEND**
- BATHROOM
 - PORCH
 - STORAGE
 - WASHER / DRYER
 - KITCHEN
 - PLANTER / GREENERY
 - OUTDOOR TERRACE
 - LIVING / DINING
 - BEDROOM
- B DENOTES BATHROOM
BR DENOTES BEDROOM
K DENOTES KITCHEN
L/D DENOTES LIVING / DINING
S DENOTES STORAGE
P DENOTES PORCH
WD DENOTES WASHER / DRYER
- PROPERTY LINE

1 LEVEL 4 TO 11 TYPICAL
A2.15 SCALE: 1:100



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

FLOOR PLANS - 12TH LEVEL

DRAWN Author CHECKER/Checker
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A2.16
04849V
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FLOOR PLAN LEGEND

- BATHROOM
- PORCH
- STORAGE
- WASHER / DRYER
- KITCHEN
- PLANTER / GREENERY
- OUTDOOR TERRACE
- LIVING / DINING
- BEDROOM

B DENOTES BATHROOM
BR DENOTES BEDROOM
K DENOTES KITCHEN
L/D DENOTES LIVING / DINING
S DENOTES STORAGE
P DENOTES PORCH
WD DENOTES WASHER / DRYER

--- PROPERTY LINE

1 LEVEL 12
A2.16 SCALE: 1:100

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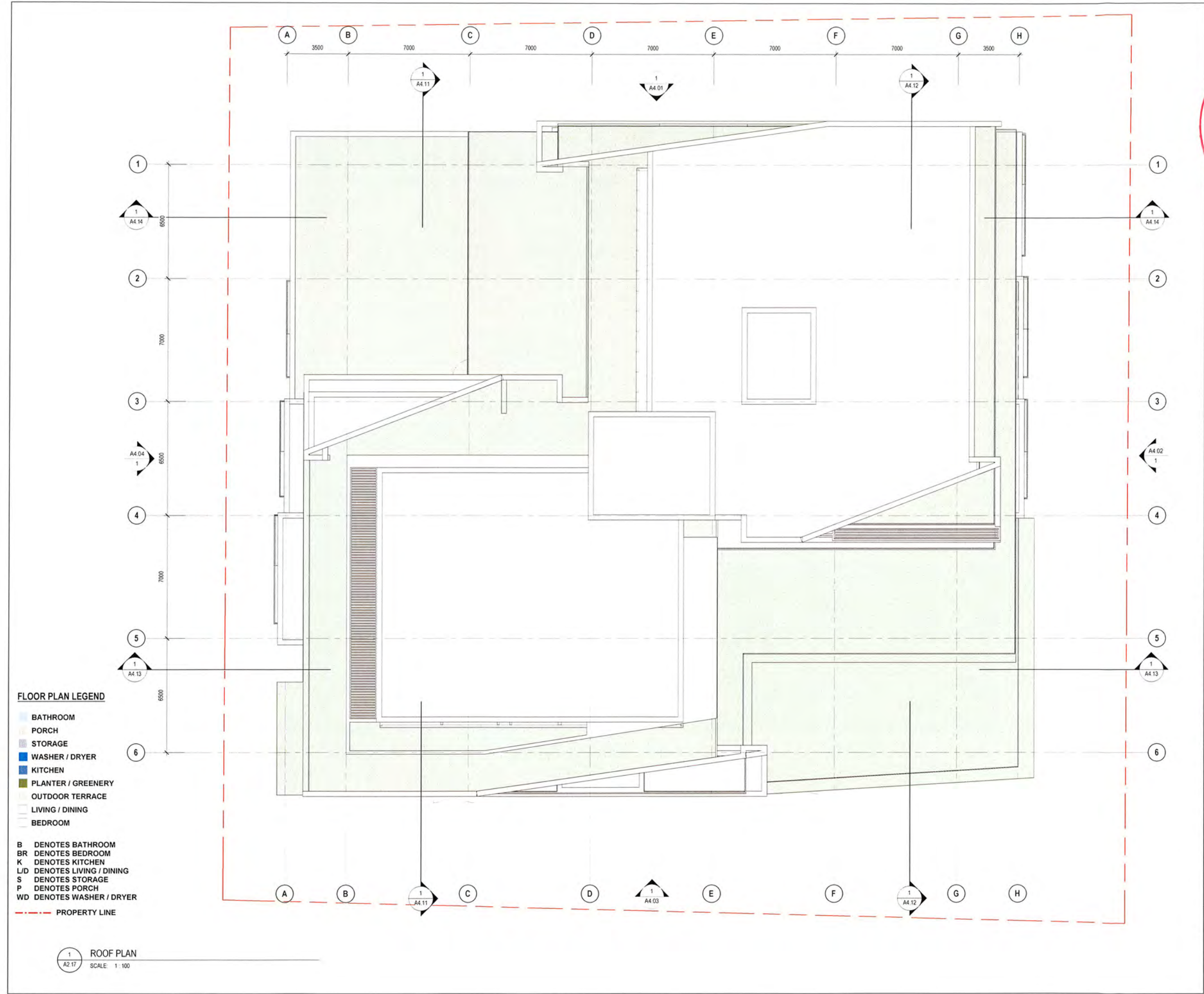
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BC

ROOF PLAN

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A2.17



- FLOOR PLAN LEGEND**
- BATHROOM
 - PORCH
 - STORAGE
 - WASHER / DRYER
 - KITCHEN
 - PLANTER / GREENERY
 - OUTDOOR TERRACE
 - LIVING / DINING
 - BEDROOM
- B DENOTES BATHROOM
BR DENOTES BEDROOM
K DENOTES KITCHEN
L/D DENOTES LIVING / DINING
S DENOTES STORAGE
P DENOTES PORCH
WD DENOTES WASHER / DRYER
- PROPERTY LINE

1 ROOF PLAN
A2.17 SCALE: 1:100



DIALOG

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CONSTANCE AVENUE/ NELSON ST/ MILES ST, ESQUIMALT, BC
EXTERIOR ELEVATIONS

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A4.01

1 NORTH ELEVATION
A4.01 SCALE 1:100



DARKER COLOUR ALUMINUM COMPOSITE PANEL

ROOF LEVEL 63221

LEVEL 12 55871

LEVEL 11 55521

DOUBLE GLAZED INSULATED UNIT

LEVEL 10 53171

LEVEL 9 49821

LEVEL 8 46471

LEVEL 7 43121

LEVEL 6 39771

LEVEL 5 36421

LEVEL 4 33071

LIGHT COLOUR MASONRY UNITS

LEVEL 3 29721

WOOD ACCENT ALUMINUM COMPOSITE PANEL

LEVEL 2 26371

LEVEL 1 MEZZANINE 22721

LEVEL 1 21371

DARK COLOUR MASONRY UNITS

DIALOG
RECEIVED
NOV 23 2018
CORP. OF TOWNSHIP OF ESQUIMALT
DEVELOPMENT SERVICES

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SEAL
[Signature]

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

EXTERIOR ELEVATIONS

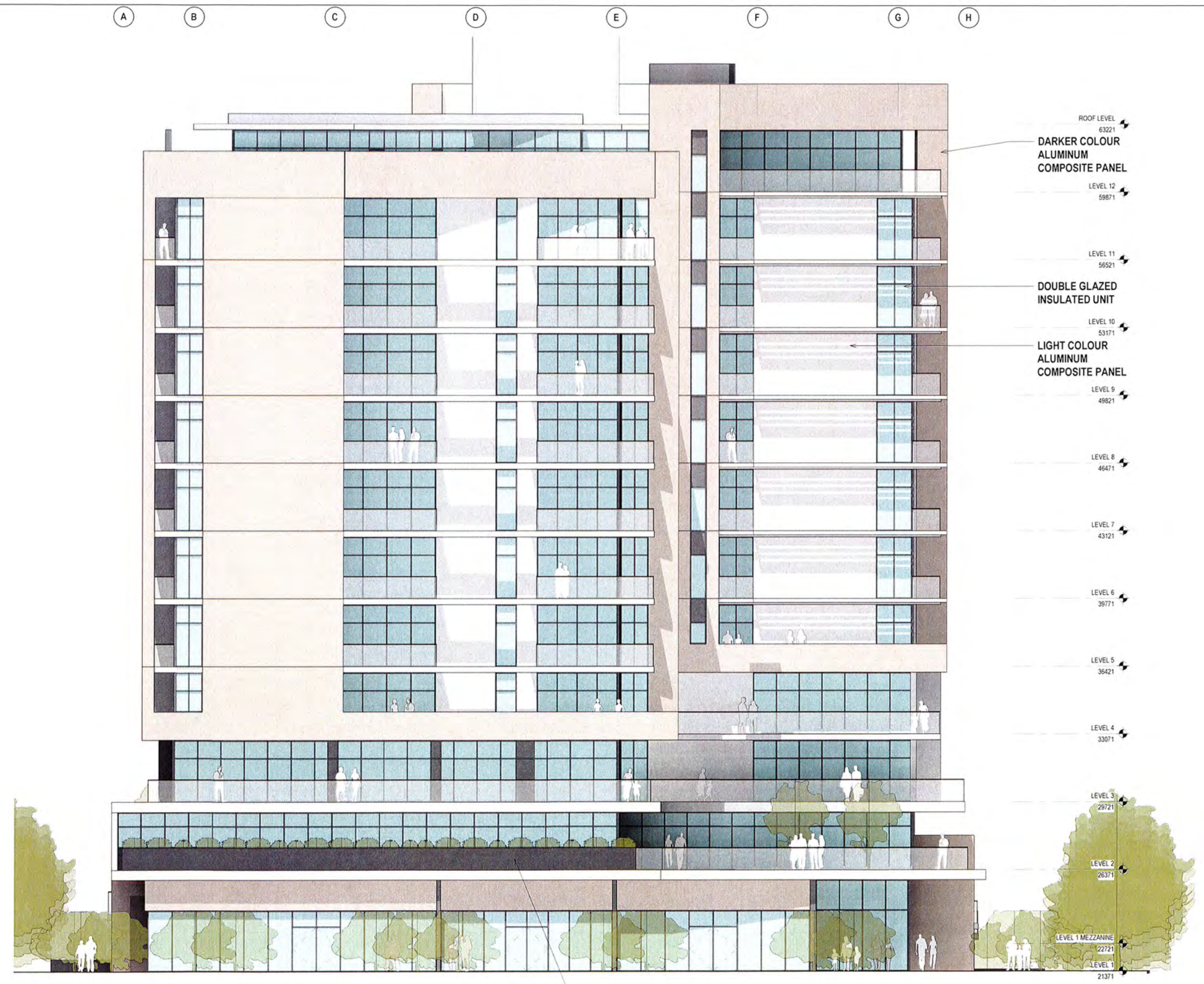
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A4.02

1 EAST ELEVATION
A4.02 SCALE: 1:100

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NOV 23 2018
CORP. OF TOWNSHIP
OF ESQUIMALT
DEVELOPMENT SERVICES

NOT FOR CONSTRUCTION



- ROOF LEVEL 63221
- LEVEL 12 59871
- LEVEL 11 56521
- LEVEL 10 53171
- LEVEL 9 49821
- LEVEL 8 46471
- LEVEL 7 43121
- LEVEL 6 39771
- LEVEL 5 36421
- LEVEL 4 33071
- LEVEL 3 29721
- LEVEL 2 26371
- LEVEL 1 MEZZANINE 22721
- LEVEL 1 21371

DARKER COLOUR ALUMINUM COMPOSITE PANEL

DOUBLE GLAZED INSULATED UNIT

LIGHT COLOUR ALUMINUM COMPOSITE PANEL

DARK COLOUR MASONRY UNITS

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SHOALING HEIGHTS
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EXTERIOR ELEVATIONS

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A4.03



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

EXTERIOR ELEVATIONS

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A4.04



1 WEST ELEVATION
 A4.04 SCALE: 1:100

NOT FOR CONSTRUCTION

1 2 3 4 5 6



ROOF LEVEL 63221
LEVEL 12 59871
LEVEL 11 56521
LEVEL 10 53171
LEVEL 9 49821
LEVEL 8 46471
LEVEL 7 43121
LEVEL 6 39771
LEVEL 5 36421
LEVEL 4 33071
LEVEL 3 29721
LEVEL 2 26371
LEVEL 1 MEZZANINE 22721
LEVEL 1 21371
LEVEL B1 14571
LEVEL B2 11571
LEVEL B3 8371

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BUILDING SECTIONS

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A4.11

1 BUILDING SECTION CUTTING NORTH SOUTH @ NELSON ST
A4.11 SCALE: 1/150

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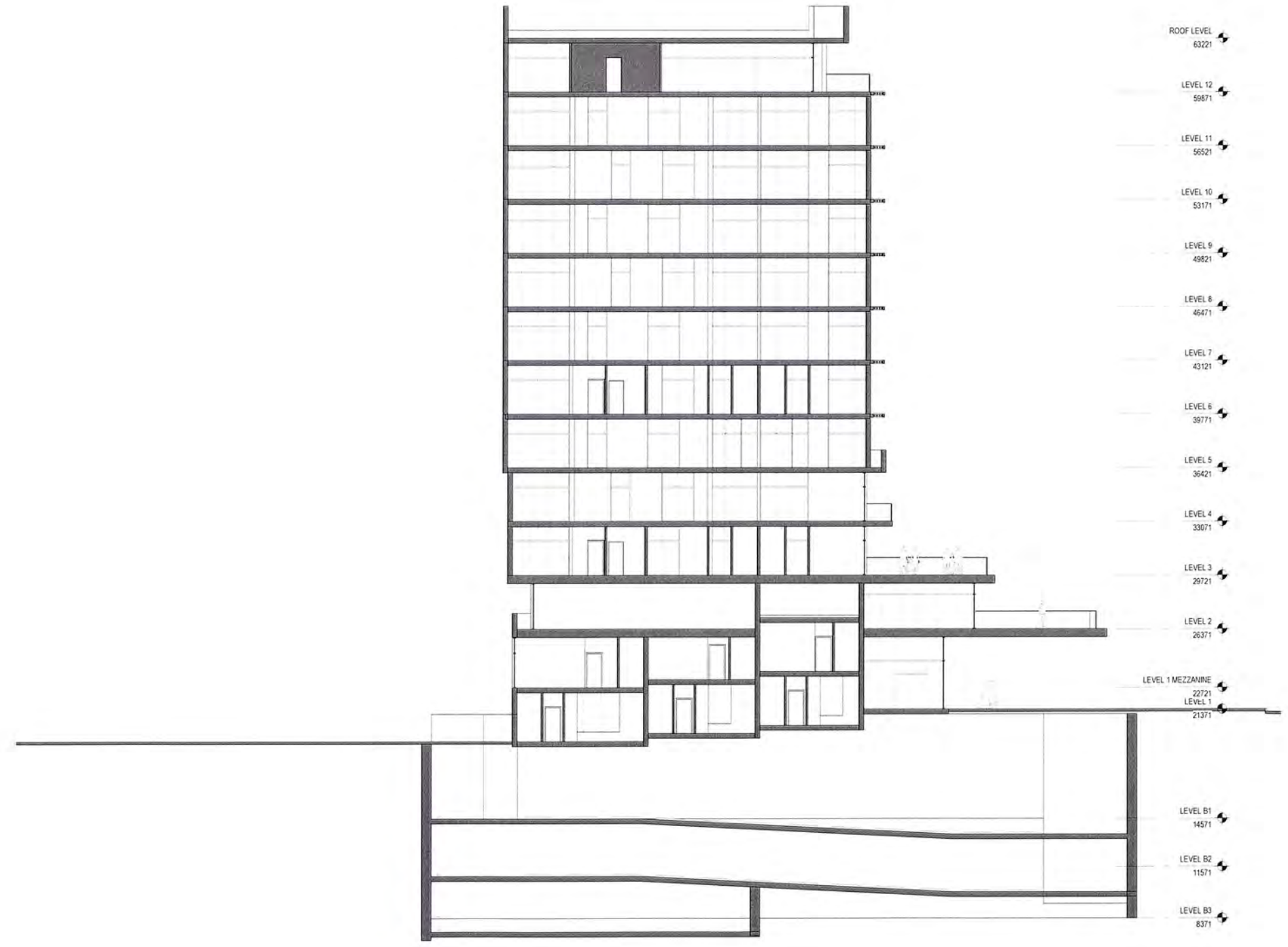
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CORP. OF TOWNSHIP
ISSUED FOR ESQUIMALT

DEVELOPMENT SERVICES

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1 2 3 4 5 6



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BUILDING SECTIONS

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- LEVEL 11 56521
- LEVEL 10 53171
- LEVEL 9 49821
- LEVEL 8 46471
- LEVEL 7 43121
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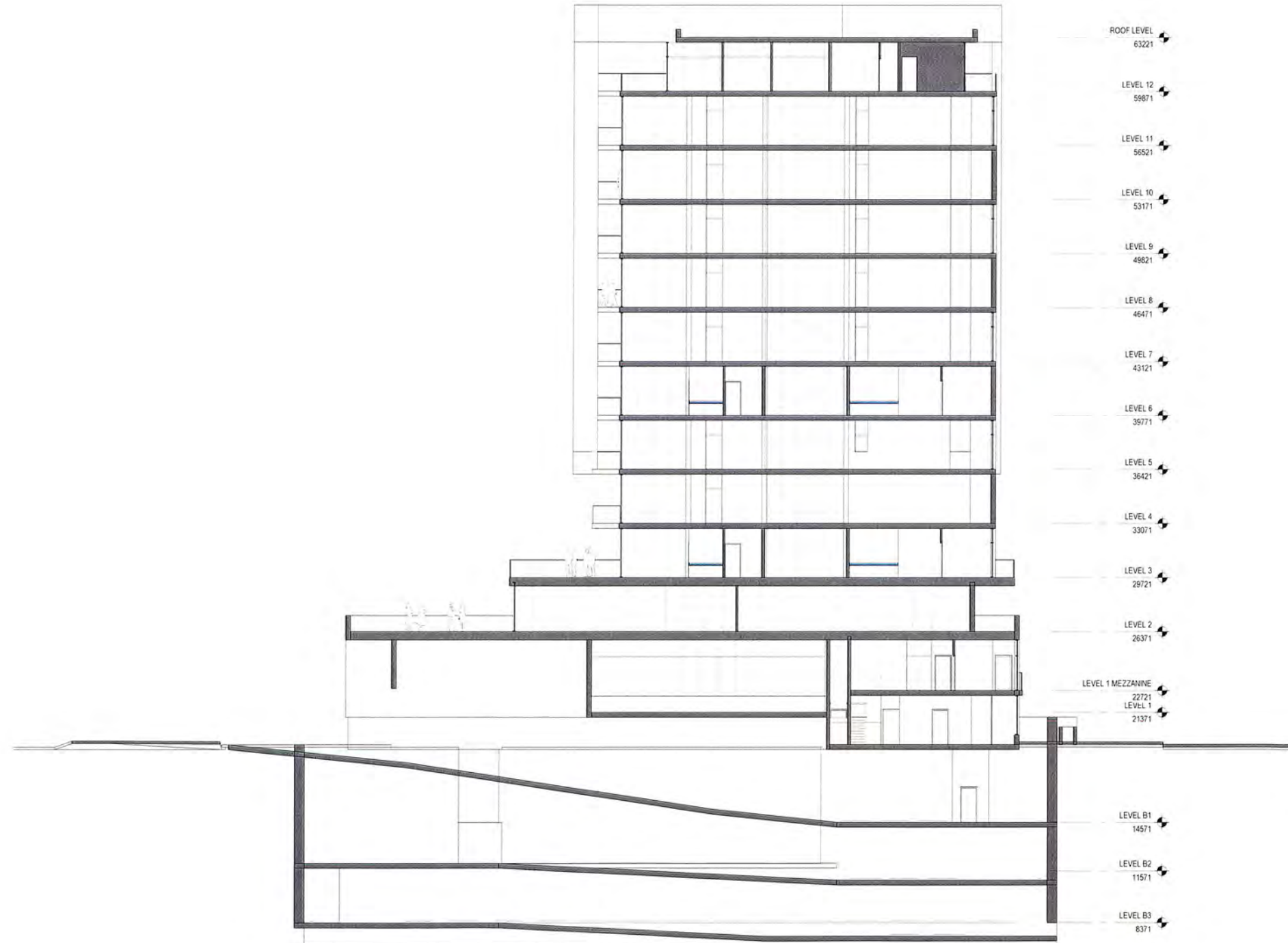
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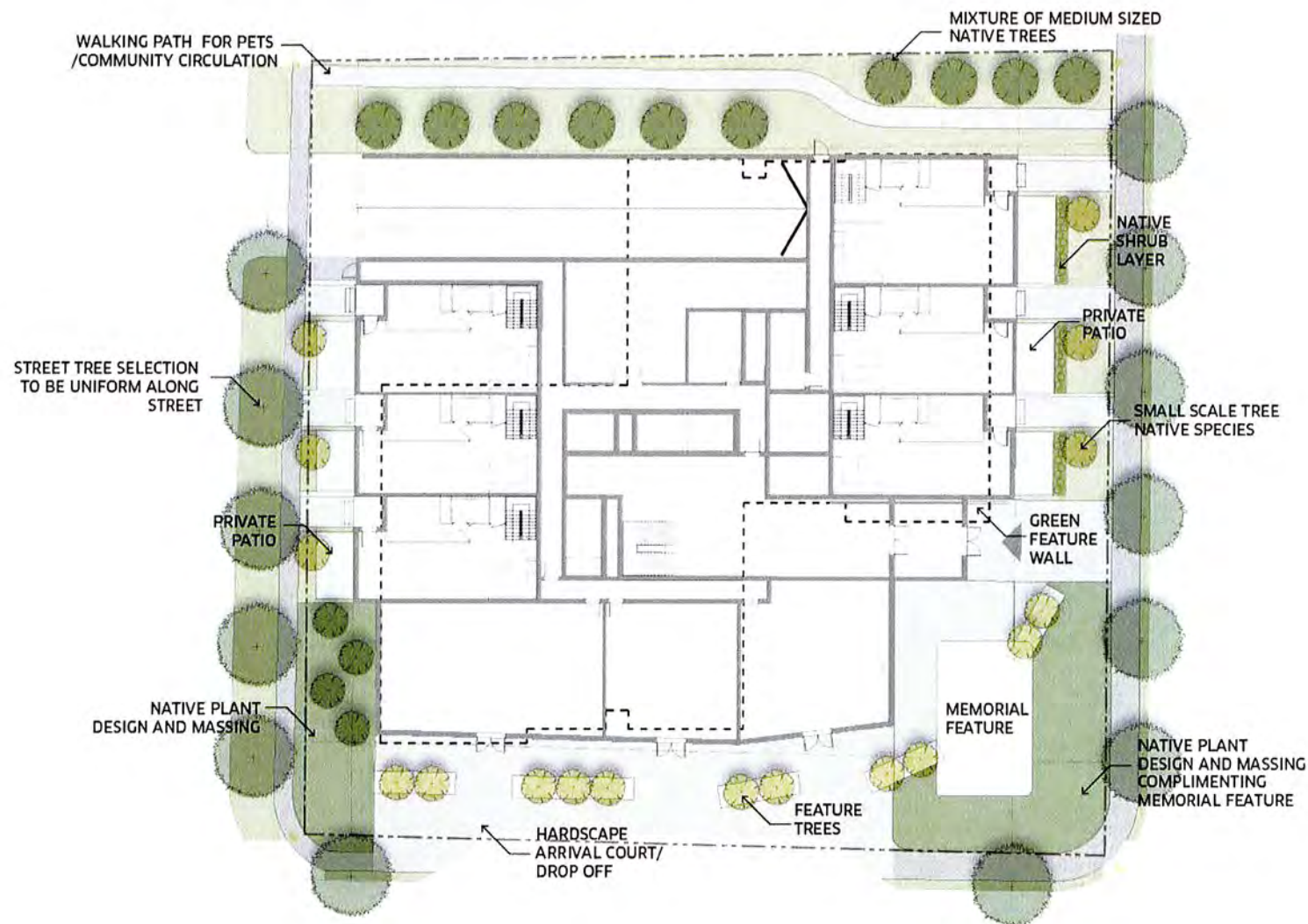
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BUILDING SECTIONS

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WALKING PATH POTENTIAL ALONG NORTH EDGE OF SITE



EXAMPLE OF FEATURE GREEN WALL



GREEN ROOF POTENTIAL ON LEVEL 2 ROOF

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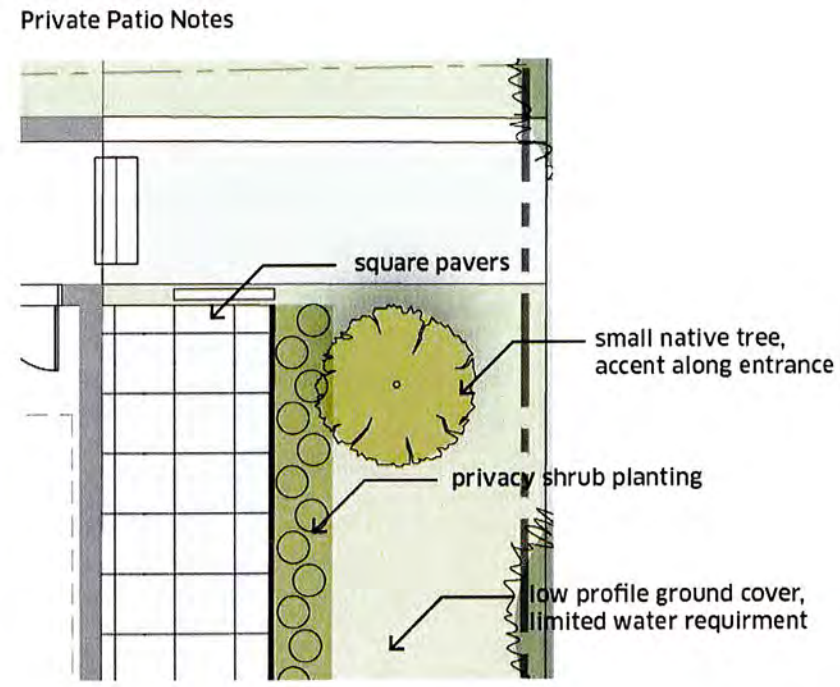
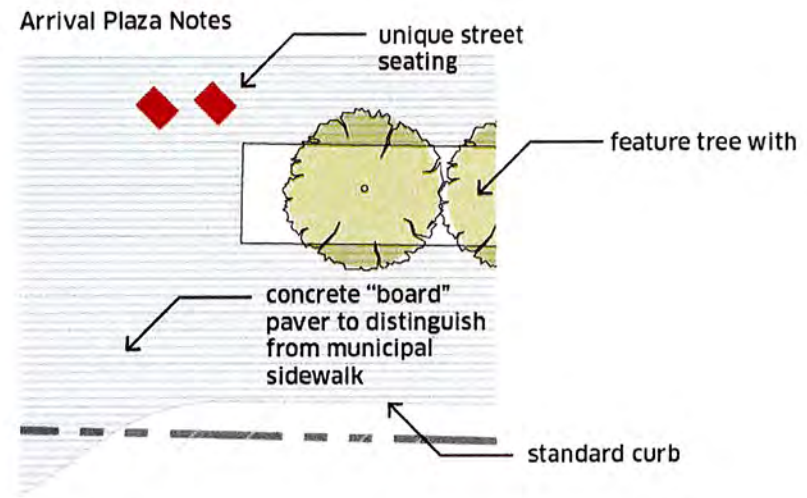
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LANDSCAPE PLAN

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**ENLARGED
LANDSCAPE DETAIL**

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