



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

DESIGN REVIEW COMMITTEE AGENDA

WEDNESDAY, APRIL 11, 2018

3:00 P.M.

ESQUIMALT COUNCIL CHAMBERS

- I. CALL TO ORDER
- II. LATE ITEMS
- III. ADOPTION OF AGENDA
- IV. ADOPTION OF MINUTES – March 14, 2018
- V. STAFF REPORT
- VI. OFFICIAL COMMUNITY PLAN AMENDMENT and REZONING APPLICATION
899 Esquimalt Road
[PID 030-151-562 Lot A, Section 11, Esquimalt District, Plan EPP69557]

PURPOSE OF APPLICATION:

The applicant is requesting a change in Official Community Plan Land Use Designation from the current mix of “Commercial Mixed-Use” designation on its northwestern half and “Multi-Unit, Low Rise Residential” designation on its southeastern half to entirely “Commercial Mixed-Use” and a change in zoning from the current mix of C-2 [Neighbourhood Commercial] and RD-1 [Two Family Residential] to a Comprehensive Development District zone [CD]. This change is required to accommodate the proposed 13 storey, commercial mixed-use building consisting of 2 retail commercial units, 62 residential units, and a 94 space parking garage.

This site is located within Development Permit Area No. 1 - Multi-Unit Residential and Development Permit Area No. 2 - Commercial. Should the rezoning application be approved, the applicant would need to obtain a Development Permit respecting the character of the development, including landscaping, form, exterior design and finish of the proposed 13 storey, mixed-use commercial and residential building, which would be considered by both the Design Review Committee and Council in the future.

Evaluation of this application should focus on the proposed siting, height, mass, density, lot coverage, usable open space, parking, fit with the neighbourhood, and consistency with the overall direction contained within the Official Community Plan.

RECOMMENDATION:

The Esquimalt Design Review Committee recommends that the application for an amendment to the Official Community Plan and rezoning, authorizing a 13 storey, commercial mixed-use building consisting 2 retail commercial space and 62 residential units, sited in accordance with the BCLS Site Plan provided by Wey Massenburg Land Surveying Inc., stamped “Received November 30, 2017”, and incorporating height and massing consistent with the architectural plans prepared by Farzin Yadegari Architect Inc., stamped “Received March 7, 2018”, detailing the development proposed to be located at 899 Esquimalt Road [PID 030-151-562, Lot A, Section 11, Esquimalt District, Plan EPP69557] be forwarded to Council with a recommendation **to either approve, approve with conditions, or deny the application including reasons for the chosen recommendation.**

VII. NEXT REGULAR MEETING

May 9, 2018

VIII. ADJOURNMENT



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

ADVISORY DESIGN REVIEW COMMITTEE MINUTES OF MARCH 14, 2018 ESQUIMALT COUNCIL CHAMBERS

PRESENT:	Ally Dewji, Chair Graeme Verhulst Robert Schindelka	Wendy Kay Jill Singleton
ABSENT:	Roger Wheelock, Bev Windjack and Cst. Rae Robirtis	
STAFF:	Bill Brown, Director of Development Services, Staff Liaison Pearl Barnard, Recording Secretary Rachel Dumas, Administrative Assistant / Deputy Corporate Officer	

I. CALL TO ORDER

The Vice Chair called the meeting to order at 3:02 p.m.

II. LATE ITEMS

There were no late items.

III. APPROVAL OF AGENDA

Moved by Wendy Kay and seconded by Robert Schindelka: That the agenda be approved as circulated. **Carried Unanimously**

IV. ADOPTION OF MINUTES – February 14, 2018

Moved by Jill Singleton, seconded by Robert Schindelka: That the minutes of February 14, 2018 be adopted as amended. **Carried Unanimously**

V. STAFF REPORTS

REZONING APPLICATION

638 Constance Avenue and 640 Constance Avenue and 637 Nelson Street

Heather Spinney, Praxis Architects Inc., and Jim Partlow, Lombard North Group Inc. provided an overview of the rezoning applications for 638 and 640 Constance Avenue and 637 Nelson Street, presented a PowerPoint presentation and responded to questions from the Committee.

Committee comments included (*response in italics*):

- Concerns regarding the number of parking spaces for the project.
- Community Consultation held for the project? *Ms. Spinney advised that they had held a meeting in early December, with some concerns expressed about parking.*

RECOMMENDATION:

Moved by Ally Dewji, seconded by Jill Singleton: The Esquimalt Design Review Committee recommends that the application for Rezoning, authorizing a 20.5 metre [6 storeys], 77 unit, multiple family residential building sited in accordance with the BCLS Site Plan provided by J.E. Anderson and Associates Surveyors-Engineers, stamped "Received January 18, 2018", and incorporating height and massing consistent with the architectural plans provided by Praxis Architects Inc., stamped "Received January 16, 2018", detailing the development proposed to be located at 638 Constance Avenue [PID 000-546-437 Lot B (DD 237133I), of Lots 79 and 89, Suburban Lot 44, Esquimalt District, Plan 2854], 640 Constance Avenue [PID 000-380-911

Amended Lot 88 (DD 208442I), of Suburban Lot 44, Esquimalt District, Plan 2854], and 637 Nelson Street [PID 006-386-466 Lot D (DD367731-I), Suburban Lot 44, Esquimalt District, Plan 2854] **be forwarded to Council with a recommendation for approval** as the proposed development fits in with the character of the neighbourhood and is also in keeping with the current guidelines within the Official Community Plan. **Carried Unanimously**

VIII. NEXT REGULAR MEETING

Wednesday, April 11, 2018

IX. ADJOURNMENT

The meeting adjourned at 3:25 p.m.

CERTIFIED CORRECT

CHAIR, DESIGN REVIEW COMMITTEE
THIS 11th DAY OF APRIL, 2018

ANJA NURVO,
CORPORATE OFFICER

DRAFT



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: April 11, 2018

STAFF REPORT

DATE: April 6, 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
899 Esquimalt Road
[PID 030-151-562 Lot A, Section 11, Esquimalt District, Plan EPP69557]**

RECOMMENDATION:

The Esquimalt Design Review Committee recommends that the application for an amendment to the Official Community Plan and rezoning, authorizing a 13 storey, commercial mixed-use building consisting 2 retail commercial space and 62 residential units, sited in accordance with the BCLS Site Plan provided by Wey Massenburg Land Surveying Inc., stamped "Received November 30, 2017", and incorporating height and massing consistent with the architectural plans prepared by Farzin Yadegari Architect Inc., stamped "Received March 7, 2018", detailing the development proposed to be located at 899 Esquimalt Road [PID 030-151-562, Lot A, Section 11, Esquimalt District, Plan EPP69557] 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 Land Use Designation from the current mix of "Commercial Mixed-Use" designation on its northwestern half and "Multi-Unit, Low Rise Residential" designation on its southeastern half to entirely "Commercial Mixed-Use" and a change in zoning from the current mix of C-2 [Neighbourhood Commercial] and RD-1 [Two Family Residential] to a Comprehensive Development District zone [CD]. This change is required to accommodate the proposed 13 storey, commercial mixed-use building consisting of 2 retail commercial units, 62 residential units, and a 94 space parking garage.

This site is located within Development Permit Area No. 1 - Multi-Unit Residential and Development Permit Area No. 2 - Commercial. Should the rezoning application be approved, the applicant would need to obtain a Development Permit respecting the character of the development, including landscaping, form, exterior design and finish of the proposed 13 storey, mixed-use commercial and residential building, which would be considered by both the Design Review Committee and Council in the future.

Evaluation of this application should focus on the proposed siting, height, mass, density, lot coverage, usable open space, parking, fit with the neighbourhood, and consistency with the overall direction contained within the Official Community Plan.

Context

Applicant: Bahaedin Naemi [Lexi Development Group, Inc.]

Owner: 1104488 B.C. LTD.

Property Size: Metric: 1367 m² Imperial: 14713 ft²

Existing Land Use: Commercial on the northern half and Single Family Residential on the southern half

Surrounding Land Uses:

North: Commercial
 South: Single Family Residential
 West: Commercial Mixed-Use
 East: Commercial and Two Family Residential

Existing OCP Designation: Commercial Mixed-Use and Multi-Unit, Low-Rise Residential

Proposed OCP Designation: Commercial Mixed-Use

Existing Zoning: C-2 [Neighbourhood Commercial] and RD-2 [Two Family Residential]

Proposed Zoning: CD [Comprehensive Development District]

Zoning

	Proposed Comprehensive Development Zone [Apartment with 30 Residential Units]	Zoning Bylaw 1992, No. 2050 does not currently contain a zone that can accommodate this commercial mixed-use development. Staff presents this summary table as the basis for the site specific zone written to accommodate this proposal should it be forwarded in the development review process.
Floor Area Ratio	3.59	
Lot Coverage	87%	
Setbacks		
• Front	3.4 m	
• Rear	6.3 m	
• Interior Side [East]	0 m	
• Exterior Side [West]	0 m	
Building Height	45 m [13 storeys]	
Off Street Parking	94 spaces	
Bicycle Parking	105	

As the Zoning Bylaw 1992, No. 2050 defines the First Storey as “the uppermost Storey having its floor level not more than 2 metres above grade”, the ‘P1’ level is considered the First Storey. Hence, this building consists of 13 storeys as there is 12 storeys above the ‘P1’ level.

Parking Bylaw, 1992, No. 2011 requires 0.5 parking spaces per unit to be provided for apartments within commercial zones and 2 spaces per unit for townhouses. In addition, one parking space per 25 square metres of gross floor area of retail space is required. This proposal incorporates 94 parking spaces within the structure, exceeding the required amount of 43 parking spaces. Moreover, the subject property has a Walk Score of 74 which is considered ‘Very Walkable’.

Official Community Plan

As the subject property is a consolidation of two lots, formerly 899 Esquimalt Road to the north and 896 Wollaston Street to the south, it consists of a split Land Use Designation of “Commercial Mixed-Use” on the northern lot and “Multi-Unit, Low-Rise Residential” on the southern lot. This proposed development requires an amendment to the Land Use Designation for the southern portion from “Multi-Unit, Low-Rise Residential” to “Commercial Mixed-Use”.

In assessing the fit with the neighbourhood, the proposed development consists of

- 2 Ground Level Commercial Units
- Amenity Room on the Main Floor
- 3 Studio Units
- 3 1 Bedroom Units
- 22 1 Bedroom and Den Units
- 23 2 Bedroom Units
- 8 2 Bedroom and Den Units
- 3 Townhouse Units along Wollaston Street

OCP Section 2 - Managed Growth – Land Use and Development states that the objectives and policies in this section are designed to promote sustainable land use and development in the community.

OCP 2.0.1(a) states the Township should encourage high quality development that enhances and benefits the community as a whole.

OCP 2.0.2(a) states Esquimalt’s future new development, infill and redevelopment will be in accordance with the land use designations shown on OCP Schedule A, together with the guidelines set out in Development Permit Areas (OCP Section 9).

OCP Section 2.2 - Residential Land Use of the Official Community Plan recognizes that modest growth is likely to occur through the infilling of vacant or under-utilized parcels, redevelopment of existing residential properties to higher densities (such as townhouses, apartment buildings and mixed commercial-residential uses) and the replacement of existing buildings.

Section 2.2.1(a) states the Township should work toward a more complete community by maintaining a healthy mixture of housing types, accommodating people with a wide range of income levels.

Section 2.2.1(b) states the Township should encourage new residential development with high design standards for building and landscaping and which enhance existing and new neighbourhoods.

OCP Section 2.3.1 - General Commercial-Mixed Use Objectives recognizes the importance of commercial areas. The proposed development would add two ground level commercial units to Esquimalt Road.

Section 2.3.1(a) states the Township should create a diversified commercial and employment sector that provides a wide range of goods and services to residents of Esquimalt.

Section 2.3.1(c) states the Township should encourage growth through revitalization and redevelopment of commercial areas.

Section 2.3.1(d) states the Township should encourage a mix of ground-level commercial and upper-level(s) residential.

OCP Section 2.3.2 - General Commercial-Mixed Use Policies

As the proposed development consists of 13 storeys and a floor area ratio of 3.59, density bonusing will be necessary as both the height and the density is inconsistent with Section 2.3.2(j). The applicant has not yet finalized an amenities package for the increased density.

Section 2.3.2(e) states the Township encourages the provision of amenities such as mini-park/plazas, street furniture, public art and decorative lighting on private lands in all commercial areas. The Township is amenable to using density bonusing, or providing variances to zoning or parking regulations for redevelopment proposals.

Section 2.3.2(j) states that in mixed commercial and multi-unit residential developments, buildings up to 12 storeys in height and with a floor area ratio of up to 3.0 for the residential portion of the building may be acceptable.

Section 2.3.2(k) states that development proposals with heights and/or densities greater than those set out in Section 2.3.2(j) may be considered, where appropriate, through variances to zoning and/or parking regulations and density bonusing of floor space where new commercial buildings provide affordable, accessible, or special needs housing units or amenities are provided for the benefit of the community.

OCP Section 2.3.4 – Commercial Area 2: Esquimalt Road/Head Street Policies

The Head Street and Esquimalt Road area is Esquimalt's secondary commercial node. A beautification study for this area is intended to encourage redevelopment.

Although redevelopment is encouraged and the commercial activities found in this area may be similar to those of Esquimalt Village area. The Township's vision for this area is to provide services for the immediate neighbourhood.

OCP Section 3.3.1(a) Affordable Housing Objectives states that the Township should encourage a range of housing by type, tenure, and price to ensure that people of all ages, household types, abilities and incomes have a diversity of housing choice in Esquimalt.

Green Building Features

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

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*, staff is also required to provide additional notice to relevant government and institutional stakeholders within the Capital Region. Four signs indicating that the property is under consideration for a change in Official Community Plan Land Use Designation and Zoning have been installed on the Esquimalt Road frontage, the Head Street frontage, and the Wollaston Street frontage. The signs would be updated to include the date, time, and location of the Public Hearing.

ALTERNATIVES:

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



Subject Property Map:
899 Esquimalt Road



2.2.4.2 Townhouse Residential

In the Townhouse Residential areas designated on “Schedule A”, new buildings up to three storeys with a Floor Area Ratio of up to 0.70 may be acceptable provided the neighbours are consulted and the design responds effectively to both its site and surrounding land uses. The requirements and guidelines of Development Permit Area No. 1 apply.



2.2.4.3 Multi-Unit, Low Rise Residential

In the Multi-Unit, Low-Rise residential areas designated on “Schedule A”, new buildings up to four storeys with a Floor Area Ratio of up to 1.5 may be acceptable. The requirements and guidelines of Development Permit Area No. 1 apply.

2.2.4.4 Multi-Unit, High Rise Residential

In the Multi-Unit, High-Rise residential areas designated on “Schedule A”, building heights up to 12 storeys are acceptable with a Floor Area Ratio of up to 3.0. Buildings with shallow setbacks must step down to no more than three storeys at street level in order to provide an appropriate human scale along the sidewalk. The requirements and guidelines of Development Permit Area No. 1 apply.

2.2.4.5 Floathome Residential

Floathomes provide an alternative housing choice, for year-round and seasonal residents as well as visitors. Esquimalt’s only Floathome community is located in West Bay, as designated on “Schedule A”.

2.2.4.5.1 Floathome Residential Objectives

To encourage the retention of the West Bay Marina Floathome community as a well-managed, environmentally-responsible housing choice.

2.2.4.5.2 Floathome Residential Policies

- a) Floathome owners and managers will adhere to municipal bylaws, environmental and marine safety standards set out by regulating authorities.
- b) The Township requires floathome owners and managers to use sewage disposal methods that are connected to the municipal sewage system.
- c) Year-round tenancies will be restricted in numbers of 50 percent of the total marina moorage and concentrated along the southern boundary of West Bay Marina.

2.3 Commercial—Mixed Land Use

Commercial activity in Esquimalt is clustered in four main groupings:

- Esquimalt Village;
- Esquimalt Road/Head Street;
- Craigflower Road/Tillicum Road; and
- West Bay Harbour.

2.3.1 General Commercial - Mixed Use Objectives

- a) To create a diversified commercial and employment sector that provides a wide range of goods and services to residents of Esquimalt.
- b) To foster the creation of an identifiable and vibrant Esquimalt Village that successfully integrates commercial, public and residential activity.
- c) To encourage growth through revitalization and redevelopment of commercial areas.
- d) To encourage a mix of ground-level commercial and upper-level(s) residential.

2.3.2 General Commercial - Mixed Use Policies

- a) The Township encourages a mix of commercial and multi-unit residential developments in all commercial-mixed use areas denoted on "Schedule A". These will have commercial uses on the ground floor and residential uses above.
- b) All commercial-mixed use areas are designated Development Permit Areas, as shown on "Schedule C" in order to ensure that future development and infill contributes positively to the visual and aesthetic character of its site, setting and surrounding properties.
- c) The Township encourages public and private sector initiatives to improve streetscapes and accessibility for pedestrians and cyclists to all commercial areas.
- d) The Township will develop signage guidelines for each commercial area, as part of design guidelines for these areas. The Township, in partnership with interested members of the community, will take the initiative to design and install entrance signage at key street locations, including entrances to Esquimalt.
- e) The Township encourages the provision of amenities such as mini-parks/plazas, street furniture, public art and decorative lighting on private lands in all commercial areas. The Township is amenable to using density bonusing, or providing variances to zoning or parking regulations for redevelopment proposals.
- f) To encourage the use of bicycles, provision should be made in new commercial buildings for bicycle parking for employees and visitors. Secure bicycle parking for employees should be provided in the ratio of one (1) parking space per ten (10) full-time employees with a minimum of one (1) space for each new building. In all new commercial buildings, six (6) bicycle parking spaces should be available for the use of temporary visitors.
- g) End of trip facilities for cyclists such as secure bicycle parking/storage, lockers, change rooms and showers, should be provided to encourage cycling as a viable form of transportation.

- h) Where all of the following criteria are met in a commercial building, Council may reduce the off-street parking requirement through the Development Permit:
 - i) Two (2) or more secure bicycle storage spaces are provided;
 - ii) Shower and change rooms are provided;
 - iii) Six (6) visitor bicycle parking spaces are provided; and
 - iv) The building is located within 200 metres of a regional bus route.
- i) Lands outside the Commercial–Mixed Use designation on “Schedule A” will not be considered for commercial zoning unless the following criteria are met:
 - i) The project is needed to serve tourists or local residents and cannot be appropriately located within established commercial areas;
 - ii) The density and scale of the project is sensitive to the prevailing character of surrounding lands;
 - iii) The project, through its exterior finishes enhances the aesthetics of the neighbourhood;
 - iv) The project’s parking requirements can be satisfied on-site and will not unduly affect neighbouring residences; and
 - v) The proponent demonstrates that the neighbourhood has been consulted and residents have had an opportunity to express their concerns.
- j) In mixed commercial and multi-unit residential developments, buildings up to 12 storeys in height and with a floor area ratio of up to 3.0 for the residential portion of the building may be acceptable.
- k) Development proposals with heights and/or densities greater than those set out in Section 2.3.2 (j) may be considered, where appropriate, through variances to zoning and/or parking regulations and density bonusing of floor space where new commercial buildings provide affordable, accessible, or special needs housing units or amenities are provided for the benefit of the community.

2.3.3 Commercial Area 1: Esquimalt Village

Esquimalt Village is located along Esquimalt Road, between Constance Avenue and Joffre Street. During the public consultation for this OCP Update, there was frequent mention of the need to improve the design, landscaping and diversity of businesses in Esquimalt Village.

2.3.3.1 Esquimalt Village Objectives

- a) To continue to intensify commercial usage in Esquimalt Village in order to create a more vital, diverse and attractive business area.
- b) To continue to encourage private business owners to improve their premises, including landscaping that complements the Esquimalt Village beautification scheme.

2.3.3.2 Esquimalt Village Policies

- a) Esquimalt Village will continue to be the principal commercial area within Esquimalt. The Township encourages a range of retail, services, professional

offices, community services, recreation, and arts / cultural uses that encourage activity throughout the day and evening.

- b) The Township encourages high quality development that supports and reinforces Esquimalt Village 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.
- c) Higher density mixed commercial/residential complexes are encouraged in Esquimalt Village.
- d) Esquimalt Village should continue to provide opportunities for Esquimalt's young people, including places for activities and programs.
- e) Improvements to the Esquimalt Road frontage within Esquimalt Village should encourage pedestrian use and facilitate connections to nearby public buildings and spaces.
- f) Thornton Walk, which is aligned with one of the region's earliest survey lines, will continue to form an ostensible organizing axis for a north/south pedestrian link. [Amendment Bylaw No. 2875, adopted July 11, 2016]
- g) It is the Township's intention to create a clearly defined, well-landscaped, and well-lit pedestrian network throughout the Esquimalt Village.
- h) Any redevelopment of the Old Town Hall site will maintain the existing or a relocated Town Square as a community focal point.

2.3.4 Commercial Area 2: Esquimalt Road/Head Street Policies

The Head Street and Esquimalt Road area, as shown on "Schedule A", is Esquimalt's secondary commercial node. A beautification study for this area is intended to encourage redevelopment.

Although redevelopment is encouraged and the commercial activities found in this area may be similar to those of Esquimalt Village area. The Township's vision for this area is to provide services for the immediate neighbourhood.

2.3.5 Commercial Area 3: Craigflower Road/Tillicum Road Policies

The Craigflower Road and Tillicum Road commercial area, as shown on "Schedule A", is considered as a neighbourhood shopping area serving primarily the residents of the Panhandle, Gorge Vale Golf Course and the area east of Tillicum Road.

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

2.3.6 Commercial Area 4: West Bay Harbour Policies

The waterfront and lands around the West Bay Harbour, as shown on "Schedule A", will function as a "marine-oriented commercial village", serving regional marine traffic, local residents and tourists. It is strongly encouraged that this marine commercial area be oriented to pedestrians and boat traffic.



A VIEW TO TOMORROW

Pacific House is a proposed 12-storey concrete mixed-use building with three levels of parking, first-floor retail, and a residential mix of apartments and townhomes. The development will also include an outdoor amenity area with green space sweeping ocean views, along with a common rooftop patio.

A HISTORICAL PERSPECTIVE

The vast, beautiful Pacific Ocean that surrounds Esquimalt is so essential to life in the community that its name is a reference to the scenic waters. The word Esquimalt is an anglicized version of the First Nations word "es-whoy-malth," which means the place of gradually shoaling water. It is this central connection to the ocean that is at the core of Esquimalt's rich character. The charming waterfront town grew around the naval base, which was established in 1865, and today is a vibrant home for more than 17,500 residents. We at Lexi Development Group are excited at the prospect of being part of Esquimalt's ongoing story.

WHY LEXI CHOSE ESQUIMALT

Lexi is a real estate investment and development company, established in 2004 and headquartered in West Vancouver, that sees tremendous opportunity for high-quality, multi-family projects in Esquimalt. Our purpose and values align with Esquimalt's growth strategy, its strong sense of community and revitalization aspirations in the nodes along Esquimalt Rd. Lexi brings an extensive depth of experience with developments that are distinguished by sustainable strategies, contemporary finishes and meticulous attention to detail, and looks forward to bringing these same commitments to the Township of Esquimalt.

PROPOSED IMPROVEMENTS

Our goals go beyond building modern properties that help redefine neighbourhoods, we want to improve communities in the process. With this in mind, Lexi will upgrade sidewalks and the public areas around Pacific House within the vision of the OCP for the Township of Esquimalt. We will fund the move of the current bus stop down the street, and enhance the neighbouring building's exterior façade. With a drive to deliver developments that we, and the Township, can be proud of, the Lexi team looks forward to working with the community in delivering a fresh, new landmark residence and commercial hub in Esquimalt with Pacific House.

LEXI

DEVELOPMENTS

DISTINCTIVE LIVING



REVISED MARCH 7, 2018 (To reflect unit changes based on Public Information Meeting Input)

Design Rationale

Pacific House Project

Esquimalt Road & Head Street, Esquimalt Township

Summary Statistics

The proposed project is a mixed use Commercial fronting Esquimalt Rd., and Residential high-rise tower above, with townhouse units facing Wollaston St.

Current Zoning: C-2 & RD-1

OCP Designation: Commercial Mixed-Use (Commercial Node) & Multi-Unit

Lot Area: (667.7+696.8) 1364.5 Sq. M.

Proposed FAR: 3.89

Proposed Lot Coverage: 83.3%

Setbacks:

North (Esquimalt Road): 3.41 M.

East: Commercial 0 M, Part Residential 1.2 M.

South (Wollaston Street): 6.35 M.

West (Head Street): 0 M.

Number of Floors: 12 Stories plus 3 levels of parking, & Townhouses

Number of Units:

Residential: 62, including 3 Townhouses

Commercial Units: 2

Required Parking Stalls: **93 Stalls**

1.3 / Apartment Unit = 81 Stalls

2 / Townhouse Units = 6 Stalls

1 / 25 SQ. M. Commercial = 6 Stalls

Proposed Parking Stalls: **94 Stalls**

Including 2 Accessible Parking Stalls & One Elec. Vehicle Stall

Required Bicycle Storage: 1.5 Bicycles per Unit = 93

Provided Bicycle Storage: 105 Racks

Net Floor Area: 5311 Sq. M.

Proposed Building Height: 45 M.

Site Context:

The site is located in the West Bay Neighbourhood, and the "Head Street Commercial" Precinct, on the southeast corner of Esquimalt Road & Head Street. The site is in the heart of a Commercial Node, and the intersection of a Major Road (Esquimalt Road) & Residential Collector Road (Head Street), and abuts a Local Road (Wollaston Street) on the south portion of the site. The site is designated as "Commercial Mixed-Use" & "Multi-Unit" in the Official Community Plan.

The height difference between north and south of the site is 8.4 M. over an 11% slope, and there is a Bus Stop on Esquimalt Road, west of the Head Street.

Surrounding Buildings:

Most of the adjacent and surrounding buildings the Proposed Project are zoned C-2, with small commercial units on both sides of Esquimalt Road and some buildings have a single floor of residential over the commercial units.

Three Commercial units and Eagle Club 12 are located east of the proposed site, with 3 storey Multi Family units adjacent to these units. In addition, on the north side of Esquimalt Rd. are single storey Commercial Units. On Wollaston Street to the east there is an adjacent duplex with a mixture of residential homes further east and south.

Architectural Context:

The proposed project consists of three design aspects:

The Pedestal: which includes three levels of parking, and three townhouses at its south end of parking structure facing Wollaston Street and it provides a "platform" for the upper structure.

The Streetscape Platform: which includes Commercial units, the Tower entrance portico at the corner, main lobby, indoor and outdoor amenity spaces, and one residential unit with an outdoor garden, which provides a strong base for the tower.

The Tower Form: which is an 11- storey building, with articulations and setbacks that provide the appropriate scale to the tower massing, while maximizing natural light and view to the units. Each floor has 6 residential units ranging in size from 60 to 82 Square Metres.

Building Details

The commercial portion of the building is located next to and facing Esquimalt Rd., with a 3.41 metre setback, which wraps around to the west, where it meets the Residential Tower Entrance at the corner of Esquimalt Rd. & Head St.

Three Levels of parking are accessed from individual entry drives on Head Street. The walls of three parking levels along Head Street will be covered with landscaped "living" walls & screens.

The Loading Bay has been located at the North end of Head Street next to the top parking level, for ease of access to the garbage and recycling room, and close to the Elevator and staircase to facilitate residential occupants circulation in and out of the Tower.

Townhouses are Setback 6.35 metres. from Wollaston St., and 1.2 metres from the property to the immediate east.

The Residential Entry is designed as a rounded Classical Tower Entrance Portico. The tower is shaped to optimize the views to the Harbour from the residential apartment units, as well as the view lines to the northern neighbourhood.

At the Public Information Meeting held on February 9, 2018, a number of people stated concerns about the proposed unit sizes and unit bedroom count not being suitable for attracting, retaining and accommodating families, which they indicated is important for Esquimalt. As a result the internal building design has been revised to address those concerns by revising the unit type count and area as follows:

	<u>Previous Design</u>		<u>Revised Design</u>	
	<u>Aver. Size</u>	<u># Units</u>	<u>Aver. Size</u>	<u># Units</u>
Studio	NA *	0	38.47 m2	3
1 Bedroom	60 m2	11	45.62 m2	3
1 Bedroom & Den	67.96 m2	33	75 m2	22
2 Bedroom	76.2 m2	23	77.95 m2	23
2 Bedroom & Den	NA *	0	125.2 m2	8
Townhouses	113.42 m2	3	113.42 m2	3
		<u>70</u>		<u>62</u>

* Not Applicable

By introducing a more family friendly unit sizing and mix, the unit count has been reduced from 70 to 62 units, without impacting the exterior feel of the building. 3 Studio units have been introduced, the 1 bedroom units and 1 bedroom & den units have been reduced in size and number, while the 2 bedrooms have been slightly enlarged, & new large 2 bedroom & den units have been introduced. The parking has been reduced by 2 stalls (1 residential stall and 1 visitor stall), meeting the Township Bylaw parking requirement, and the bike rack allocation has remained the same at 105, exceeding the Township requirement by 12 rack spaces.

The balconies for each residential apartment unit are designed to maximize natural light exposure, while the roof gardens at the Main floor and Tower Roof act as communal amenities.

The southeast corner of the intersection of Esquimalt Rd. with Head St. is a prominent locale, an ideal location to create a unique architectural project with strong connections to the pedestrian oriented streetscape.

Surrounding buildings, do not exemplify any particular recognized architectural style, but rather gives a nod to a few simple styles.

The Modernized and simple Classical Architectural Design of the proposed tower augments the intent of the Head Street Commercial Precinct, while complimenting the Esquimalt Rd. commercial frontage and public realm with a 2.6 metre wide continuous glass canopy at the front of the commercial units and articulated building facade.

To beautify the eastern wall of the tower, a Local Artist design competition is proposed.

Urban Design

Massing

There are two main drivers for the overall massing. The first is the base of the tower, which consists of:

- o 3 levels of parking structure below

- Commercial units at Esquimalt Rd.
 - Residential entrance defined by round classical portico
 - One main floor residential unit and its yard
 - An amenity lodge and its garden, and
- 3 townhouses at the south facing portion of the parking structure next to Wollaston St.

The second driver is the 11-storey tower above the base with a framed setback at the 9th floor, which further helps articulate the tower massing. In addition, tower has been angled to provide ocean views to the units, and an open the sight line for the neighbours to the northwest of the project.

Pedestrian Oriented Streetscape

The proposed project provides a pedestrian oriented and friendly retail frontage. This allows for variety, individual identity and urban texture, which animates the streetscape visually at a pedestrian speed.

The proposed project has a strongly defined retail storefront design, with the architectural pilasters creating bays of 5 metre wide display windows, at a full height of 3.9 metres.

Crime Prevention Through Environmental Design (CPTED)

All of the street edges will be programmed with active uses for most of the day. There will be a main residential tower entry on the corner of Esquimalt Road and Head Street, with commercial unit(s) wrapped around the corner with a visual connection to the entry portico. There is the possibility of someone popping out or in to any of these public places. It provides for an “eyes on the street” effect, a series of visual cues which allows for a type of informal “neighbourhood watch” to be occurring at this important intersection, while enhancing the public realm.

Material Palette

The material palette elements for the project were chosen for their natural, simple and unadorned beauty. Clear tempered glass, with aluminum mullions, aluminum flashing and sign bands would contrast with the semi-polished poured concrete columns at the retail level. In keeping with an honest expression of materials, there will be no spandrels to hide the mechanical systems in the floors, but they will be visible and slightly set back from the exterior glass skin.

Landscape Design Rationale

An elegant landscape approach that that showcases and enhances the architecture of this project is planned.

The building fronts onto to Esquimalt Rd. with a planted corner bump-out and a large corner plaza and expanded paver sidewalk as the forecourt to the Commercial Retail Units and the main front entrance to the residences. Classically designed high quality concrete pots planted with both woody plants and perennials punctuate the divisions of the building and the colonnade around the entry portico and enliven the streetscape.

Large and small canopy street trees are envisioned to be coordinated along Esquimalt Rd. Vehicular access occurs along Head St., with the Truck loading area handled curb side on porous paving of a grass grid with gravel infill. A planted buffer and plantings on Head St. soften the

adjacent building wall with green screens of vertical growing vines frame this pedestrian route. The east streetscape is stepped, with roof decks that extend down to the street level with access walkways to the residences off Wollaston St. A less urban street, the boulevard proposed here is a grassed boulevard and smaller scale sidewalk.

A series of roof decks provide for personal and communal amenity spaces. A bioswale along the bottom edge of the landscape area provides for stormwater collection. Large east facing patios are lined with drought tolerant plantings. The amenity space provides an outdoor kitchen under a trellis, together with a covered seating area in a gazebo designed to reflect the entry portico of the building. Garden Plots, tool storage and composting are provided for resident use. The top building roof deck provides a significant outdoor area in excess of three thousand square feet. Areas for individual or entertainment use are possible within the roof garden rooms. A seating area to the northwest is centered around a gas fire element. A large outdoor kitchen is organized under a trellis around the elevator/ stair tower. A barbeque, sink and seating area are provided at the kitchen, while an outdoor living room is south of the kitchen. A landscape perimeter of drought tolerant plants is provided around the roof deck edge to screen a hot tub situated to the south east, which provides for great views of the water beyond, and a bench for personal items is provided adjacent to the hot tub.

The overall landscape plan is a high quality landscape that is drought tolerant, but includes an efficient irrigation system that serves all landscape plants.

Sustainability Statement

Environmental

The project will meet or exceed the Township's environmental policies with a structure that uses an environmentally conscious design and use of leading edge materials. In addition, the introduction of a "living" green wall along Head St., and a competition for local artists and public art mural placement on the east wall of the tower will complement the community's environmental aspirations.

Built Green

The project would be "Built Green" certified to offer reduction in monthly operating costs as economic benefits, healthier home environment, durable materials and resource efficient reducing environmental impact.

Social

In addition to enhancing and improving the public realm of this important commercial node, the addition of home ownership above the retail supports all businesses in the area, while meeting the intent of the OCP's goals of community benefits such as increased sense of pride and community and security of tenure.

Economic

The proposed project would provide construction jobs for approximately two years and contributes to local economy by providing jobs in the retail spaces, while substantially increasing the community's tax base. In addition, the residential portions of the project provide the owners with the ability to build equity.



899 Esquimalt Road
Transportation Impact Assessment
Draft Report

Prepared for
Farzin Yadegari Architect Inc

Date
June 8, 2017

Project No.
6192.01

CORPORATE AUTHORIZATION

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Status: Draft

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EXECUTIVE SUMMARY

Coastal Priority Property Ltd. is proposing to develop the properties at 899 Esquimalt Road and 896 Wollaston Street. The development will include a small commercial space fronting Esquimalt Road, 67 multi-family dwellings and three townhouses fronting Wollaston Street.

The development is located at the Esquimalt Road and Head Street intersection which is one of the four mixed-use commercial clusters identified in the Township of Esquimalt's OCP. 899 Esquimalt Road is currently a two storey building with a convenience store at ground-level and residential above. 896 Wollaston Street is currently a single-family house. The site is well serviced with transit, good cycling infrastructure and has a variety of commercial amenities within a distance widely considered to be a walkable range.

The Esquimalt Parking Bylaw requires the proposed building to provide 101 parking spaces including two disabled persons parking spaces. This development proposes a total of 96 underground vehicle parking spaces. Bunt recommends reducing the supply to 95 spaces in order to accommodate two disabled persons parking spaces.

The development will have three levels of underground parking with each level accessed from a separate driveway. Bunt recommends that the 22 spaces on P3 be allocated to commercial and residential visitors and that all spaces on P2 and P1 be reserved for residents. Both the visitor parking pool (22 spaces) and resident parking pool (73 spaces) are expected to meet or exceed the parking demands. Bunt's analysis indicates that there may be an oversupply of visitor parking. Bunt recommends that the strata monitor the visitor parking occupancy and reallocate the spaces if they are underused.

The Esquimalt Road and Head Street intersection currently has approximately 3,000 vehicles travelling through it during the PM peak hour. The proposed development is anticipated to add approximately 45 vehicle trips to the intersection during the PM peak hour.

The Esquimalt Road and Head Street intersection currently operates well during the PM peak hour. The southbound-left and westbound-left movements have vehicle queuing times of 85 seconds and 45 seconds respectively which is reasonable since it is in an urban environment and the vehicle queues typically clear during each traffic signal cycle. The remainder of the vehicle movements do not have significant queuing times.

1. INTRODUCTION

1.1 Study Scope and Objectives

Coastal Priority Property Ltd. is proposing to develop the properties at 899 Esquimalt Road and 896 Wollaston Street. The location of the site is at the intersection of Head Street in Esquimalt, BC and is shown in **Exhibit 1.1**.

The development is located in the centre of one of four commercial-mixed land use clusters in Esquimalt. 899 Esquimalt Road is currently a two storey building with a convenience store at ground-level and residential above. 896 Wollaston Street is currently a single-family house.

The proposed development will be providing 70 residential units and a commercial space fronting Esquimalt Road.

The purpose of this study is to:

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

1.2 Development Details

The development will have a total of 70 residential units and a small commercial space. 66 units in the residential tower will range from 651 square foot one-bedroom units to 870 square foot two-bedroom units. In addition, there will be one two-bedroom residential unit on the main floor and three 1,398 square foot townhouses fronting Wollaston Street at ground-level. There will also be 2,088 square feet of commercial space fronting Esquimalt Road.

The site plan for the main floor is provided in **Exhibit 1.2**. The site has significant grade changes along Head Street with Esquimalt Road being three storeys higher than Wollaston Street. Because of this grade difference the three levels of underground parking will be accessed from three separate driveways.



2. LOCAL CONTEXT

2.1 Land Use

The site is located at the intersection of Esquimalt Road and Head Street which is one of four commercial activity clusters in Esquimalt. There are a series of commercial buildings near the intersection which contain a variety of retail stores and restaurants. There are also multi-family residential buildings near the intersection, particularly on Esquimalt Road. The neighbourhood transitions to single-family housing away from Esquimalt Road. A French K-12 school (École Victor-Brodeur) is located on Head Street 150 metres north of Esquimalt Road.

2.2 Street Network

Esquimalt Road is classified as a Major Road while Head Street is classified as a Residential Collector Road. Esquimalt Road provides connections to Victoria-West and downtown Victoria to the east as well as CFB Esquimalt to the west. Head Street connects to Lampson Street 400 metres north of Esquimalt Road. Lampson Street is one of two north/south Major Roads.

2.3 Walking and Cycling

The majority of the nearby streets have sidewalks on both sides. There are limited pedestrian crossings on Esquimalt Road. There are pedestrian push buttons to activate the pedestrian signal phase at the Esquimalt Road / Head Street intersection.

Esquimalt Road has painted bike lanes in both directions on either side of Head Street, but not through the intersection. The bike lanes continue eastwards to the Johnson Street Bridge in the City of Victoria and westwards to approximately 1.1 kilometres to the west.

The site is approximately 1 kilometre from the E&N Regional Trail which currently extends from Esquimalt Road in the east to Songhees First Nation in the west.

2.4 Transit

BC Transit route 15 services the site with eastbound and westbound stops on Esquimalt Road at the Head Street intersection. Route 15 connects the site with CFB Esquimalt to the west as well as Victoria-West, Downtown Victoria and the University of Victoria to the east. Bus Shelters are provided at both eastbound and westbound bus stops at Head Street.

3. SITE PLAN DESIGN REVIEW

3.1 Vehicle Parking

The Esquimalt Parking Bylaw requires 1.3 parking spaces per dwelling in medium and high density buildings and 2.0 parking spaces per townhouse. The parking requirement for commercial spaces is dependent on the specific land use. The tenant for the single commercial unit is currently unknown. For this report it was assumed that the tenant would fall under the 'retail sales of goods and services' category in the Parking Bylaw. As shown in Table 3.1, a total of 96 parking spaces are proposed whereas the minimum requirement is 101 spaces.

Table 3.1: Esquimalt Parking Bylaw Requirements and Proposed Supply

PARKING SPACE TYPE	BYLAW REQUIREMENT	PROPOSED SUPPLY	MET / NOT MET
Total Parking Spaces	1.3 spaces per condo x 67 condos = 87 spaces 2.0 spaces per townhouse x 3 townhouses = 6 spaces 1.0 space per 25 m ² of commercial floor area x 194 m ² = 8 spaces Total = 101 spaces	96 spaces	Not met. Variance required.
Disabled Persons Parking Spaces	1 space per 50 required total spaces = 2 spaces	0 spaces	Not met Variance required.
Small Vehicle Parking Spaces	Maximum of 50% of total required parking spaces = 51 spaces	51 spaces	Meets requirements.

The current development plan does not meet the Parking Bylaw requirements for total parking supply and disabled persons parking spaces. Changes to the development plans may be possible to bring the development in line with the Bylaw requirements. If changes cannot be made, variance(s) will be required.

The Parking Bylaw requires that 25% of the residential parking be reserved for visitors. This equates to a visitor parking supply requirement of 23 spaces out of the 93 residential parking spaces.

3.2 Vehicle Access

The parking spaces are distributed across three levels of underground parking. Each level of underground parking is accessed from a separate driveway off-of Head Street. This driveway arrangement is possible due to the steep grade on Head Street. The horizontal distances between the driveways are large enough that conflicts between drivers entering/exiting different driveways are not anticipated. The horizontal distance between the first two driveways is approximately 16.6 metres and the horizontal distance between the second and third driveways is approximately 13.6 metres.

Having three separate driveways could pose some operational difficulties if they are not managed appropriately. It is recommended that all commercial and residential visitor parking spaces be provided on the upper parking level (P3) and all of the parking spaces on P2 and P1 be assigned to residents. Signage

reflecting this parking arrangement should be erected at all three driveway entrances. This parking arrangement will simplify the parking arrangement and minimize confusion with the three parkade entrances.

3.3 Commercial Loading

The Esquimalt Parking Bylaw requires off-street loading spaces for commercial land uses when the floor area exceeds 700 square metres. Since the proposed development has 194 square metres of commercial floor area it does not require off-street loading spaces.

There is an existing 9.5 metre long commercial loading space in front of the adjacent property (893 Esquimalt Road) which will provide convenient access to the proposed commercial space. 9.5 metres is a sufficient length for the type of vehicles which will service the 2,088 square foot commercial space.

3.4 Residential Loading

The garbage room for the building is located on P3. Garbage compactors typically require 4.4 metres of vertical clearance which is typically unviable in underground parkades. Due to the vertical clearance restrictions, the development is proposing to construct a loading space on Head Street between the accesses to P3 and P2. The loading space would be used as a staging area for taller vehicles such as garbage compactors. The loading space could also be used for larger moving trucks when residents move in and out of the building.

3.5 Parking Recommendations

Bunt recommends that parking spaces #21, 22 and 23 on P3 be replaced by two disabled persons parking spaces (see Exhibit 3.1). This results in 22 parking spaces on P3. Bunt does not recommend changing the parking layout on P2 or P1.

The 22 parking spaces (including two disabled persons parking spaces) on P3 are anticipated to exceed the demand for commercial and residential visitor parking. The Esquimalt Parking Bylaw requires 25% of the residential parking be reserved for visitors. For this development 25% of the residential parking requirement is 23 spaces which equals 0.33 spaces per dwelling. The Metro Vancouver Apartment Parking Study analyzed the visitor parking demand at three strata sites in a suburban context (Burnaby, Richmond and Port Coquitlam). The study found that visitor parking at the three sites did not exceed 0.06 parked vehicles per dwelling.

It is anticipated that a visitor parking supply rate of 0.1 spaces per dwelling will be able to meet the visitor parking demand in the proposed development. A visitor parking supply rate of 0.1 spaces per dwelling equates to a visitor parking supply of 7 spaces.

A comparison between the Esquimalt Parking Bylaw requirements and Bunt's recommended supply is shown in Table 3.2. The recommended parking supply is anticipated to exceed the anticipated parking

demands. There may be an oversupply of visitor parking. Bunt recommends that the strata monitor the visitor parking occupancy and repurpose the parking spaces if there is an oversupply.

Table 3.2: Esquimalt Parking Bylaw Requirements and Recommended Supply

PARKING TYPE	BYLAW REQUIREMENT	RECOMMENDED SUPPLY	COMMENT
Residential - Resident¹	70 spaces	73 spaces	Exceeds Bylaw requirement
Residential - Visitor²	23 spaces	14 spaces ³	Below Bylaw requirement but exceeds anticipated demand
Commercial	8 spaces	8 spaces	Meets Bylaw requirement
TOTAL	101 SPACES	95 SPACES	Below Bylaw requirement but exceeds anticipated demand

Note 1: 75% of residential parking requirement

Note 2: 25% of residential parking requirement

Note 3: Includes 2 disabled persons parking spaces

4. TRAFFIC OPERATIONS

4.1 Traffic Operations Assessment Methodology

The traffic operations were assessed at the Esquimalt Road / Head Street intersection for the PM peak hour. The analysis was completed for the existing conditions (2017) and for the 2028 horizon year (ten years after development completion). The 2028 analysis includes the vehicle trips generated by the proposed development and background traffic.

The operations of study intersections were 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 optimal, minimal delay conditions while a LOS "F" represents an over-capacity condition with considerable congestion and/or delay. Delay is calculated in seconds and is based on the average intersection delay per vehicle. A delay of less than 10 seconds receive an LOS A whereas delays greater than 50 seconds receive and LOS F. In downtown and Town Centre contexts, during peak demand periods, delays 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 a traffic count at the Esquimalt Road / Head Street intersection on Wednesday April 19th from 3:30 to 5:30 PM. During this time period, 4:15PM to 5:15PM was identified as the peak hour.

Bunt observed approximately 1250 westbound vehicles and approximately 1050 eastbound vehicles during the weekday PM peak hour on Esquimalt Road adjacent to the development site.

As shown in **Exhibit 4.1**, there are minimal traffic operations concerns with the existing conditions. The two vehicle movements of potential concern are:

- The westbound through lane is nearing its theoretical capacity. Westbound through vehicles have an average queuing time of approximately 45 seconds. The vehicle queue is cleared each traffic signal cycle.

- The southbound left-turn movement is nearing capacity. Southbound left-turning vehicles have an average queuing time of approximately 85 seconds. The vehicle queue is cleared each traffic signal cycle.

The queuing time for these movements is considered reasonable given the urban nature of the intersection and that this degree of queuing is only achieved during the busiest hour of the day.

4.3 Future Conditions

4.3.1 Background Traffic

Background traffic is the traffic that would exist without the proposed development. Background traffic was estimated by reviewing historical traffic data near the site. Traffic data on Esquimalt Road west of Dominion Road (approximately 450 metres east of the site) was obtained from the Capital Regional District (data collected in 2007) and from the Township of Esquimalt (data collected in 2016). In 2007 there was an average of 16,508 vehicles travelling on Esquimalt Road. In 2016 the number of vehicles decreased to 15,581 which is a 1% decrease in vehicles each year. In order to provide conservatism and robustness it was assumed that the background traffic would remain the same as the existing 2017 traffic.

4.3.2 Development Generated Traffic

The Institute of Transportation Engineers (ITE) Trip Generation Manual (9th 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 are presented in Table 4.1 for the PM peak hour.

Table 4.1: PM Peak Hour Vehicle Trip Generation

LAND USE				TRIP RATES			TRIP VOLUMES		
ITE LAND USE CODE	TITLE	SIZE	VARIABLE	IN	OUT	TOTAL	IN	OUT	TOTAL
232	High-rise condos/townhouses	70	Units	0.24	0.14	0.38	16	10	26
932	High-turnover restaurant	2,088	ft ²	5.91	3.94	9.85	12	8	20
TOTALS							28	18	46

As shown in Table 4.1, the ITE trip rate results in approximately 40 to 50 total two-way vehicle trips during a typical PM peak hour period which is less than one vehicle a minute. The ITE trip rate for a high-turnover restaurant was chosen as this land use has the highest trip rate out of the potential tenants for the commercial space. Furthermore, the ITE trip rates are typically obtained from suburban locations with almost all travel completed by vehicle. It is anticipated that a number of residents and customers of the proposed development will walk, bike or 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 at the Esquimalt Road / Head Street intersection. From this data it is estimated that 50% of the traffic into the site is coming from the north, 40% from the east and 10% from the west. Leaving the site, 60% of traffic is going to the north, 35% is going east and 5% is going west.

4.3.3 Traffic Operations Results

As shown in **Exhibit 4.2**, there the proposed development has minimal impact on the traffic operations of the Esquimalt Road / Head Street intersection. The vehicle queuing times and volume/capacity ratios remain relatively unchanged compared to the existing traffic operations. The westbound through movement and the southbound left-turn movement remain the two critical movements. The development does not add any traffic volumes to either of these movements.

4.4 Potential Traffic Mitigation

Bunt tested the impact of adding a protected southbound left turn phase to the signal (protected/ permissive) to address the existing traffic delays for the southbound left and westbound through movement. As shown in **Exhibit 4.3**, this is shown to not result in significant improvements to the intersection's operations. The additional phase results in a 120 second cycle length which is longer than desired. In addition, operations for the intersection as a whole do not improve and deterioration is observed for the northbound movements. As such and in recognition that the proposed development does not exacerbate the existing condition we do not recommend alteration to the intersection's signalization.

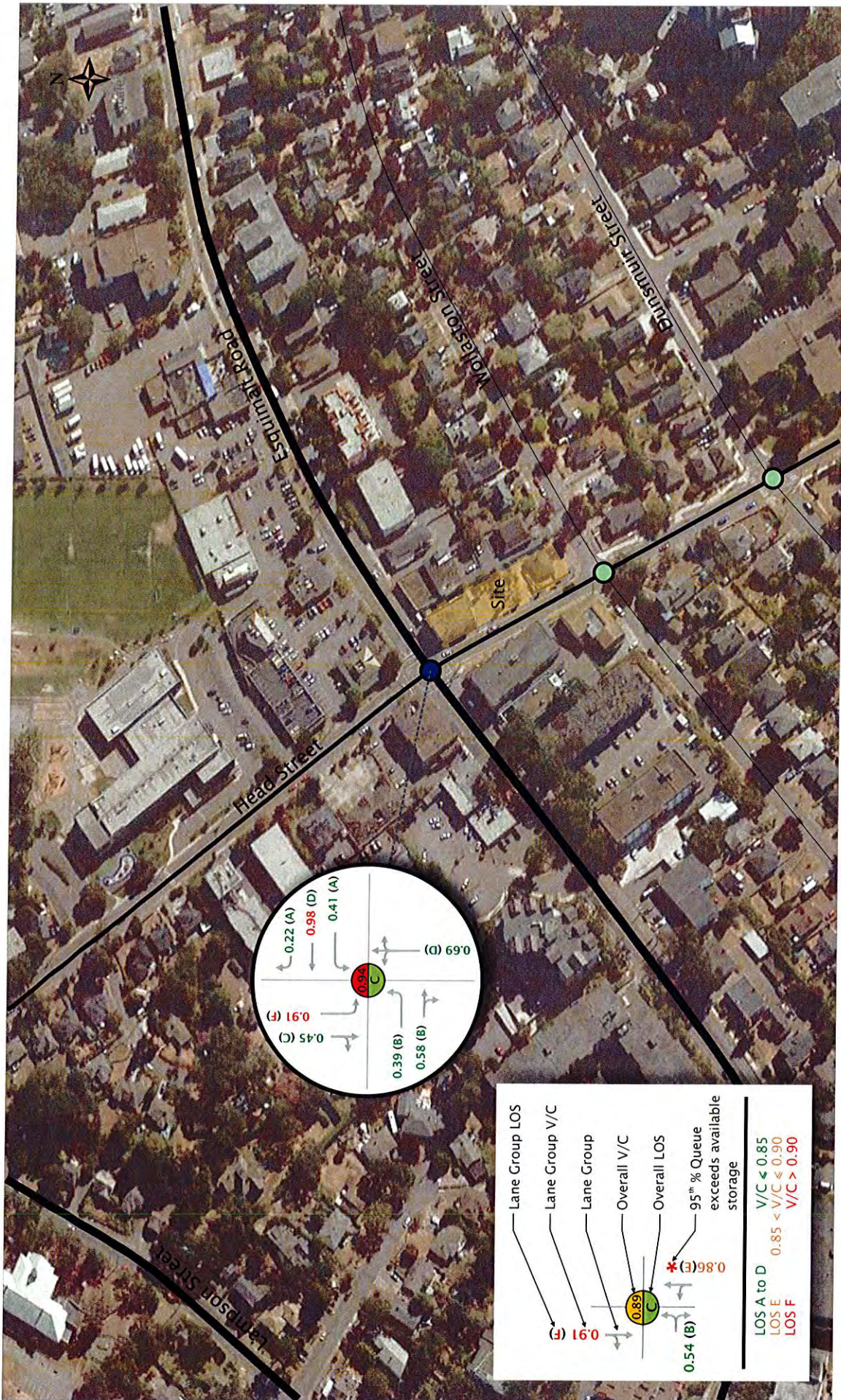




Exhibit 4.2 Future Traffic Operations - PM Peak Hour



5. CONCLUSIONS AND RECOMMENDATIONS

5.1 Conclusions

- The proposed new residential development at 899 Esquimalt Road has a total of 70 residential units and 2,088 square feet of commercial space.
- 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 93 parking spaces for the residential unit and 8 parking spaces for the 2,088 square feet of commercial space. This equates to a minimum parking requirement of 91 spaces for this project.
- The development plan offers 96 parking spaces and it does not include any disabled persons parking spaces. The development will have three levels of underground parking with each level accessed from a separate driveway.
- The site is expected to generate approximately 40-50 total vehicle trips per weekday PM peak hour. This is considered to be a negligible amount traffic considering Esquimalt Road currently has approximately 2,300 vehicles during the PM peak hour.
- The existing Esquimalt Road / Head Street intersection is near capacity, but within an acceptable range for an urban intersection during the PM peak hour.
- The proposed development is anticipated to have minimal impact to vehicle operations at the Esquimalt Road / Head Street intersection.

5.2 Recommendations

- Bunt recommends reducing the parking supply to 95 spaces in order to accommodate two disabled persons parking spaces. This leads to a parking supply of 22 spaces on P3, 35 spaces on P2 and 38 spaces on P1.
- Bunt recommends that the 22 spaces on P3 be allocated to commercial and residential visitors and that all spaces on P2 and P1 are reserved for residents. Both the visitor parking pool (22 spaces) and resident parking pool (73 spaces) are expected to meet or exceed the parking demands.
- Bunt's analysis indicates that there may be an oversupply of visitor parking. Bunt recommends that the strata monitor the visitor parking occupancy and reallocate the spaces if they are underused.
- Bunt recommends that signage be erected at the three driveway entrances indicating that P3 is for commercial and residential parking whereas P2 and P1 are reserved for residents.



GREEN BUILDING CHECKLIST

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

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

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

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

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

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

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

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



“One-third of Canada’s energy use goes to running our homes, offices and other buildings. The federal government’s Office of Energy Efficiency (Natural Resources Canada) reports that a corresponding one-third of our current greenhouse gas (GHG) emissions come from the built environment.”
 [Green Building and Development as a Public Good, Michael Buzzelli, CPRN Research Report June 2009]

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

Green Building Standards

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

1	Are you building to a recognized green building standard? If yes, to what program and level?	Yes	<input checked="" type="radio"/> No
2	If not, have you consulted a Green Building or LEED consultant to discuss the inclusion of green features?	<input checked="" type="radio"/> Yes	No
3	Will you be using high-performance building envelope materials, rainscreen siding, durable interior finish materials or safe to re-use materials in this project? If so, please describe them.	<input checked="" type="radio"/> Yes	No
4	What percentage of the existing building[s], if any, will be incorporated into the new building?	<u>100</u> %	
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. Yes, the concrete used in the project is supplied by local suppliers		
6	Have you considered advanced framing techniques to help reduce construction costs and increase energy savings? Not applicable, concrete building	Yes	No
7	Will any wood used in this project be eco-certified or produced from sustainably managed forests? If so, by which organization? Not applicable, concrete building For which parts of the building (e.g. framing, roof, sheathing etc.)? _____		
8	Can alternatives to Chlorofluorocarbon’s and Hydro-chlorofluorocarbons which are often used in air conditioning, packaging, insulation, or solvents] be used in this project? If so, please describe these. _____	Yes	<input checked="" type="radio"/> No
9	List any products you are proposing that are produced using lower energy levels in manufacturing. _____		
10	Are you using materials which have a recycled content [e.g. roofing materials, interior doors, ceramic tiles or carpets]?	<input checked="" type="radio"/> Yes	No
11	Will any interior products [e.g. cabinets, insulation or floor sheathing] contain formaldehyde?	Yes	<input checked="" type="radio"/> No

Water Management

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

Indoor Water Fixtures

12	Does your project exceed the BC Building Code requirements for public lavatory faucets and have automatic shut offs?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
13	For commercial buildings, do flushes for urinals exceed BC Building Code requirements? Not applicable, residential building	<input type="radio"/> Yes	<input type="radio"/> No
14	Does your project use dual flush toilets and do these exceed the BC Building Code requirements?	<input checked="" type="radio"/> Yes	<input type="radio"/> No
15	Does your project exceed the BC Building Code requirements for maximum flow rates for private showers? The design is reviewing the use of low flow showerheads	<input type="radio"/> Yes	<input type="radio"/> No
16	Does your project exceed the BC Building Code requirements for flow rates for kitchen and bathroom faucets? The design is reviewing the use of low flow faucets	<input type="radio"/> Yes	<input type="radio"/> No

Storm Water

17	If your property has water frontage, are you planning to protect trees and vegetation within 60 metres of the high water mark? [Note: For properties located on the Gorge Waterway, please consult Sections 7.1.2.1 and 9.6 of the Esquimalt Official Community Plan.]	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> N/A
18	Will this project eliminate or reduce inflow and infiltration between storm water and sewer pipes from this property? The design is considering storm water management and to be coordinated with the City for feasibility	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
19	Will storm water run-off be collected and managed on site (rain gardens, wetlands, or ponds) or used for irrigation or re-circulating outdoor water features? If so, please describe. _____	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> N/A
20	Have you considered storing rain water on site (rain barrels or cisterns) for future irrigation uses?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> N/A
21	Will surface pollution into storm drains will be mitigated (oil interceptors, bio-swales)? If so, please describe. _____	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> N/A
22	Will this project have an engineered green roof system or has the structure been designed for a future green roof installation?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
23	What percentage of the site will be maintained as naturally permeable surfaces?	<u>8.5%</u>		

Waste water

24	For larger projects, has Integrated Resource Management (IRM) been considered (e.g. heat recovery from waste water or onsite waste water treatment)? If so, please describe these. _____	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> 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? _____ Could your site design be altered to save these trees? Have you consulted with our Parks Department regarding their removal?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> N/A
----	--	---------------------------	-------------------------------------	---------------------------

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

Energy Efficiency

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

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

Yes, narrow and long floor plate of the building maximizes access to natural daylight. It is estimated that greater than 50% of the livable areas are illuminated by sunlight throughout the day.

The project will comply with the energy performance requirements of British Columbia Building Code 2012

Yes, the design incorporates passive solar heating and natural ventilation cooling, as well as maximized daylighting with narrow and long floor plate

The project is considering to provide heat and cool using VRF systems, that have great energy performance by sharing energy between the suites and low green house gas emissions

The VRF system has been proved to have little noise compared to conventional heat pump systems

Yes, Energy Star appliances will be specified for this project

Yes, the design is considering a full-LED lighting option, with occupancy sensors where safety is not compromised

Yes, occupants will have full control over light levels, temperature set-points, and ventilation shut off

Yes, the design is reviewing various options and will pick the control system with greatest safety and energy performance

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	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	No	N/A
48	Will the building have windows that occupants can open?	<input checked="" type="radio"/> Yes	No	N/A
49	Will hard floor surface materials cover more than 75% of the liveable floor area?	<input checked="" type="radio"/> Yes	No	N/A
50	Will fresh air intakes be located away from air pollution sources?	<input checked="" type="radio"/> Yes	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. <i>Yes, recyclable materials such as plastic, glass and papers will be separated and recycled during demolition and construction of the new building</i>	<input checked="" type="radio"/> Yes	No	N/A
52	Will materials be recycled during the construction phase? If so, please describe. _____	<input checked="" type="radio"/> Yes	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	No	N/A
54	For new commercial development, are you providing waste and recycling receptacles for customers?	Yes	No	<input checked="" type="radio"/> 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	No	N/A
56	For commercial developments, are pedestrians provided with a safe path[s] through the parking areas and across vehicles accesses?	Yes	No	<input checked="" type="radio"/> N/A
57	Is access provided for those with assisted mobility devices?	<input checked="" type="radio"/> Yes	No	N/A
58	Are accessible bike racks provided for visitors?	<input checked="" type="radio"/> Yes	No	N/A
59	Are secure covered bicycle parking and dedicated lockers provided for residents or employees?	<input checked="" type="radio"/> Yes	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 type="checkbox"/> transit passes <input type="checkbox"/> car share memberships <input checked="" type="checkbox"/> shared bicycles for short term use <input checked="" type="checkbox"/> weather protected bus shelters <input checked="" type="checkbox"/> plug-ins for electric vehicles	<i>The project is planning to deliver a weather protected bus shelter, and shared bicycle to the building and community. It is planned to utilize one parking stall with plug-in to accommodate electric vehicles</i>		

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.

PACIFIC HOUSE

ESQUIMALT - HEAD

899 ESQUIMALT - 896 WOLLASTON
TOWNSHIP OF ESQUIMALT



PACIFIC HOUSE - RESIDENTIAL, COMMERCIAL AND AMENITY AREA		
UNITS: METRIC		
LOT AREA	1364.532839	
FLOORS 2-4	UNIT1(2BR)	70.90
	UNIT2(2BR)	85.00
	UNIT3(1BR+DEN)	75.88
	UNIT4(STUDIO)	38.47
	UNIT5(1BR)	45.62
	UNIT6(1BR+DEN)	102.00
	FLOOR TOTAL	417.87
	DUPLICATION, FLOORS(2-4)	3
TOTAL RESIDENTIAL TOWER:	1253.61	
FLOORS 5-12	UNIT1(2BR)	70.90
	UNIT2(2BR)	85.00
	UNIT3(1BR+DEN)	75.88
	UNIT4(1BR+DEN)	63.67
	UNIT5(2BR+DEN)	125.20
	FLOOR TOTAL	420.65
DUPLICATION, FLOORS(2-12)	8	
TOTAL RESIDENTIAL TOWER:	3365.2	
MAIN FLOOR	AMENITY-(MAIN FLOOR)	89.56
	MAIN FLOOR RESIDENTIAL SUIT:	108.4
	COMMERCIAL-(MAIN FLOOR)	154.35
P1,P2,P3	TOWN HOUSE -8	113.42
	TOWN HOUSE -9	113.42
	TOWN HOUSE -10	113.42
TOTAL FLOOR AREA (SQM)	5311	
FAR	3.89	

BUILDING SUMMARY

UNITS : METRIC

PARKING:	
RESIDENTIAL	73
COMMERCIAL	8
VISITOR	10
HANDICAPPED	2
EV	1
TOTAL PARKING STALLS	94

REQUIRED BIKE RACKS:	93
PROVIDED BIKE RAKS:	105

BUILDING HEIGHT	
FROM AVG GRADE TO HIGHEST BLDG. POINT	45

SETBACKS	
EAST	0
SOUTH (PODIUM)	6.35
SOUTH (TOWER)	30.54
NORTH (PODIUM)	3.41
NORTH (TOWER)	5.58
WEST	0

BUILDING SUMMARY

UNITS : METRIC

LOT AREA:	
LOT AREA (896 WOLLASTON)	667.73
LOT AREA (899 ESQUIMALT)	696.80
COMBINED LOT AREA	1364.53

ZONE:	
896 WOLLASTON	RD-1
899 ESQUIMALT	C-2

PROPOSED USE:	
COMMERCIAL, RESIDENTIAL, AMENITY	

LOT COVERAGE:	
1137	

AVERAGE GRADE CALCULATION:	
NW	17.5
NE	25.1
SE	17.5
SW	24.9
AVERAGE	21.25

NO. OF STORIES	12
NO. OF RESIDENTIAL UNITS	62
NO. OF COMMERCIAL UNITS	2



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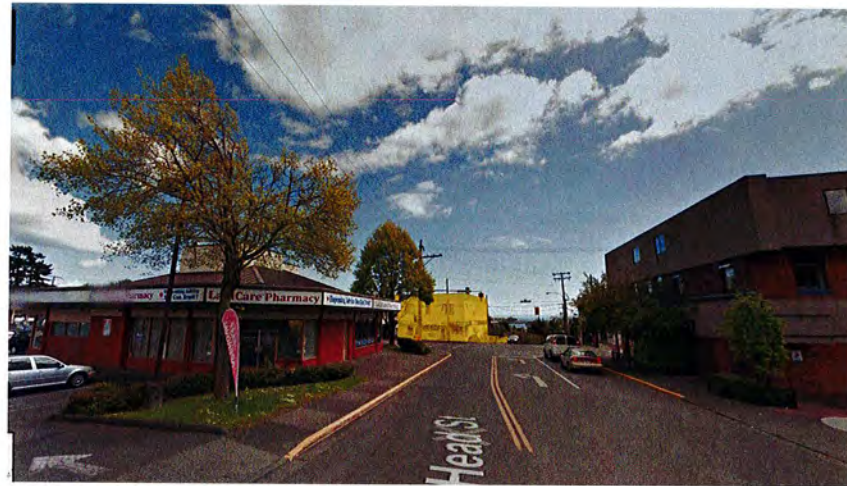
ESQUIMALT TO EAST



HEAD TO NORTH



WOLLASTON TO NORTH



HEAD TO SOUTH



WOLLASTON TO EAST



PROPOSED BUILDING LOCATION

No.	Description	Date

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F.Y. A.A.

SCALE:

DATE:
MARCH, 2018

CHECKED BY:
Checker

TITLE:
PROJECT LOCATION

PROJECT:
PACIFIC HOUSE

DRAWING NO.

A-0.1

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6M SETBACK & GREEN FRONT YARD.

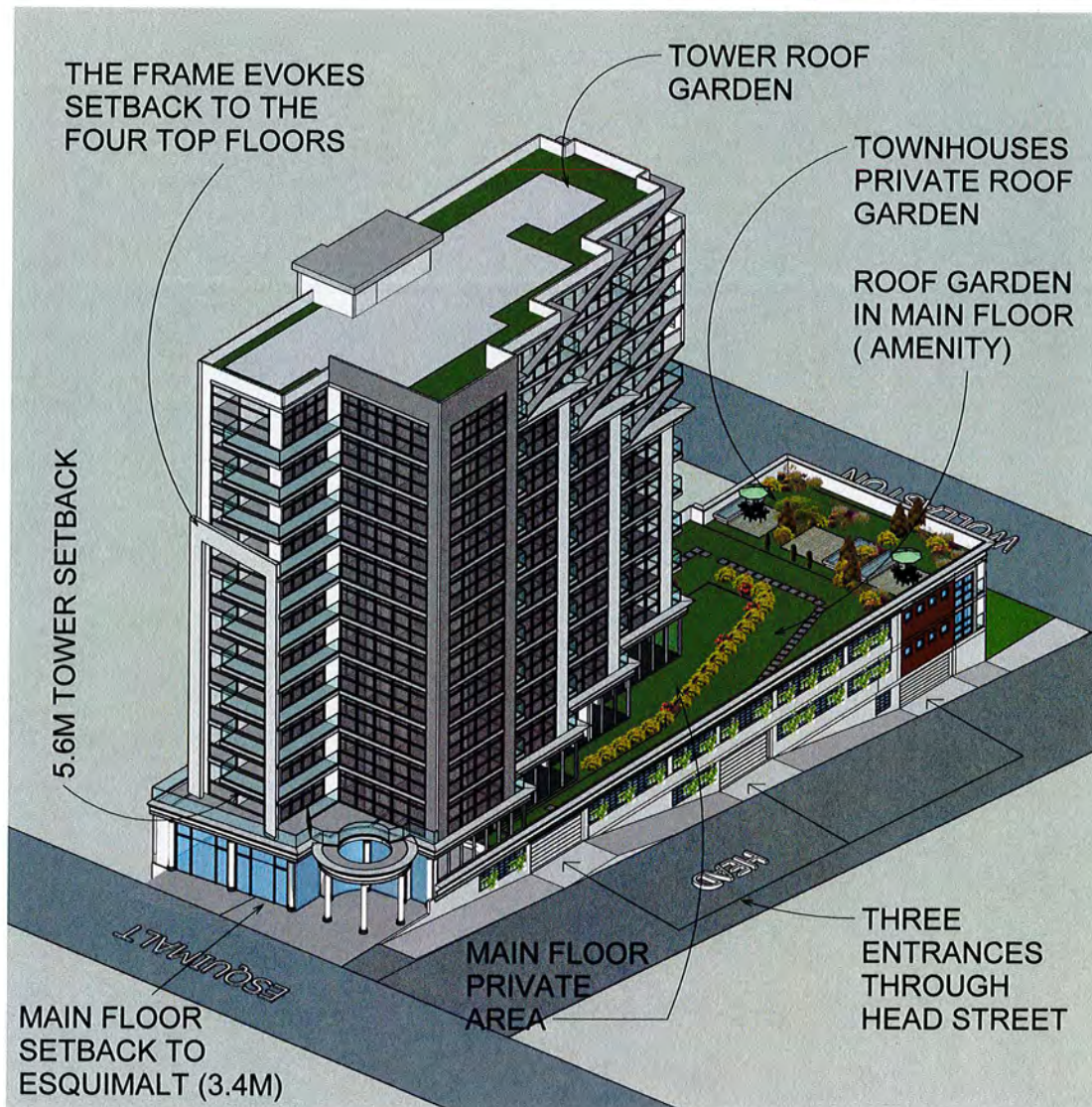
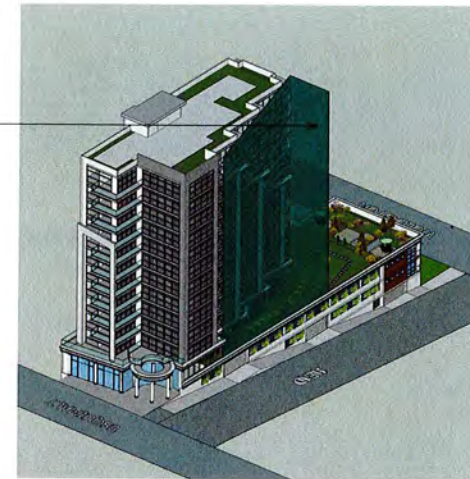
1.2M SETBACK TO EAST NEIGHBOR & PLANTER

GREEN WALLS ALONG HEAD COVERS THE PARKING OPENINGS AND GIVES A PLEASANT VIEW TO THE STREET

TOWER HAS SETBACKED 24M, SO THE TOWN HOUSES EVOKES A LOW-RISE RESIDENTIAL ELEVATION TO WOLLASTON STREET.



THIS VOLUME HAS DEDUCTED FROM THE ALLOWABLE VOLUME BOUNDARY TO NOT TO BLOCK NORTH-WEST NEIGHBORS' VIEW



THE FRAME EVOKES SETBACK TO THE FOUR TOP FLOORS

TOWER ROOF GARDEN

TOWNHOUSES PRIVATE ROOF GARDEN

ROOF GARDEN IN MAIN FLOOR (AMENITY)

5.6M TOWER SETBACK

MAIN FLOOR SETBACK TO ESQUIMALT (3.4M)

MAIN FLOOR PRIVATE AREA

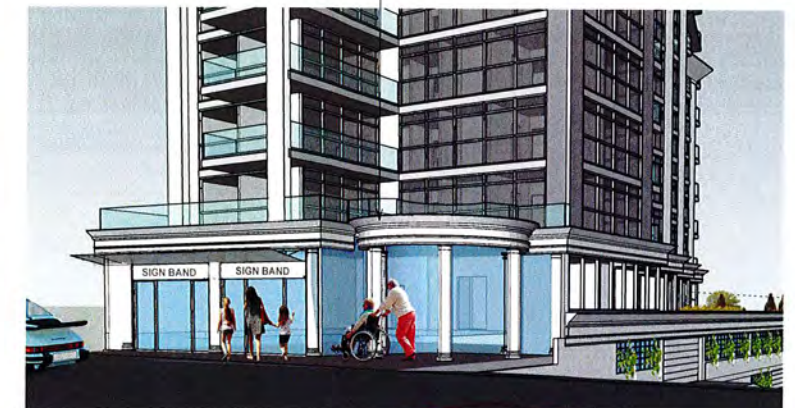
THREE ENTRANCES THROUGH HEAD STREET



ARTWORK TO BE SUBMITTED BY PACIFIC HOUSE DESIGN COMMITTEE..

GREEN WALL IN EAST ELEVATION

CLASSICAL STYLE DESIGN IN MAIN FLOOR AND PORTICO DESIGN



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TITLE:

DESIGN DIAGRAM

PROJECT:

PACIFIC HOUSE

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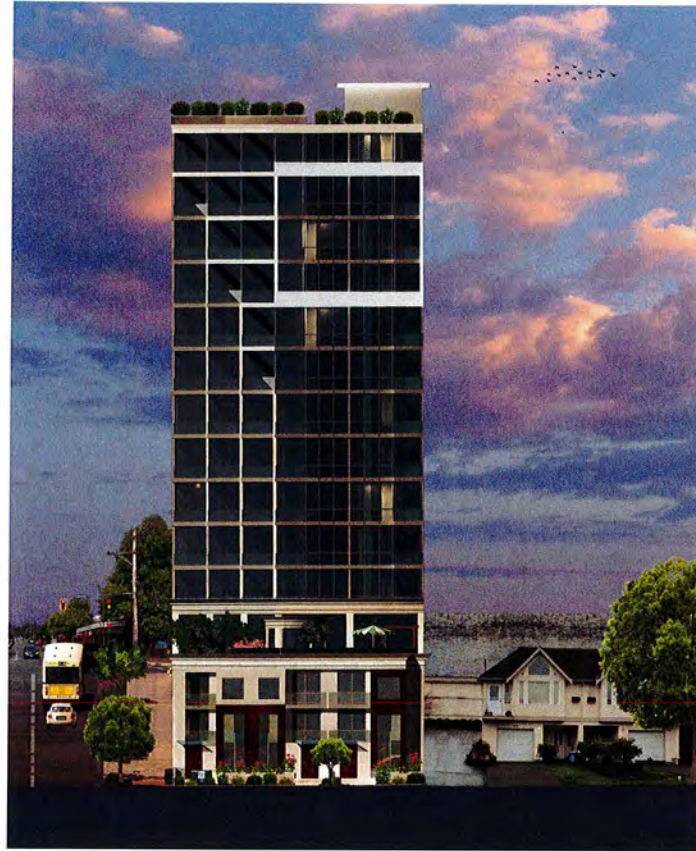


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TITLE:

ELEVATIONS

PROJECT:

PACIFIC HOUSE

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TITLE:
**PERSPECTIVES
PACIFIC HOUSE**

PROJECT:

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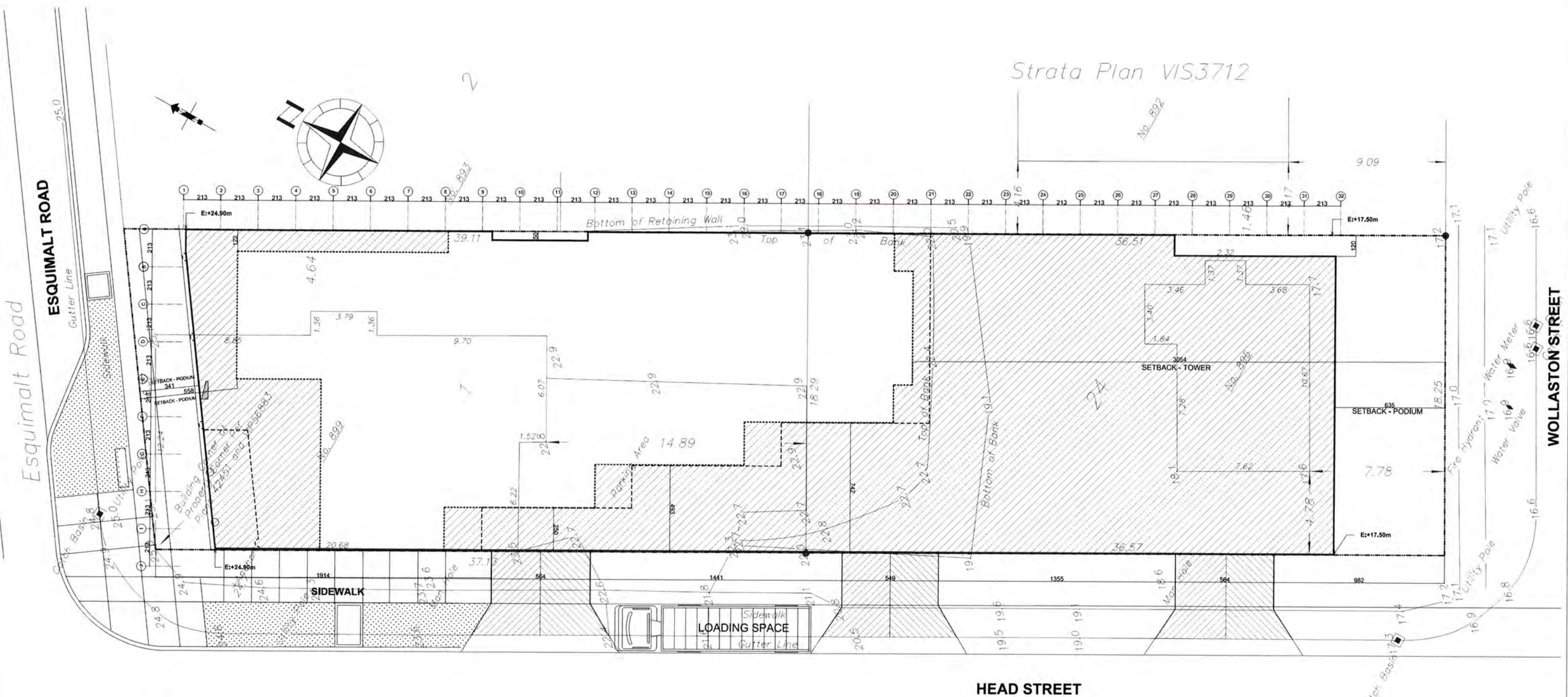
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Strata Plan VIS3712



- NOTE**
- LINE OF BASEMENT WALLS
 - LINE OF TOWER WALLS
 - LINE OF MAIN FLOOR
 - LINE OF PROPERTY
 - ▨ FIRST BASEMENT (SITE COVERAGE AREA)
 - ▨ TOWER AREA

No.	Description	Date

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CHECKED BY: Checker	DATE: MARCH. 2018	PROJECT: PACIFIC HOUSE

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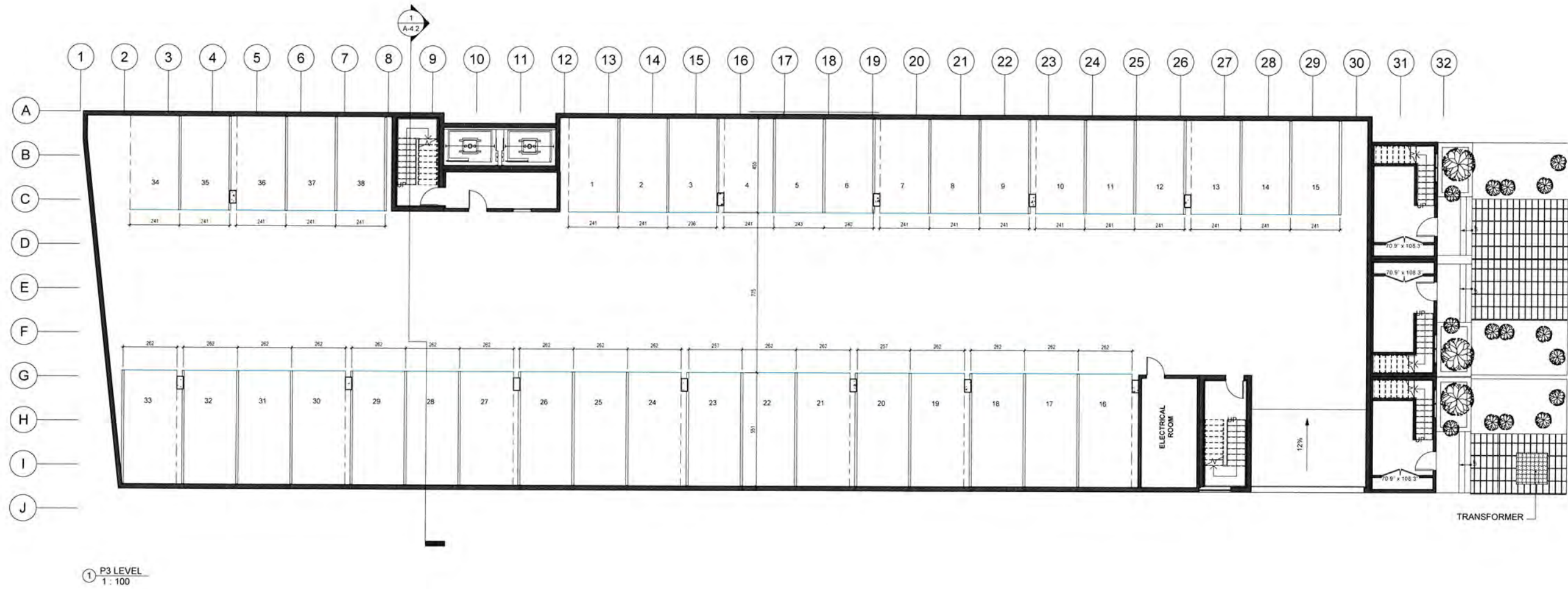


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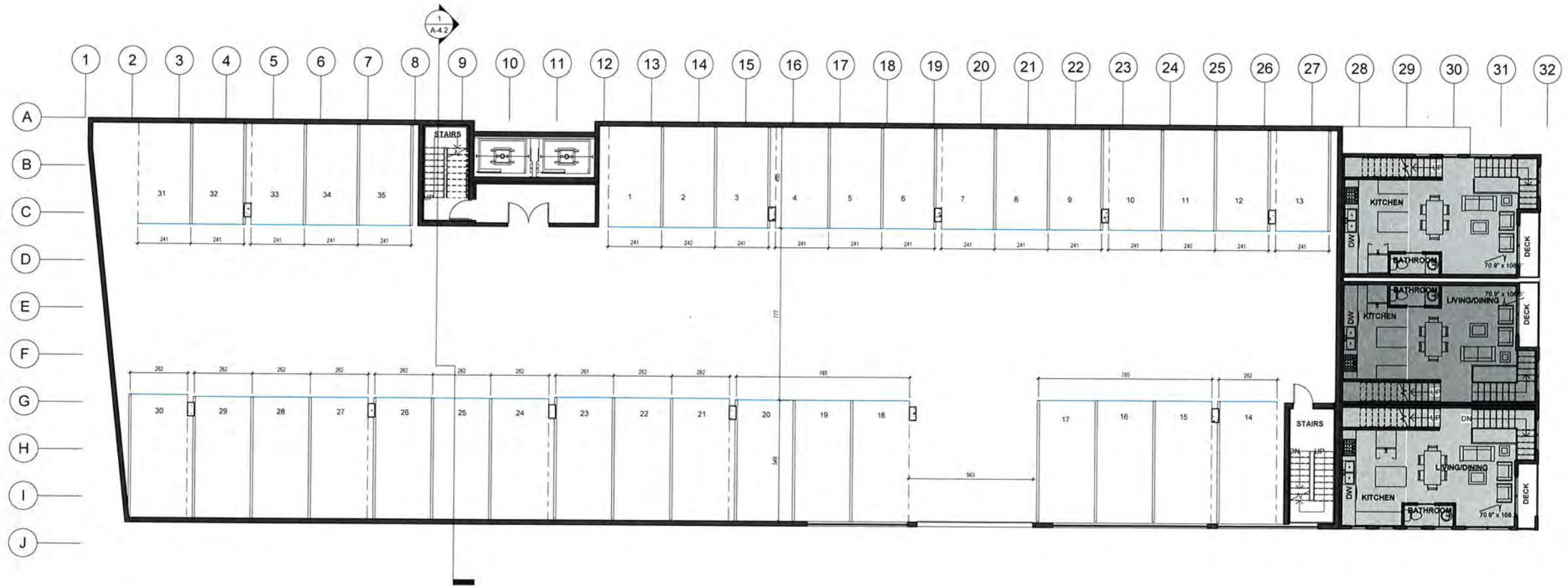
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① P2 LEVEL
1 : 100



No.	Description	Date

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CHECKED BY: Checker	DATE: MARCH. 2018	PROJECT: PACIFIC HOUSE

DRAWING NO.
A-2.2

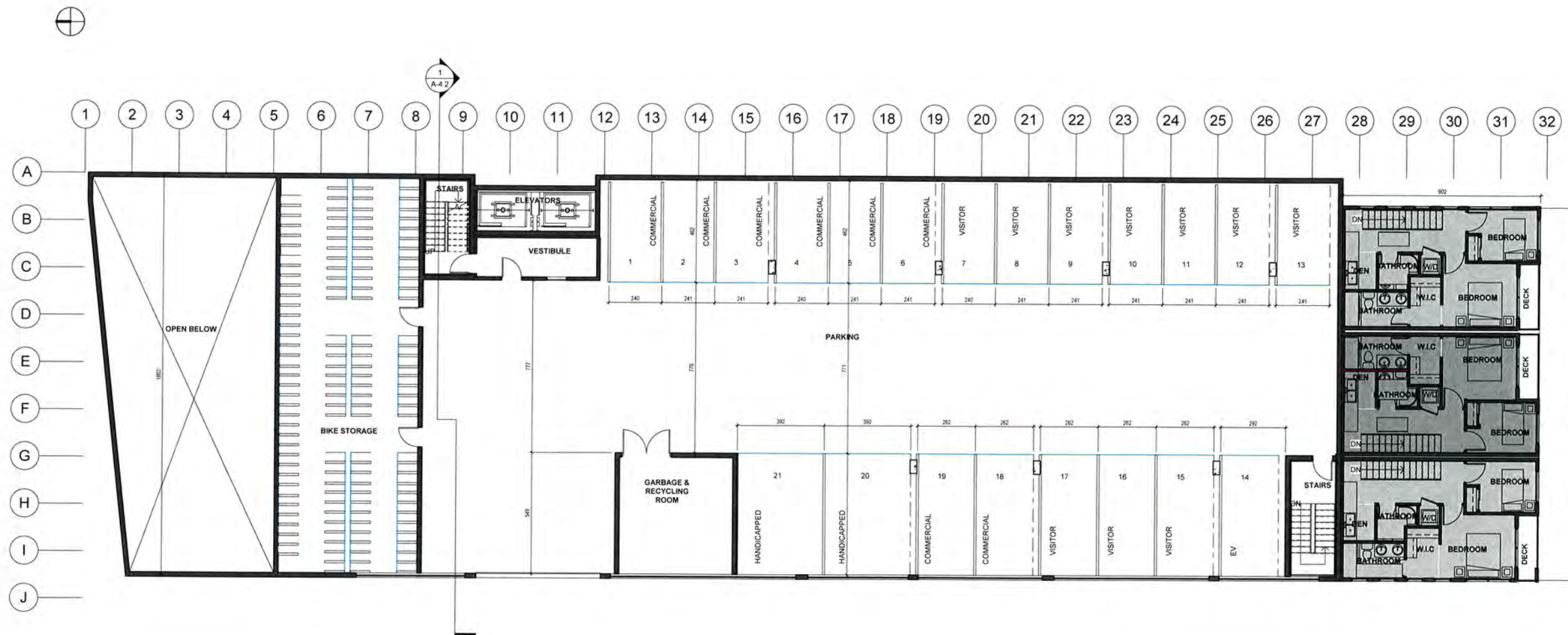


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① P1 LEVEL
1 : 100



No.	Description	Date

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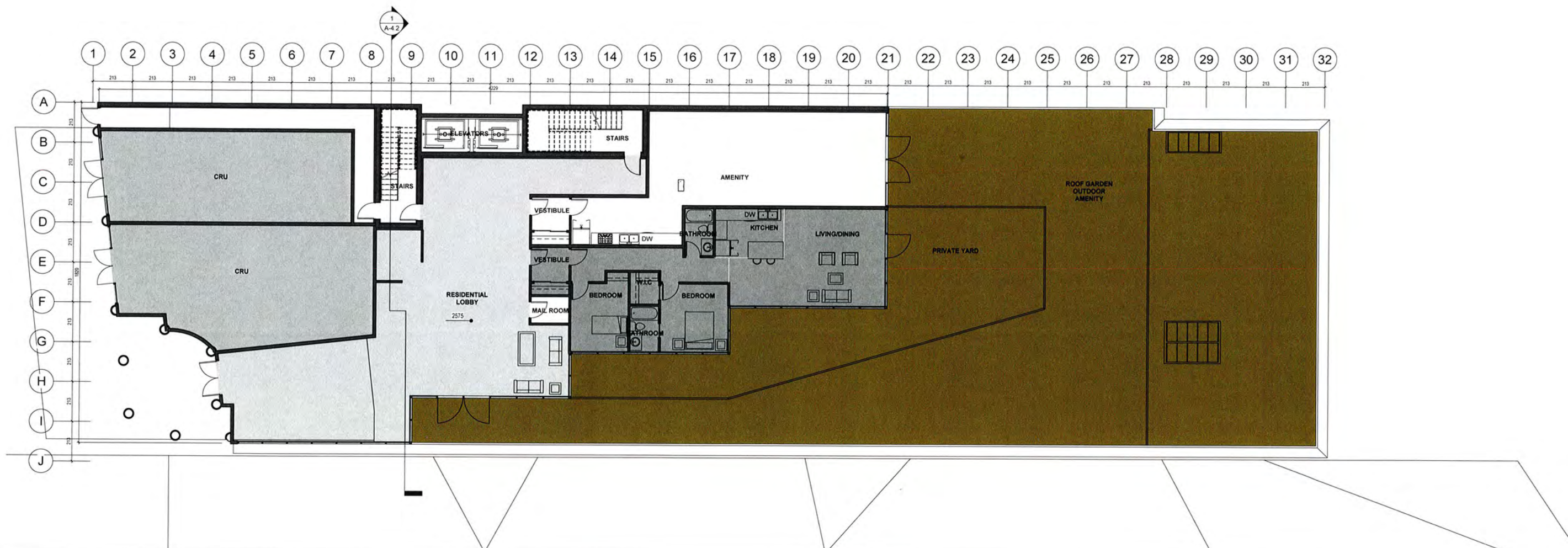
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PROJECT:
PACIFIC HOUSE

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1 MAIN FLOOR
1 : 100



No.	Description	Date

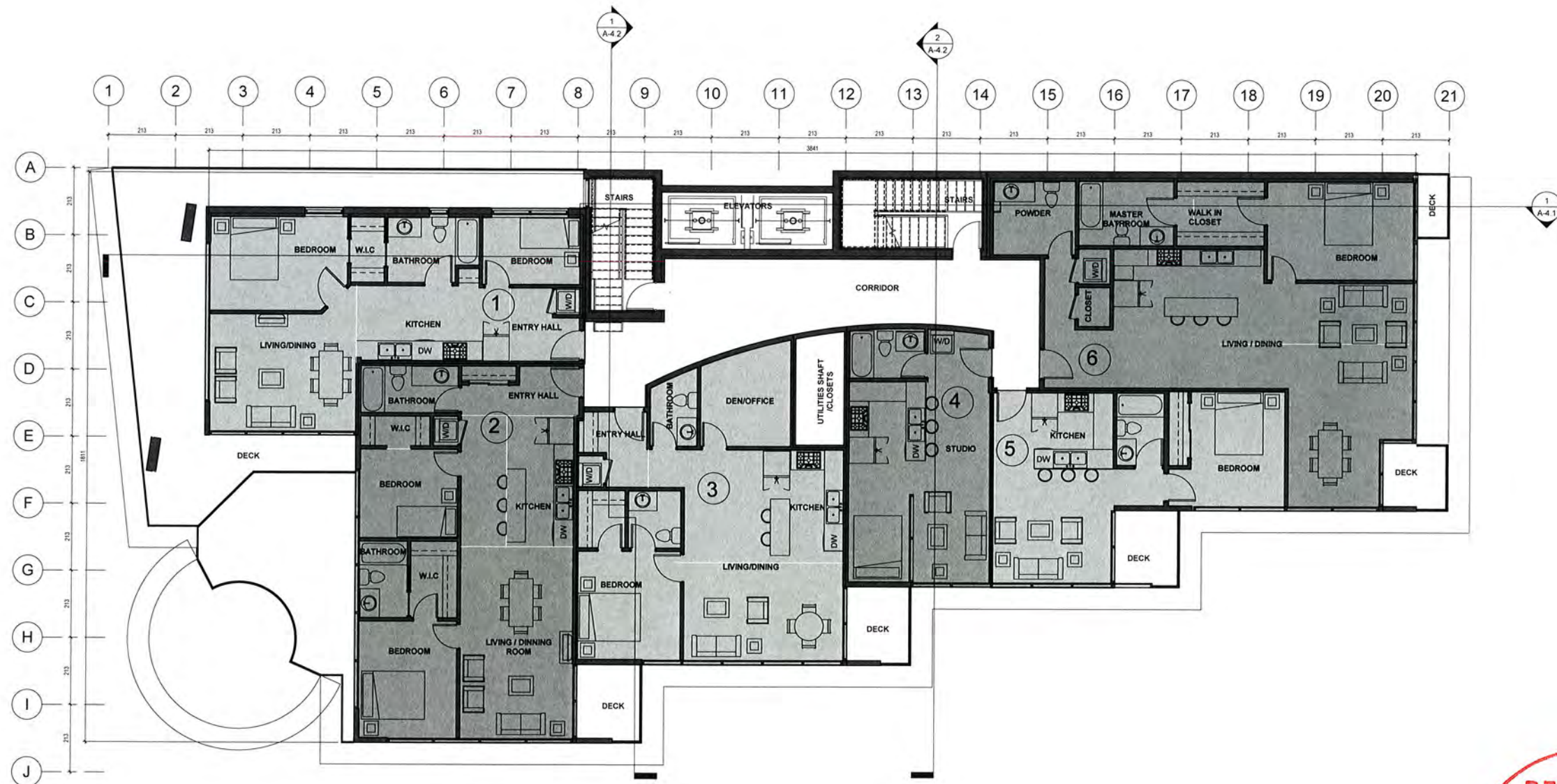
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① TYPICAL FLOORS 2-4 (TYPE A)
1:75



No.	Description	Date

DRAWN BY:
F.Y. A.A.

SCALE:
1:75

TITLE:
TYPICAL FLOOR PLAN 2-4

DRAWING NO.
A-2.5

CHECKED BY:
Checker

DATE:
MARCH, 2018

PROJECT:
PACIFIC HOUSE

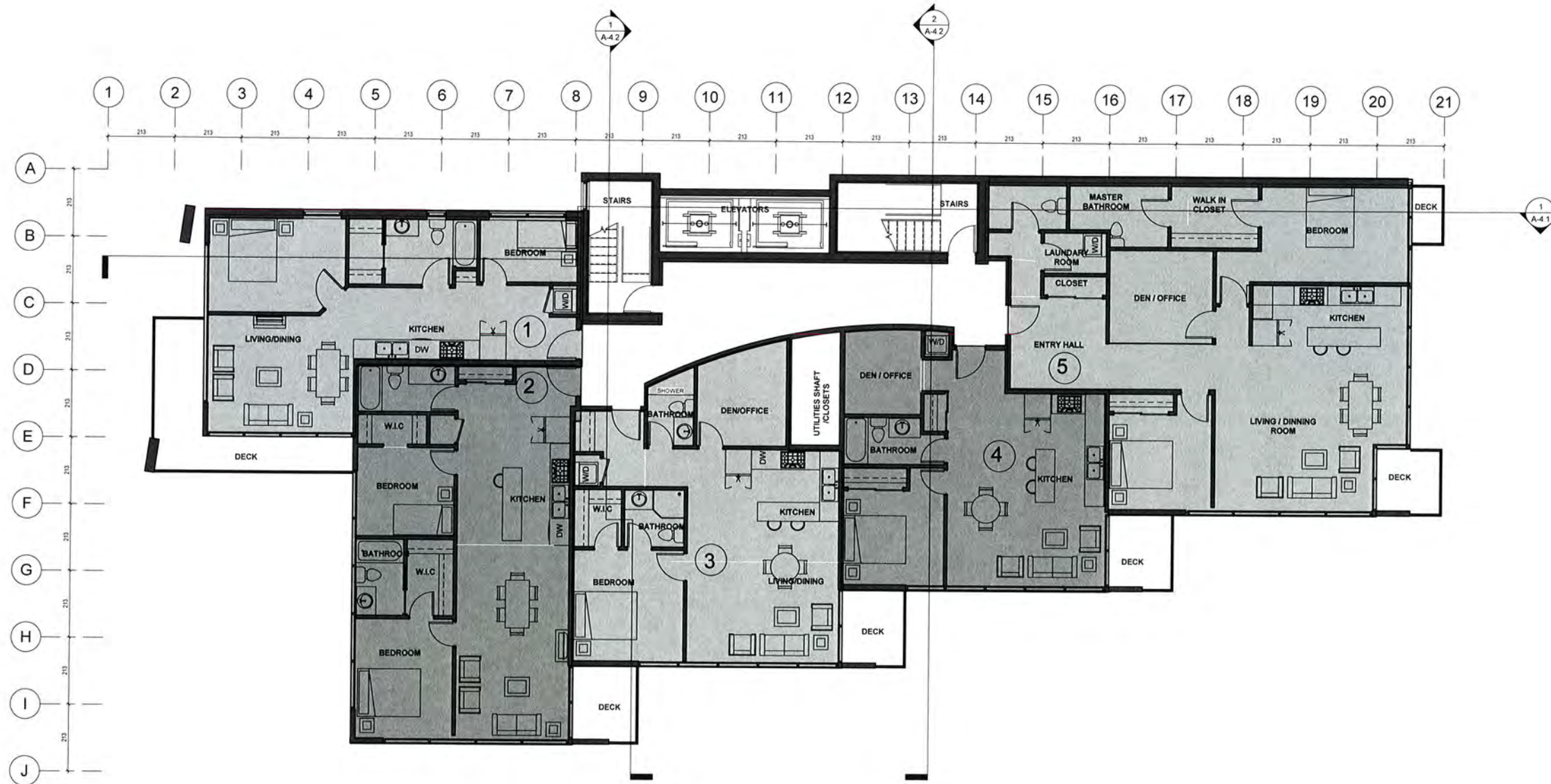


100 - 2240 CHIPPENDALE
ROAD WEST VANCOUVER, B.C.
V7S 3J5 T: 778 340 4142
WWW.FYARCH.CA



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INFO@LEXIHOUSE.COM
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(604)-720-2195

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① TYPICAL FLOOR 5-12 (TYPE B)
1:75



No.	Description	Date

DRAWN BY:
F.Y. A.A.
CHECKED BY:
Checker

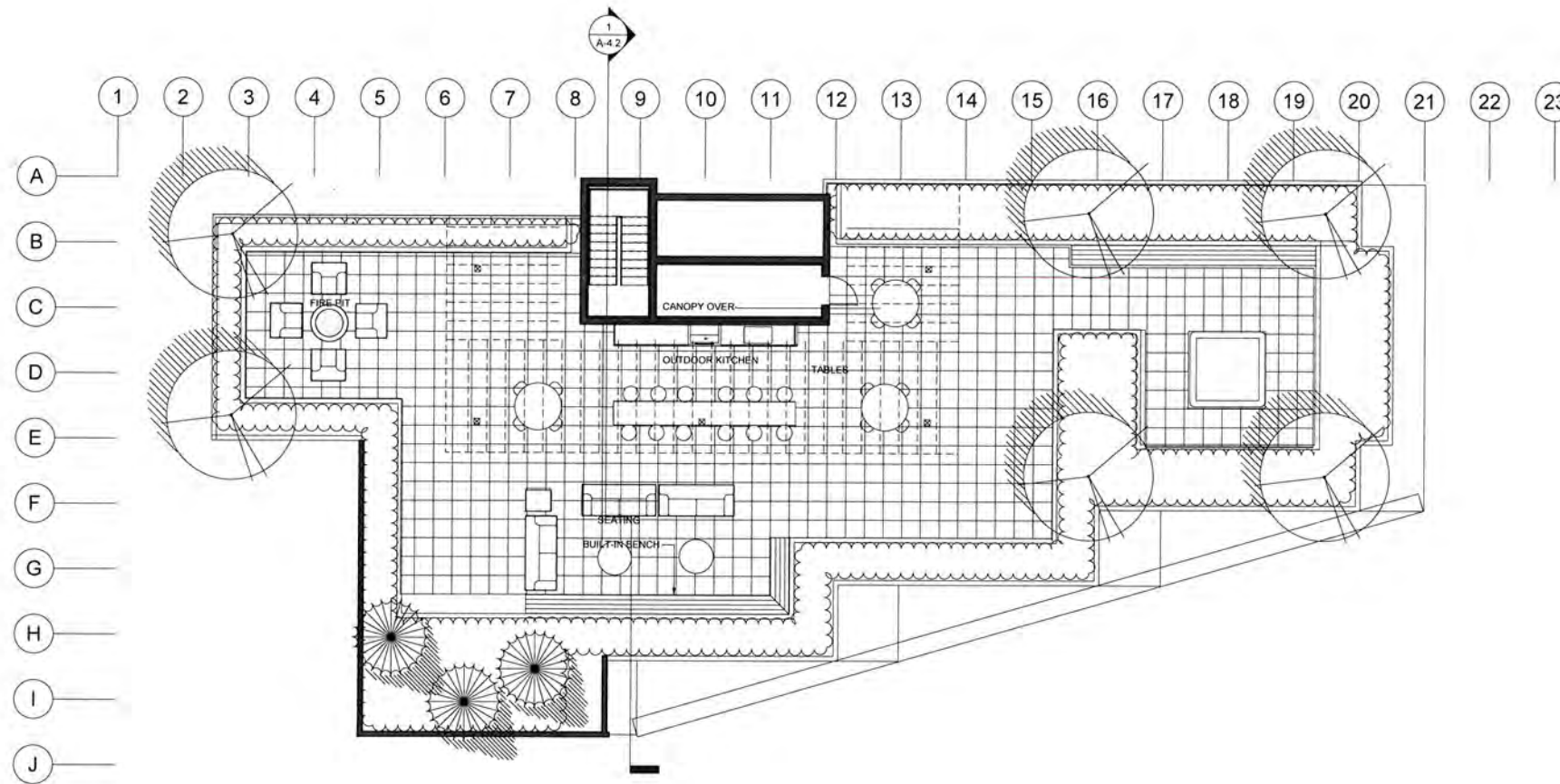
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1:75
DATE:
MARCH, 2018

TITLE:
TYPICAL FLOOR PLAN 5-12
PROJECT:
PACIFIC HOUSE

DRAWING NO.
A-2.6



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① ROOF LEVEL
1 : 100



No.	Description	Date

DRAWN BY: F.Y. A.A.	SCALE: 1 : 100	TITLE: GREEN ROOF PLAN
CHECKED BY: Checker	DATE: MARCH, 2018	PROJECT: PACIFIC HOUSE

DRAWING NO. A-2.7

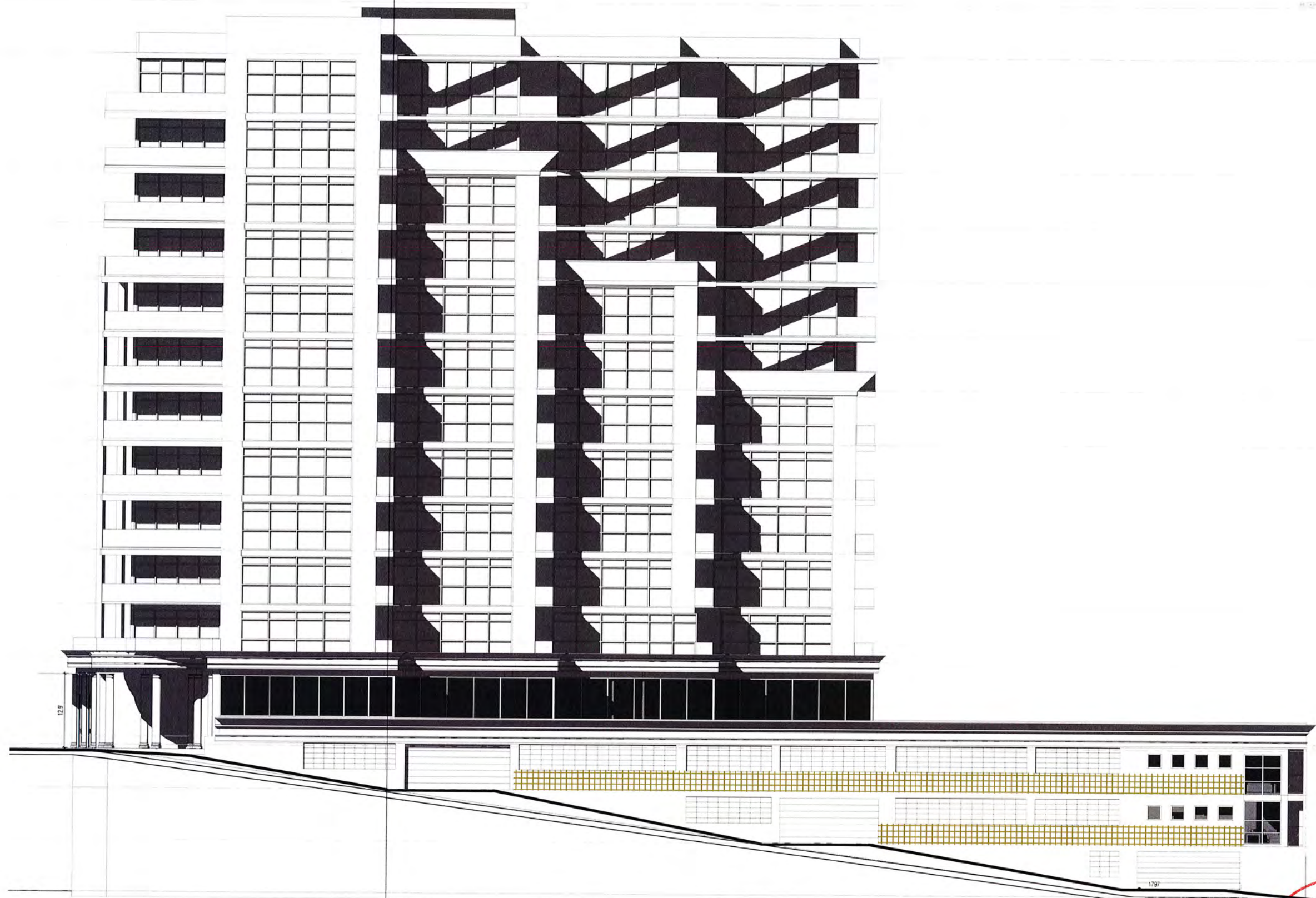


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HIGHEST BUILDING POINT
6488

ROOF
6206

LEVEL 12
5890

LEVEL 11
5590

LEVEL 10
5300

LEVEL 9
5010

LEVEL 8
4720

LEVEL 7
4430

LEVEL 6
4140

LEVEL 5
3850

LEVEL 4
3560

LEVEL 3
3270

LEVEL 2
2980

LEVEL 1
2690

COMPLETION LEVEL
2400

21
2100

18
2100

15
2100

12
2100

9
2100

6
2100

3
2100

0
2100

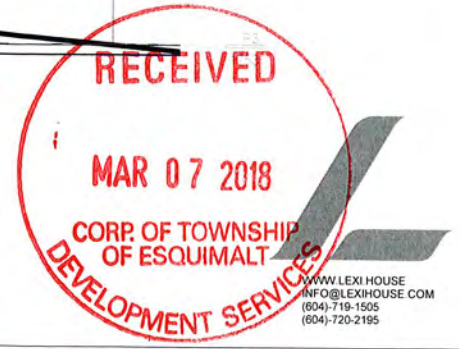
1797

① West Elevation
1:100

No.	Description	Date

DRAWN BY: F.Y. A.A.	SCALE: 1:100	TITLE: WEST ELEVATION
CHECKED BY: Checker	DATE: MARCH. 2018	PROJECT: PACIFIC HOUSE

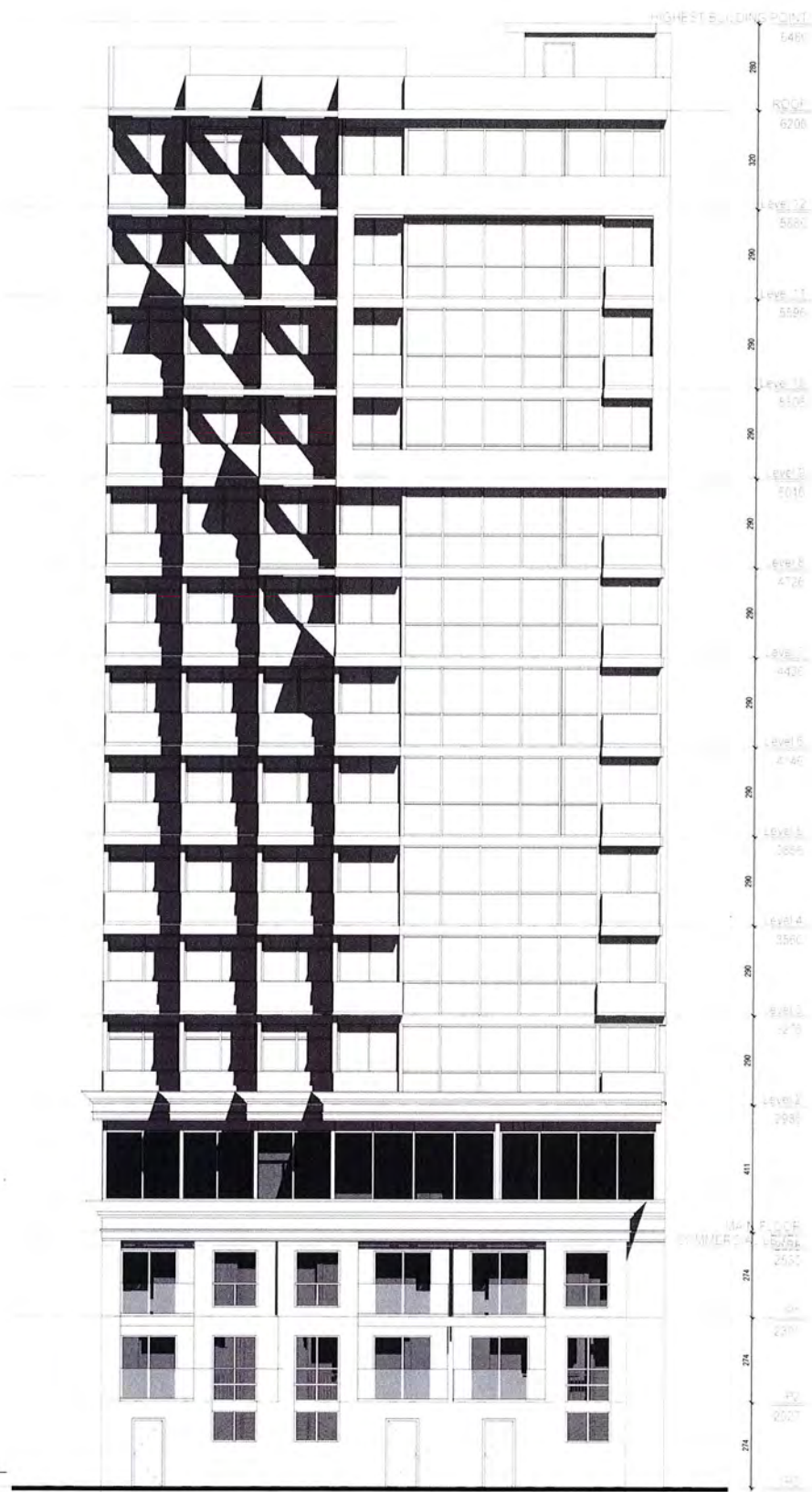
DRAWING NO.
A-3.1



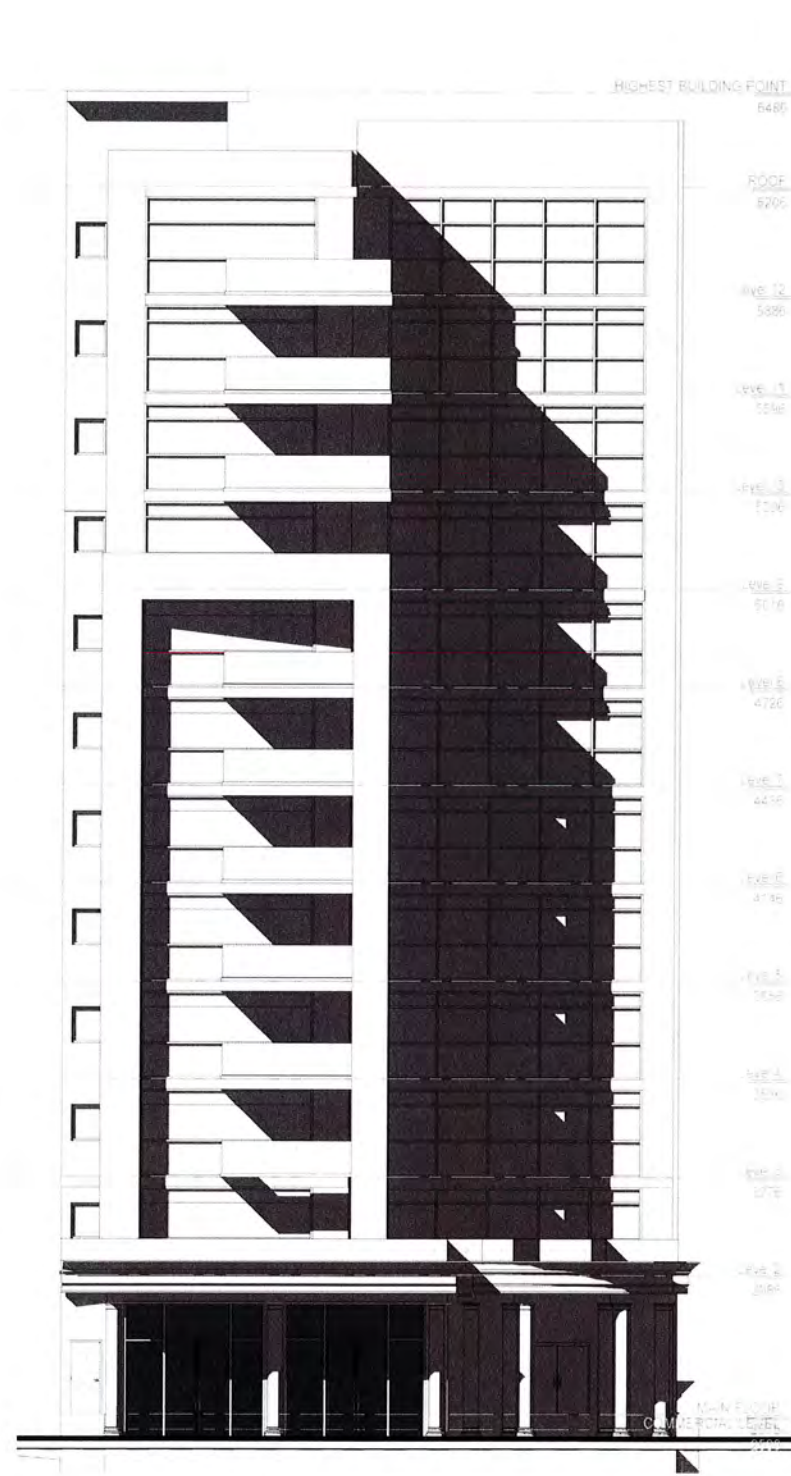
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(604)-720-2195

① South Elevation
1 : 100



② North Elevation
1 : 100



No.	Description	Date

DRAWN BY:
F.Y. A.A.
CHECKED BY:
Checker

SCALE:
1 : 100
DATE:
MARCH. 2018

TITLE:
NORTH & SOUTH ELEVATIONS
PROJECT:
PACIFIC HOUSE

DRAWING NO.
A-3.2



100 2240 CHIPPENDALE
ROAD WEST VANCOUVER, B.C.
V7S 3J5 T 778 340 4142
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HIGHEST BUILDING FOOTING
6450
FLOOR
5300
ROOF
5250
LEVEL 5
5150
LEVEL 4
5050
LEVEL 3
4950
LEVEL 2
4850
LEVEL 1
4750
LEVEL 0
4650
LEVEL -1
4550
LEVEL -2
4450
LEVEL -3
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LEVEL -4
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4150
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-600
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-700
LEVEL -55
-800
LEVEL -56
-900
LEVEL -57
-1000

ARTWORK TO BE SUBMITTED BY
PACIFIC HOUSE DESIGN COMMITTEE..

① East Elevation
1 : 100

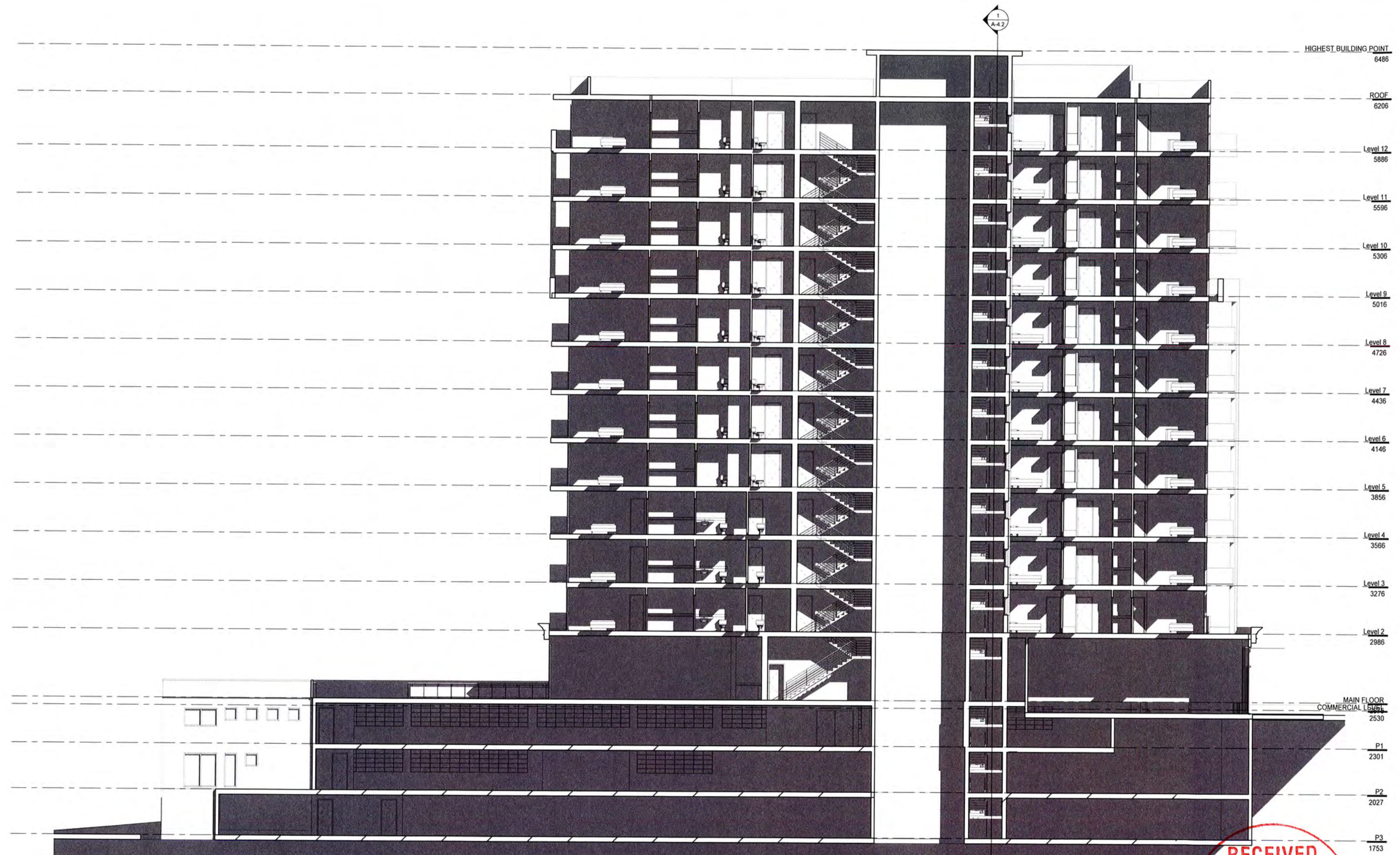
No.	Description	Date

DRAWN BY: F.Y. A.A.	SCALE: 1 : 100	TITLE: EAST ELEVATION
CHECKED BY: Checker	DATE: MARCH. 2018	PROJECT: PACIFIC HOUSE

DRAWING NO.
A-3.3



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No.	Description	Date

DRAWN BY: F.Y. A.A.
 CHECKED BY: Checker
 SCALE: Section 2 1:100
 DATE: MARCH. 2018

TITLE: BUILDING SECTION
 PROJECT: PACIFIC HOUSE

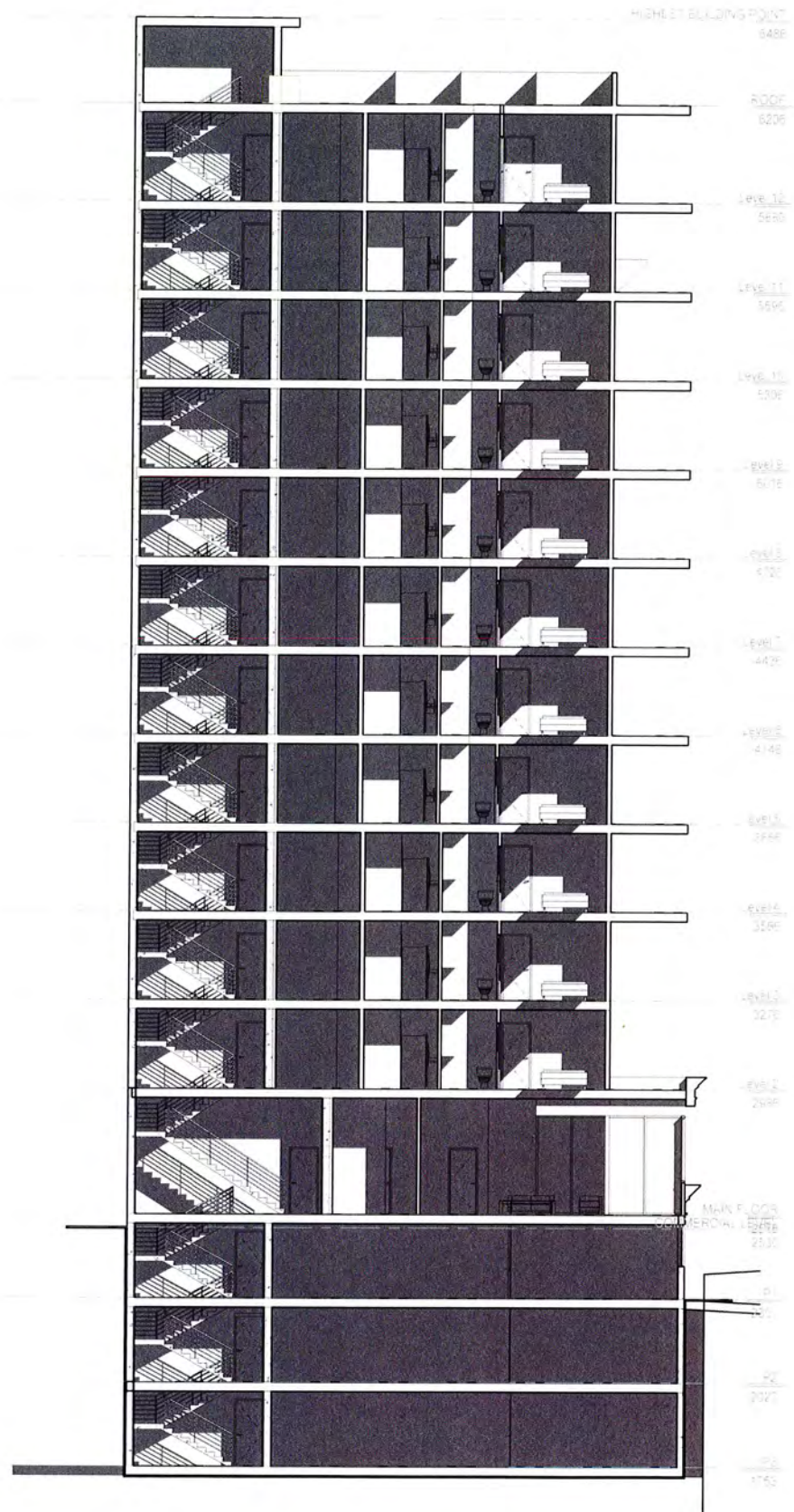
DRAWING NO. A-4.1

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HIGHEST BUILDING POINT
8480

- ROOF 8200
- LEVEL 12 8100
- LEVEL 11 8000
- LEVEL 10 7900
- LEVEL 9 7800
- LEVEL 8 7700
- LEVEL 7 7600
- LEVEL 6 7500
- LEVEL 5 7400
- LEVEL 4 7300
- LEVEL 3 7200
- LEVEL 2 7100
- LEVEL 1 7000
- MECH. FLOOR 6900
- GROUND LEVEL 6800
- LEVEL 0 6700
- LEVEL -1 6600
- LEVEL -2 6500
- LEVEL -3 6400



- ROOF 8200
- LEVEL 12 8100
- LEVEL 11 8000
- LEVEL 10 7900
- LEVEL 9 7800
- LEVEL 8 7700
- LEVEL 7 7600
- LEVEL 6 7500
- LEVEL 5 7400
- LEVEL 4 7300
- LEVEL 3 7200
- LEVEL 2 7100
- LEVEL 1 7000
- MECH. FLOOR 6900
- GROUND LEVEL 6800
- LEVEL 0 6700
- LEVEL -1 6600
- LEVEL -2 6500
- LEVEL -3 6400

① Section 1
1 : 100

② Section 3
1 : 100

No.	Description	Date

DRAWN BY: F.Y. A.A.	SCALE: 1 : 100	TITLE: BUILDING SECTIONS
CHECKED BY: Checker	DATE: MARCH. 2018	PROJECT: PACIFIC HOUSE

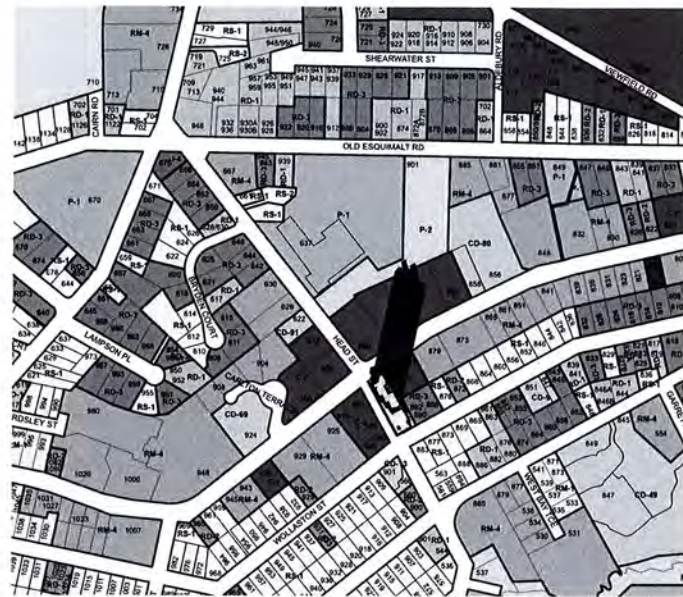
DRAWING NO.
A-4.2



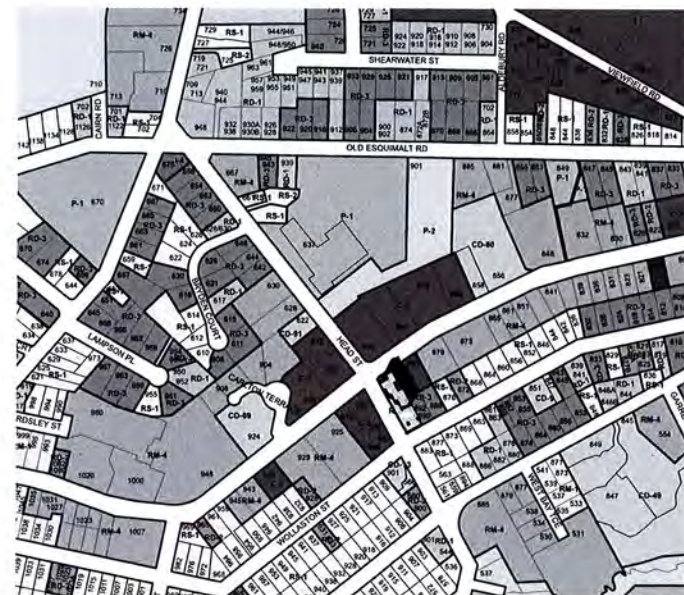
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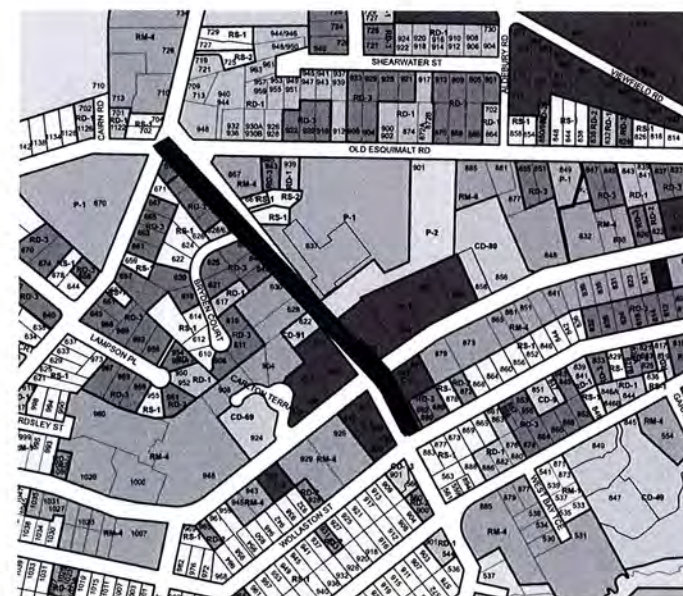
DEC-21-2PM



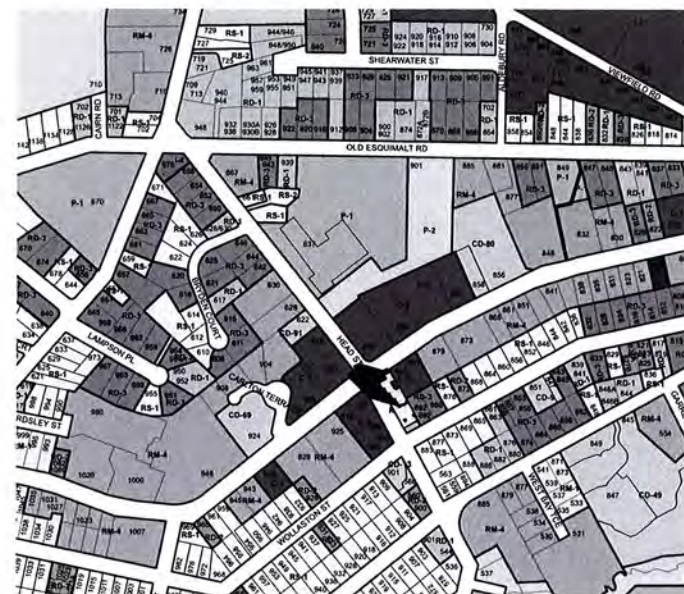
JUN-21-2 PM



MARCH 21-2PM



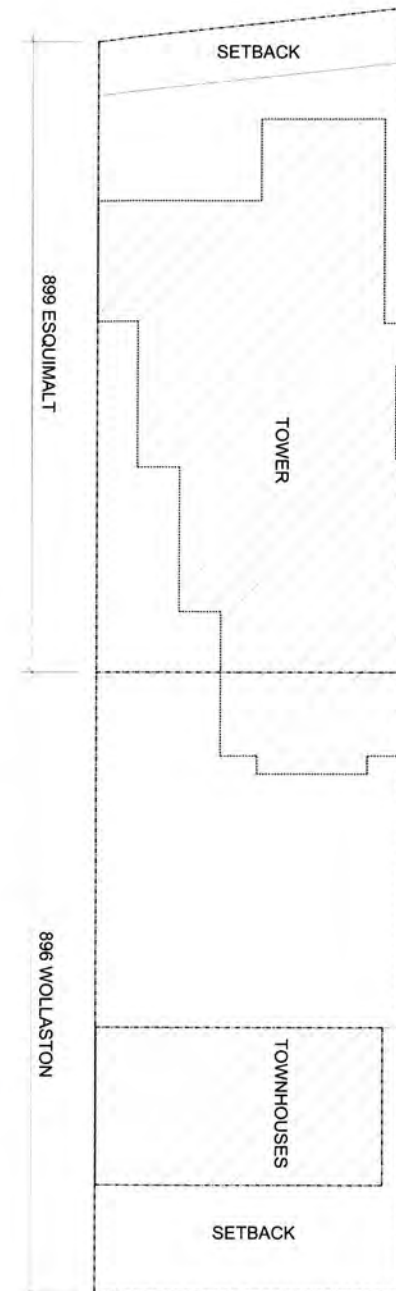
DEC-21-10 AM



JUNE 21- 10AM



MARCH 21-10 AM



TOWER AND TOWNHOUSE LOCATION



No.	Description	Date

DRAWN BY:

F.Y. A.A.

CHECKED BY:

Checker

SCALE:

DATE:

MARCH. 2018

TITLE:

SHADOW AND BLDG. LOCATION

PROJECT:

PACIFIC HOUSE

DRAWING NO.

A-6.1

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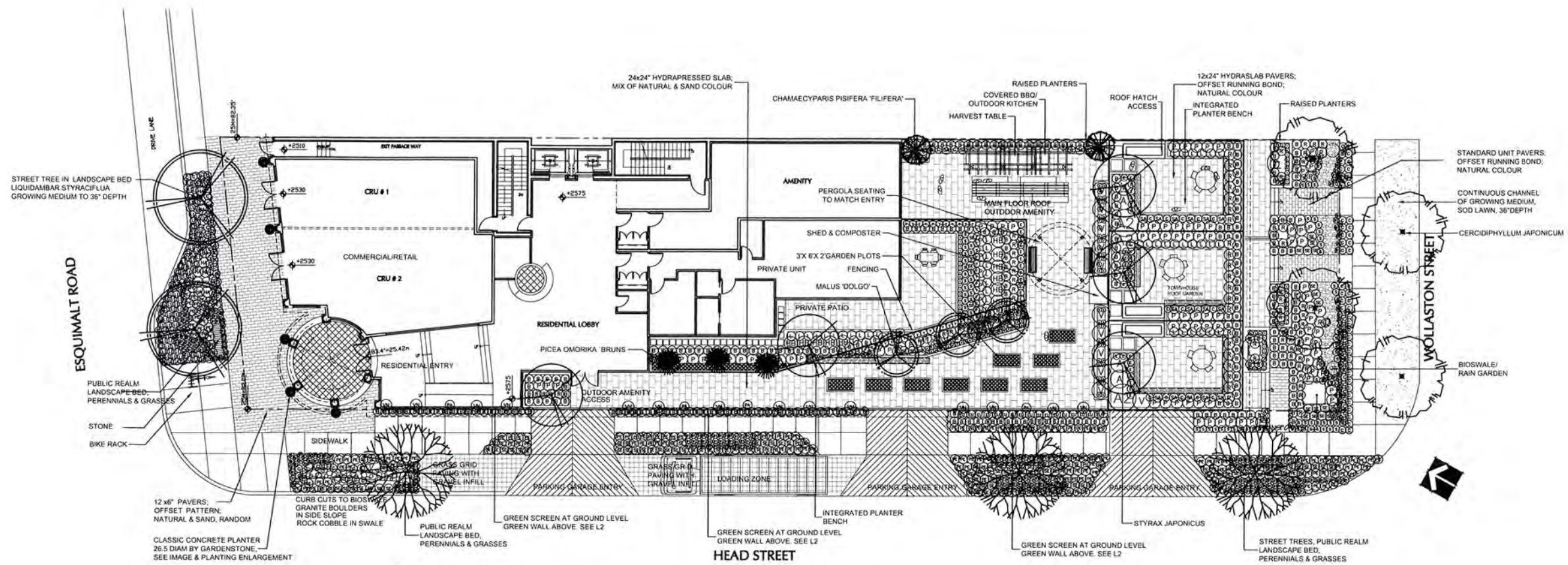
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SEAL:



PLANT SCHEDULE- ALL BUT ROOF DECK				PMG PROJECT NUMBER: 17-107
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE	4	CERCIDIPHYLLUM JAPONICUM	KATSURA TREE	70CM CAL. 1.8M STD. B&B
	2	CHAMAECYPARIS PISIFERA 'FILIFERA'	THREADED CYPRESS	80CM B&B
	2	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	60CM CAL. 2M STD. B&B
	3	MALUS 'DOLGO'	FLOWERING CRABAPPLE	50CM CAL. 1.2M STD. B&B
	3	PICEA OMORIKA 'BRUNUS'	COLUMNAR SERBIAN SPRUCE	2.5M HT. B&B
	3	STREET TREE		
	5	STYRAX JAPONICUS	JAPANESE SNOWBELL	50CM CAL. 1.2M SPECIMEN B&B
SHRUB	3	ARBUTUS UNEDO COMPACTA	COMPACT STRAWBERRY BUSH	#3 POT
	4	AZALEA 'SCHUPPENBACH'	ROYAL KOREAN AZALEA APRIL	#3 POT, 40CM
	274	BUXUS SEMPERVIRENS 'GREEN VELVET'	BOXWOOD	#3 POT, 40CM
	11	HYDRANGEA MACROPHYLLA 'PARIS'	CITYLINE HYDRANGEA	#3 POT, 80CM
	76	ROSA 'NOASHINEE'	CARPET ROSE, WHITE	#2 POT, 40CM
	49	TAXUS BACCATA	ENGLISH YEW	1.2M B&B
	18	VACCINIUM CORYMBOSUM	BLUEBERRY	#2 POT, 50CM #3 POT, 60CM
GRASS	158	CAREX OSHIMENSIS EVEREST	SEDGE	#1 POT
	99	PANICUM VIRGATUM SHENANDOAH	SHENANDOAH SWITCH GRASS	#1 POT
	181	PENNISETUM ALOPECUROIDES	FOUNTAIN GRASS	#1 POT
	79	STIPA TENISSIMA	MEXICAN FEATHER GRASS	#1 POT
VINE	16	CLEMATIS ARMANDII	EVERGREEN CLEMATIS	#2 POT, 60CM STAKED
PERENNIAL	375	BERGENIA CORDIFOLIA	WINTER BERGENIA, ROSE PINK	#1 POT
	89	IBERIS SEMPERVIRENS	EVERGREEN CANDYTUFF	90CM POT
	44	LAVANDULA STOECHAS 'OTTO QUAST'	SPANISH LAVENDER, PURPLE	15CM POT, #1 POT
	147	LIRIPE MUSCARI	BLUE LILY-TURF	15 CM POT
	19	SALVIA OFFICINALIS	SAGE	15CM POT
	141	SEDUM T. 'AUTUMN JOY'	AUTUMN JOY STONECROP	15CM POT
	8	THYMUS VULGARIS	ENGLISH THYME	9 CM POT
DC	40	ERICA CARNEA 'SPRINGWOOD WHITE'	WINTER HEATH, WHITE	#1 POT
	32	EUONYMUS JAPONICA 'EMERALD GAJET'	EUONYMUS, SILVER VARIEGATED	11 CM POT
	85	RUBUS EVERBLOOMING VAR	STRAWBERRY	#1 POT
	85	RUBUS EVERBLOOMING VAR	STRAWBERRY	#1 POT

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED CANADIAN LANDSCAPE STANDARDS LATEST EDITION. ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY.

NO.	DATE	REVISION DESCRIPTION	DR.
4	18 MAR 07	FOR ADP SUBMISSION	PC
3	17 DEC 06	ADD ROOF PLAN	DO
2	17 NOV 05	NEW SITE PLAN	DO
1	17 OCT 04	NEW SITE PLAN	PC

CLIENT:
COASTAL PRIORITY PROPERTIES
UNIT 700 - 2240 CHIPPENDALE ROAD
WEST VANCOUVER, BC
V7S 3J5

PROJECT:
RESIDENTIAL / COMMERCIAL DEVELOPMENT

889 ESQUIMALT RD
VICTORIA

DRAWING TITLE:
LANDSCAPE PLAN

DATE: 17 JUN 07 DRAWING NUMBER:
SCALE: 1:150
DRAWN: JM/PC
DESIGN: JM/PC
CHKD: PC

L1

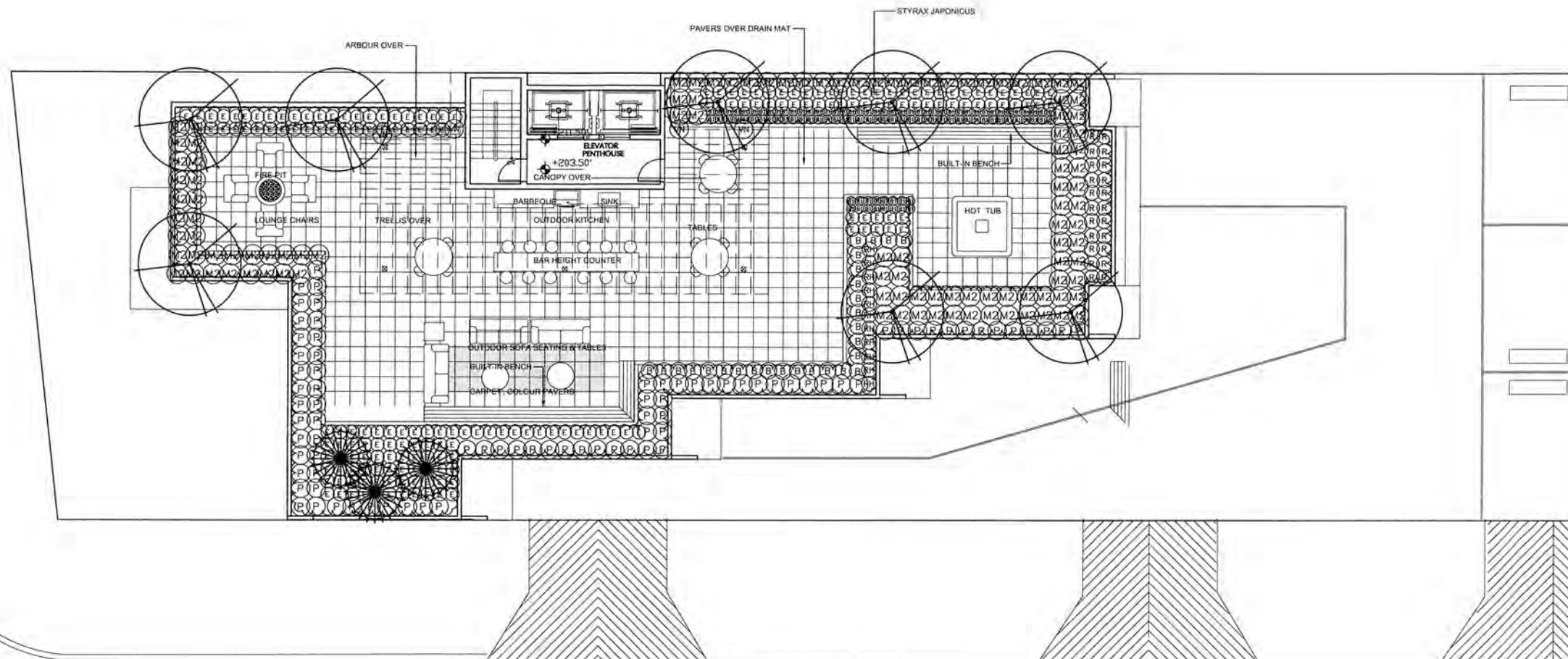
OF 3



FEATURES: COMMUNAL, MULTI-FUNCTIONAL, ECOLOGICAL

SEAL

ESQUIMALT ROAD



HEAD STREET



PLANT SCHEDULE- ROOF				
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE	3	PINUS PARVIFLORA 'GLAUCA'	JAPANESE WHITE PINE	2.5M HT, 3M HT, B&B
	8	STYRAX JAPONICUS	JAPANESE SNOWBELL	5CM CAL, 1.2M SPECIMEN B&B
SHRUB	26	BUXUS SEMPERVIRENS 'GREEN VELVET'	BOXWOOD	#3 POT, 40CM
	12	RHODODENDRON PJM	RHODODENDRON, PURPLE-BLUE	#2 POT, 40CM
	22	ROSA 'NOASHNEE'	CARPET ROSE, WHITE	#2 POT, 40CM
GRASS	110	MISCANTHUS SINENSIS 'YAKU JIMA'	YAKU JIMA JAP SILVER GRASS	#1 POT
	82	PANICUM VIRGATUM SHENANDOAH	SHENANDOAH SWITCH GRASS	#2 POT
VINE	4	CLEMATIS ARMANDII	EVERGREEN CLEMATIS	#2 POT, 60CM STAKED
PERENNIAL	100	BERGENIA CORDIFOLIA	WINTER BERGENIA, ROSE PINK	#1 POT
GC	178	ERICA CARNEA 'SPRINGWOOD WHITE'	WINTER HEATH, WHITE	#1 POT

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED CANADIAN LANDSCAPE STANDARD'S LATEST EDITION. ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY.



NO.	DATE	REVISION DESCRIPTION	DR.
4	18 MAR 07	TORADP SUBMISSION	PC
3	17 DEC 06	ADD ROOF PLAN	DO
2	17 NOV 05	NEW SITE PLAN	DO
1	17 OCT 05	NEW SITE PLAN	PC

CLIENT
COASTAL PRIORITY PROPERTIES
UNIT 700 - 2240 CHIPPENDALE ROAD
WEST VANCOUVER, BC
V7S 3J5

PROJECT
RESIDENTIAL / COMMERCIAL DEVELOPMENT

889 ESQUIMALT RD
VICTORIA

DRAWING TITLE
ROOF LANDSCAPE PLAN

DATE: 17 JUN 07 DRAWING NUMBER:
SCALE: 1:100
DRAWN: JM/PC
DESIGN: JM/PC
CHKD: PC

L2

OF 3

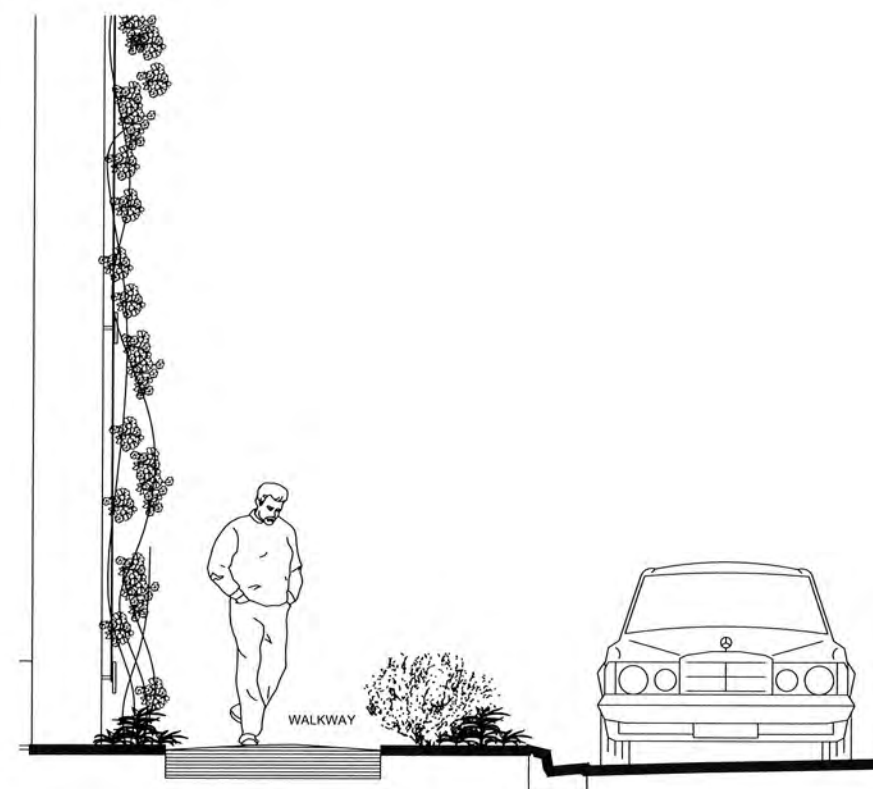
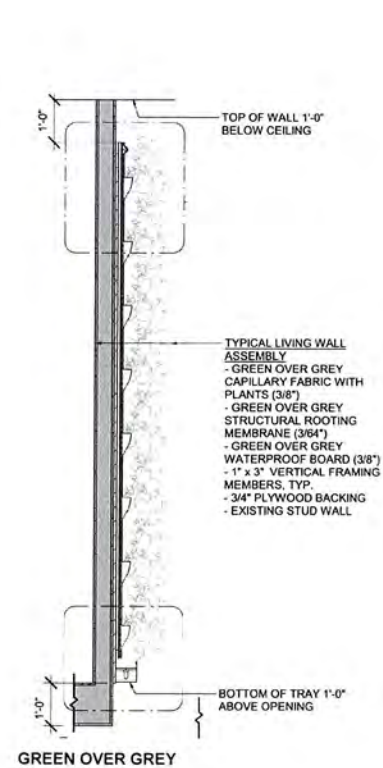
SEAL:



GREENSCREEN



GREEN OVER GREY - GREEN WALL



4	18 MAR 07	FOR ADP SUBMISSION	PC
3	17 DEC 08	ADD ROOF PLAN	DO
2	17 NOV 30	NEW SITE PLAN	DO
1	17 OCT 18	NEW SITE PLAN	PC

CLIENT:
COASTAL PRIORITY PROPERTIES
UNIT 700 - 2240 CHIPPENDALE ROAD
WEST VANCOUVER, BC
V7S 3J5

PROJECT:
RESIDENTIAL / COMMERCIAL DEVELOPMENT
889 ESQUIMALT RD
VICTORIA

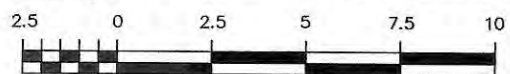
DRAWING TITLE:
LANDSCAPE DETAILS

DATE: 17.NOV.30 DRAWING NUMBER:
SCALE: N/A
DRAWN: JM/PC
DESIGN: JM/PC
CHKD: PC

L3
OF 3



**Site Plan Of:
Lot A, Section 11,
Esquimalt District, Plan EPP69557.**



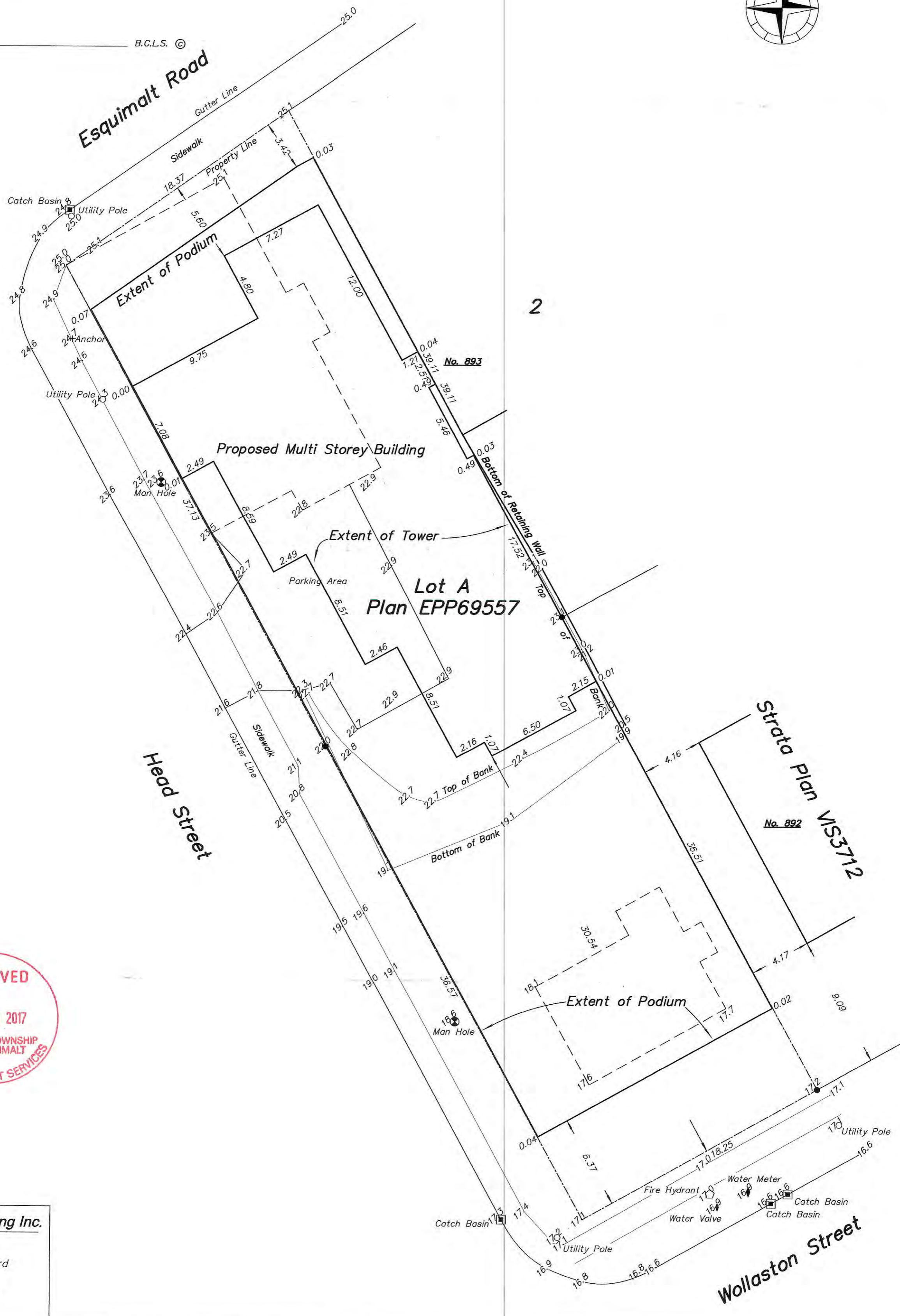
Scale = 1:200

Dated this 29th day of November, 2017.

Elevations are based upon geodetic datum and referenced to OCM 87H3783.

Elevations & distances shown are in metres.

B.C.L.S. ©



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www.weysurveys.com
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