



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

ADVISORY PLANNING COMMISSION AGENDA TUESDAY NOVEMBER 28, 2017 7:00 P.M. ESQUIMALT COUNCIL CHAMBERS

MEMBERS: David Schinbein Ken Armour
Duncan Cavens Christina Hamer
Berdine Jonker Graeme Dempster
Amy Higginbotham

COUNCIL LIAISON: Councillor Beth Burton-Krahn
Councillor Olga Liberchuk

STAFF LIAISON: Trevor Parkes, Senior Planner

SECRETARY: Pearl Barnard

- I. CALL TO ORDER
- II. LATE ITEMS
- III. ADOPTION OF AGENDA
- IV. ADOPTION OF MINUTES – October 17, 2017
- V. STAFF REPORTS

REZONING APPLICATION

669 Constance Avenue

[PID 004-574-451 Lot 1, Suburban Lots 43 and 44, Esquimalt District, Plan 13563]

658 Admirals Road

[PID 023-768-410 Lot A of Suburban Lots 43 and 44, Esquimalt District, Plan VIP65333]

662 Admirals Road

[PID 017-827-540 Lot 1, Suburban Lot 43, Esquimalt District, Plan VIP54521]

Purpose of the Application:

The applicant is requesting a change in zoning from the current mix of Medium Density Multiple Family Residential [RM-4] and Low Density Townhouse Multiple Family Residential [RM-1] zones to a Comprehensive Development District zone [CD]. This change is required to accommodate the proposed 12 storey, 83 unit, multiple family, prefabricated, residential building including, as a principal feature, a generous glass enclosed, two storey lobby, multiple purpose room and community amenity space located at grade off Admirals Road and situated above bicycle storage and storage locker areas and 4 levels of underground parking totaling 83 spaces. The residential units rise in a staggered form from 5/6 storeys abutting Constance Avenue to 10 (11) storeys adjacent to Admirals Road. The building stretches between Admirals Road and Constance Avenue forming the shape of the letter U surrounding a central courtyard. This design approach loads the building mass toward the edges of the property, claiming a minimum setback of 3.6m at the closest point to Admirals Road, 1.5m to the northern side lot line, 0.85m at the closest point to Constance Ave and 3.1m to the southern side lot line thereby retaining the south exposed central courtyard for use of residents.

This site is located within Development Permit Area No. 1 – Multi-Unit Residential. Should the rezoning application be approved, the applicant would need to obtain a Development Permit respecting the character of the development, including landscaping, and the siting, form, exterior design and finish of the proposed multiple family residential building which would be considered by both the DRC and Council in the future.

Evaluation of this application should focus on issues relevant to zoning such as the appropriateness of the proposed uses, height, density, massing, proposed unit sizes, siting, setbacks, lot coverage, useable open space, how the building relates to adjacent and surrounding sites and whether the proposal is generally appropriate and is consistent with the overall direction contained within the Official Community Plan.

RECOMMENDATION:

The Esquimalt Advisory Planning Commission [APC] recommends to Council that the application for rezoning to facilitate consolidation of three properties located between the northernmost end of Constance Avenue and Admirals Road, and authorizing a 36 metre [12 storey], 83 unit, multiple family residential building sited in accordance with the BCLS Site Plan provided by McElhanney Consulting Services Ltd., stamped “Received October 26, 2017”, and incorporating height and massing consistent with the architectural plans provided by Lang Wilson Practice in Architecture Culture, stamped “Received November 14, 2017”, be forwarded to Council with a recommendation to either **approve, approve with conditions, or deny the application including reasons for the chosen recommendation.**

VI. COUNCIL LIAISON

VII. INPUT FROM APC TO STAFF

VIII. NEXT REGULAR MEETING

Tuesday, December 19, 2017

IX. ADJOURNMENT



CORPORATION OF THE TOWNSHIP OF ESQUIMALT
ADVISORY PLANNING COMMISSION MEETING MINUTES
HELD ON
TUESDAY, OCTOBER 17, 2017
ESQUIMALT COUNCIL CHAMBERS

MEMBERS PRESENT: David Schinbein (CHAIR) Christina Hamer
Amy Higginbotham Berdine Jonker
Ken Armour Duncan Cavens
Graeme Dempster

STAFF LIAISON: Trevor Parkes, Senior Planner

STAFF: Alex Tang, Planning Technician

COUNCIL LIAISON: Councillor Olga Liberchuk

SECRETARY: Pearl Barnard

I. CALL TO ORDER

The meeting was called to order at 7:01 p.m.

II. LATE ITEMS

No late items

III. APPROVAL OF THE AGENDA

Moved by Graeme Dempster, seconded by Christina Hamer, that the agenda be adopted as circulated. **The Motion CARRIED UNANIMOUSLY**

IV. MINUTES

Moved by Christina Hamer, seconded by Berdine Jonker, that the minutes of the Advisory Planning Commission held September 19, 2017 be adopted as circulated. **The Motion CARRIED UNANIMOUSLY**

V. STAFF REPORTS

1) DEVELOPMENT VARIANCE PERMIT

1003 Wollaston Street

[PID 009-211-829, Lot 2, Block B, Section 11, Esquimalt District, Plan 292]

Purpose of the Application:

Alex Tang outlined that the applicant is proposing to construct a new Single Family Dwelling on a lot that is vacant except for a small garage, which will be demolished. Mr. Tang explained that the proposed dwelling would cover 36.2% of the Area of the Parcel; which is 6.2% more than the allowed 30% Lot Coverage.

Tara Cumming and Dan Cumming, Cumming Design and Liz Sansoucy-Jones, Owner were in attendance.

Tara Cumming gave a PowerPoint presentation and a brief overview of the site plan and building design for the project. Ms. Cumming explained that the variance is required due to the addition of the covered walkway and rear deck and stairs, which are important components that will contribute to the long term livability of this home.

The proposed dwelling will have a secondary suite. All the neighbours have been consulted, except for the apartment building to the north (their parking lot faces this property) and the homeowners on all sides of the property are supportive of the project.

Commission Members comments and questions included:

- Members liked the design of the house. Completely understand the desire for a covered walkway and the back deck for accessibility.
- A member asked how often variance applications come in where the amount of the dwelling is marginally higher than the 30% lot coverage. Mr. Parkes advised that lot coverage variances are not common; however some are received. He clarified that variance requests such as this for a brand new building is very uncommon.
- Does it make a difference if the deck is on the ground or above the ground in terms of lot coverage?- Mr. Tang advised that the Bylaw states that if a deck is 0.4 metres or less above the ground level then it is considered landscaping, anything above 0.4 metres is considered as part of the lot coverage.
- During the Public Notification process does the public have an opportunity to submit their comments? Mr. Tang confirmed that there is an opportunity for the public to submit their comments. Member then asked if Council considers those comments when they are making their final decision. Mr. Tang advised that any comments received are forwarded to Council.
- Is on-site parking required for secondary suites? Mr. Tang advised that currently secondary suites do not require onsite parking.
- A member commented that there could be some confusion about where the front entrance is. The door off the patio that goes into the master bedroom could be mistaken for the front door. Ms. Cummings advised that the patio area would be a courtyard type of space and the covered walkway entrance would guide people to the front door. The desire is to enter into the living area rather than entering at the front of the house and walking down a long hallway. The covered walkway is basically an outdoor hallway.
- Members indicated they thought the variance requested was reasonable.
- Concern was stated that if these types of variances are approved then it could be precedent setting in the future.
- Members commended the applicant for consulting the neighbours and getting their approval.

RECOMMENDATION:

Moved by Graeme Dempster, seconded by Ken Armour: That the Esquimalt Advisory Planning Commission [APC] recommends to Council that the application for a Development Variance Permit allowing construction of a new Single Family Dwelling as illustrated in the architectural drawings prepared by Pacific Homes, stamped "Received September 22, 2017", sited as detailed on the survey plan prepared by JE Anderson & Associates, stamped "Received September 22, 2017", and including the following variance for the property located at PID 009-211-829, Lot 2, Block B, Section 11, Esquimalt District, Plan 292 [1003 Wollaston Street] be forwarded to Council with a recommendation for approval as the variance requested seems reasonable.

Zoning Bylaw, 1992, No. 2050, Section 34 (8)(a) – Lot Coverage: A 6.2% increase to the requirement that all Principal Buildings, Accessory Buildings and Structures combined, shall not cover more than 30% of the Area of a Parcel [ie. from 30% to 36.2%]. **The Motion Carried Unanimously**

2) OFFICIAL COMMUNITY PLAN AMENDMENT and REZONING APPLICATION
1052 Tillicum Road
[Lot C, Section 10, Esquimalt District, Plan 11683]

Purpose of the Application:

Trevor Parkes, Senior Planner outlined that the applicant is requesting a change in Official Community Plan Land Use Designation and Zoning from the current OCP designation Single and Two Unit Residential to Townhouse Residential and a change in zoning from the current RD-1 [Two Family Residential] zone to a Comprehensive Development zone [CD]. Mr. Parkes explained that these changes are required to accommodate the proposed five strata townhouse residences to be constructed in two buildings on the subject property.

Sak Johl, Owner, David Yamamoto, Zebra Design and Megan Walker, LADR Landscape Architects were in attendance.

David Yamamoto gave a PowerPoint presentation detailing the site plan and an overview of the setbacks, building heights, streetscape, parking and landscaping features for the project. Mr. Yamamoto explained that their primary inspiration for this proposal derived from the ten unit townhouse project immediately to the north (1060 Tillicum Road) which was rezoned in 2014 from RD3 [two family] to a CD zone. He believes the proposed design integrates well with the adjacent townhouse project and has similar height, massing and enhanced landscaping features. The proposal will provide affordable housing for a range of tenure to young families, couples and single parents in a location that provides amenities for all. Mr. Yamamoto outlined that the Floor Area Ratio presented is 0.74 however, the Township is currently considering excluding stairs which would bring the Floor Area Ratio down to 0.70. Mr. Parkes clarified that, while draft amendments are being considered they would need to be approved by Council, therefore the current zoning bylaw regulations apply to this application. Accordingly, the Floor Area Ratio as presented would require a Density Bonus or Amenities Bylaw. Mr. Yamamoto advised that they would consider bringing the Floor Area Ratio down to 0.70.

Commission Members questions and comments included:

- This development will revitalize the street and add to the desirability of the neighbourhood. What is being proposed has more curb appeal than what is currently there.
- Like the design, the applicant has done a great job with a tough site. Three bedroom townhouse units are needed for family housing.
- Townhouse developments are an under utilized approach to densification.
- A concern was expressed with the proposed increase to the building height and the reduction to the rear setbacks. Looking at the townhouses to the north, member felt that this proposal was pushing the limits a little further in terms of density and massing.
- Concerns were raised with the parking limitations; there is no street parking available on Tillicum Road.
- What is the difference between Floor Area Ratio and Lot Coverage? Mr. Parkes advised that Lot Coverage is calculated from a plan view or overhead view and the principal and accessory building footprints, including protrusions, contribute to the calculation of lot coverage. Floor Area Ratio, a measure of density, in this case, is defined as the interior livable space all floors with the exception of the garage space. A member then asked if the Floor Area Ratio was reduced to 0.70 or less would the lot coverage also be reduced? Mr. Parkes advised that potentially it would, depending on the applicant's approach. Mr. Yamamoto clarified that if they

reduced the Floor Area Ratio to 0.70, it would also reduce the Lot Coverage. A member commented that the applicant should consider reducing the Floor Area Ratio to .70 or less.

- A Member asked for clarification on the definition of amenities. Mr. Parkes advised that the Official Community Plan, Section 2.2.4.1 outlines what the amenities might be and gave some examples.
- Member asked about bicycle storage and bike lockups for the project. Mr. Yamamoto advised that bicycle storage could be accommodated in the garages and the bike lockup for use of visitors would be located at the entrance to each unit.
- Concerns that this development will not be affordable housing. What is your definition of affordable? Mr. Yamamoto advised that it would not be affordable for everyone. It is affordable to a range of tenure. Another member commented that home ownership for one unit in a townhouse development will be less expensive than owning a single family dwelling. Mr. Yamamoto added that he thinks they are making the most efficient use of this land. He stated that density equals affordability; if you put 100 units on this lot it is going to be affordable, but not very livable.
- Concerns with the sightlines for vehicles coming down the driveway. Mr. Yamamoto advised that they are very cognizant of that and will ensure that the landscaping is attuned to the sightlines.
- A member raised concern with the relationship between the private realm and the street, noting it is really hard to contend with a large uninterrupted retaining wall adjacent to the sidewalk.
- A member commented that the reason density is desirable is to allow for walking, transit and biking, however, this development is at the top of a 14% grade ramp which residents and visitors will have to climb up within the driveway area.

RECOMMENDATION:

Moved by Ken Armour, seconded by Graeme Dempster: That the Esquimalt Advisory Planning Commission [APC] recommends that the application for OCP amendment and rezoning to authorize development of 1052 Tillicum Road as five Townhouse Residential units contained in two detached buildings, incorporating siting, height and massing consistent with the architectural plans provided by Zebra Design stamped "Received September 18, 2017" be forwarded to Council with a recommendation for **approval with the following condition** that the FLOOR AREA RATIO be reduce to .70 or less. The reason: Townhouse residential is a desirable building form to add densification to the Community. **The Motion CARRIED UNANIMOUSLY.**

VI. PLANNER'S STATUS REPORT

- 615 Fernhill Road - Staff are developing the Amendment Bylaw for presentation to Council
- 464 Head Street (The Wet Bay Triangle Project) - is approved and through the Development Permit process.
- 460 Head Street (West Bay Quay) – Staff are working on the Section 219 covenant, once it is registered the Rezoning Application will be going back to Council for adoption. The Design Review Committee has reviewed the Development Permit and complemented it unanimously. Once the Rezoning Application is adopted and the Development Permit approved the project is in a position to move forward.

VII. COUNCIL LIAISON

- Councillor Liberchuk advised the Commission Members that variances are not precedent setting. Council considers Variance Applications on a case by case basis.
- Councillor Liberchuk also thanked the Commission Member for expressing their concern about affordable housing with this development. If an applicant is saying that the development is affordable then you need to know what definition of affordability they are using. Affordability can mean different things to different people. Density does not equal affordability, you can have 100 condos that are very expensive. The Official Community Plan does have a definition of affordability which relates to income. A member then commented that is challenging for a Commission member to determine affordability by income when the prices of the units are not known.

VIII. INPUT FROM APC TO STAFF

- A member commented that Esquimalt has adopted a 38% greenhouse gas reduction target by 2020 and thought it would be useful when providing the green building features in the Staff Report to include how every project is actually moving towards or away from this target. Mr. Parkes advised that is something that Staff could look at.
- Is Esquimalt considering any sites for the Modular Housing Units that are being considered by the CRD? Councillor Liberchuk advised that there has been no discussion at Council.
- Has any thought been given to staff providing the recommendation in their Staff Report? Mr. Parkes advised that the intent of the Staff Report is to present the facts and provide the information as it exists. The Commission Members can then come to their own decisions as it relates to their recommendation. Council Liberchuck then added that Council hears from Staff, the Commission Members and the Applicants/Developers independently.

IX. NEXT REGULAR MEETING

Tuesday, November 21, 2017

X. ADJOURNMENT

On motion the meeting adjourned at 8:50 P.M.

CERTIFIED CORRECT

CHAIR, ADVISORY PLANNING COMMISSION
THIS 21th DAY OF NOVEMBER 2017

ANJA NURVO, CORPORATE OFFICER



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

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

APC Meeting: November 28, 2017

STAFF REPORT

DATE: November 22, 2017

TO: Chair and Members of the Advisory Planning Commission

FROM: Trevor Parkes, Senior Planner

SUBJECT: REZONING APPLICATION
669 Constance Avenue
[PID 004-574-451 Lot 1, Suburban Lots 43 and 44, Esquimalt District, Plan 13563]
658 Admirals Road
[PID 023-768-410 Lot A of Suburban Lots 43 and 44, Esquimalt District, Plan VIP65333]
662 Admirals Road
[PID 017-827-540 Lot 1, Suburban Lot 43, Esquimalt District, Plan VIP54521]

RECOMMENDATION:

The Esquimalt Advisory Planning Commission [APC] recommends to Council that the application for rezoning to facilitate consolidation of three properties located between the northernmost end of Constance Avenue and Admirals Road, and authorizing a 36 metre [12 storey], 83 unit, multiple family residential building sited in accordance with the BCLS Site Plan provided by McElhanney Consulting Services Ltd., stamped "Received October 26, 2017", and incorporating height and massing consistent with the architectural plans provided by Lang Wilson Practice in Architecture Culture, stamped "Received November 14, 2017", 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 zoning from the current mix of Medium Density Multiple Family Residential [RM-4] and Low Density Townhouse Multiple Family Residential [RM-1] zones to a Comprehensive Development District zone [CD]. This change is required to accommodate the proposed 12 storey, 83 unit, multiple family, prefabricated, residential building including, as a principal feature, a generous glass enclosed, two storey lobby, multiple purpose room and community amenity space located at grade off Admirals Road and situated above bicycle storage and storage locker areas and 4 levels of underground parking totaling 83 spaces. The residential units rise in a staggered form from 5/6 storeys abutting Constance Avenue to 10 (11) storeys adjacent to Admirals Road. The building stretches between Admirals Road and Constance Avenue forming the shape of the letter U surrounding a central courtyard. This design approach loads the building mass toward the edges of the property, claiming a minimum setback of 3.6m at the closest point to Admirals Road, 1.5m to the northern side lot

line, 0.85m at the closest point to Constance Ave and 3.1m to the southern side lot line thereby retaining the south exposed central courtyard for use of residents.

This site is located within Development Permit Area No. 1 – Multi-Unit Residential. Should the rezoning application be approved, the applicant would need to obtain a Development Permit respecting the character of the development, including landscaping, and the siting, form, exterior design and finish of the proposed multiple family residential building which would be considered by both the DRC and Council in the future.

Evaluation of this application should focus on issues relevant to zoning such as the appropriateness of the proposed uses, height, density, massing, proposed unit sizes, siting, setbacks, lot coverage, useable open space, how the building relates to adjacent and surrounding sites and whether the proposal is generally appropriate and is consistent with the overall direction contained within the Official Community Plan.

Context

Applicant: Standing Stone Developments [Casey O'Byrne and Troy Grant]

Owner: 0776378 BC Ltd, Inc. BC0776378 [Standing Stone Developments]

Property Size: Metric: 1933 m² Imperial: 20800 ft²

Existing Land Uses: 6 Unit, Multiple Family Apartment/ Duplex/ Vacant Land

Surrounding Land Uses:

North: Department of National Defense Lands

South: Multiple Family Residential

West: Department of National Defense Lands

East: Single Family Residential/ Two Family Residential Dwellings

Existing OCP Designation: Multi-Unit, High-Rise Residential

Existing Zoning: Medium Density Multiple Family Residential [RM-4] and Low Density Townhouse Multiple Family Residential [RM-1]

Proposed Zoning: CD [Comprehensive Development District]

Comments From Other Departments

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

Building Inspection: Building to be constructed to requirements of BC Building Code and is subject to municipal bylaw compliance. A safety plan for construction of the building will be required should this rezoning application be approved.

Engineering Services: Engineering staff have completed a preliminary evaluation of Works and Services that would be required for the 83 unit multiple family residential building proposed to be located at 669 Constance Avenue. Staff confirms that the design appears achievable on the site and that appropriate works and services are available in the immediate area. If approved the development must be serviced in accordance with bylaw requirements including, but not limited to, new sewer and drain connections, underground hydro, telephone and cable services and new road works may be required up to the centre line of both Constance Avenue

and Admirals Road. Staff recommend a traffic study be provided to evaluate the function and potential issues associated with the proposed drop off area on the Admirals Road frontage. Staff also advise the applicant to complete a sewer capacity study to determine if the existing network has the capacity to accept the increased sewer flow generated by the proposed development. Should the application be approved, additional comments will be provided when detailed civil engineering drawings are submitted as part of a Building Permit application.

Parks Services: Should the application for rezoning be approved, a Tree Survey of the trees proposed for retention on the site will be required as part of the consideration of the Development Permit. If all trees on the site are to be removed to accommodate development, Tree Removal Permits shall be required for their removal and either appropriate funds or installation of not less than five appropriately sized replacement trees shall be required.

Fire Services: Esquimalt Fire/ Rescue staff have completed a preliminary review of the proposal and note that a comprehensive Building Code and Fire Code Review report should be provided by the applicant regarding this development. Staff are of the opinion that unimpeded aerial access to the east, west, and north faces of the building is necessary to ensure adequate access to the building in the event of an emergency. Accordingly, Fire/ Rescue staff recommend to Council that approval of this development be subject to the developer agreeing to redirect overhead hydro lines abutting the site, as well as those immediately to the north of the subject properties, underground to avoid conflicts.

ISSUES:

Zoning

Density, Lot Coverage, Height and Setbacks: The following chart details the setbacks, height, lot coverage and floor area ratio and parking associated with this proposal

	Comprehensive Development Zone	Zoning Bylaw, 1992, No. 2050 does not contain a zone that could accommodate this commercial mixed-use proposal. Staff present this summary table as the basis for a site specific zone written to accommodate this proposal should it be forwarded in the development review process.
Floor Area Ratio	2.90	
Lot Coverage	56%	
Setbacks		
• Front [Constance Ave]	0.85 m	
• Rear [Admirals Road]	3.6 m/ 9.1m	
• Interior Side [North]	1.5 m	
• Interior Side [South]	3.0 m	
Building Height	36 m [12 storeys]	
Off Street Parking	Parking Bylaw requirement = 108 spaces Total proposed = 83 spaces	

Floor Area Ratio:

Floor Area Ratio measures buildable space in ratio to the size of the lot on which a building sits. The F.A.R of this proposal is 2.9 which is consistent with the maximum density of 3.0 identified within the OCP for lands designated Multi-Unit High-Rise Residential achievable before the provision of amenities could be required.

Lot Coverage:

Lot Coverage measures 56% for the proposed building however this value does not accommodate the underground parking structure which adds significantly to the functional lot coverage of the site. The combination of the underground parking garage, as designed, and the proposed building results in limited opportunities for the planting of significant trees on the site as part of the landscaping plan and contributes to an increased volume of storm water being generated when compared to a residential building with more traditional setbacks that accommodated permeable lands on-site.

Height:

The OCP states that High-Rise developments in Esquimalt are limited to a height of 12 storeys [approximately 36 metres] measured to the highest portion of the roof from average grade. The applicant proposes a building consistent with this height measuring 36 metres with 12 storeys. Staff note that, while the proposed prefabricated, mass timber design offers many desirable features, construction of this type at the proposed 12 storeys, is not currently permitted by the BC Building Code. The applicant has not yet clarified to staff how Building Code approval of this design would be achieved should the rezoning application be approved.

Setbacks:

As noted in the table above, the Township zoning bylaw does not contain any zone that accommodates this proposal. Noting this, the zoning bylaw does contemplate taller multiple family residential buildings being setback to ensure the impact of mass and height are mitigated for those parcels adjacent to the development and the public realm. For example, the RM-5 zone which accommodates buildings up to 6 storeys in height requires front, rear and side setbacks of 7.5m.

This design approach, proposing a building forming the shape of the letter U surrounding a central courtyard, loads the building mass toward the edges of the property. The result is a building claiming a minimum setback of 3.6m at the closest point to Admirals Road, 1.5m to the northern side lot line, 0.85m at the closest point to Constance Ave and 3.0m to the southern side lot line thereby retaining the south exposed central courtyard for use of residents. Staff note that the applicant is seeking a custom zone to accommodate this proposal, however, as this is a residential, not a commercial mixed use building, staff have concerns with this unconventional approach to building siting, particularly as it relates to the parcels to the south of the site and to the public realm of both Constance Avenue and Admirals Road.

Parking:

Parking Bylaw, 1992, No. 2011 requires 1.3 parking spaces per unit be provided “behind the front face of the principle building” in multiple family developments. This proposal incorporates 83 residential parking spaces within the underground parking structure including 10 visitor spaces. The applicant has provided a parking study, crafted by Bunt and Associates and stamped “Received November 8, 2017”, detailing the effectiveness of this parking strategy. The applicant also proposes to voluntarily improve the southern portion of the west side of Constance Avenue to include, clearly visible, on-street parking adjacent to the development.

Official Community Plan

This proposal is consistent with the current Land Use Designation applied to the subject Property, “Multi-Unit, High-Rise Residential”.

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 2.0.2(e) states the Township will encourage development and redevelopment that minimizes and mitigates the risks associated with natural hazards and increases the community's resilience to hazard events. The applicant has provided staff with a tsunami reviews indicating the site is not in danger of significant damage by a tsunami.

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. Objectives and policies of this section are intended to ensure residential growth occurs in a manner that maintains and enhances individual neighbourhoods and the community as a whole.

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 2.2.4.1 Multi-Unit Residential Policies [attached] are intended to provide more predictability for residents and give direction to design teams preparing development proposals. This proposal for 83 Apartment Residential Units is consistent with many policies contained in this section with the following exceptions:

Section 2.2.4.1(f) states that wherever desirable and achievable consideration will be given to special needs and assisted housing including seniors, disabled persons and families. It is unclear at this time if any units are proposed to be constructed to accessibility standards or will be easily adaptable to meet special needs requirements.

Section 2.2.4.1(g) states that within the areas designated as Townhouse Residential, Multi-Unit, Low-Rise Residential and Multi-Unit, High-Rise Residential, the following criteria will be used to evaluate development proposals requiring an application for rezoning:

- The massing and height of the project will respond sensitively to the prevailing character of the immediate neighbourhood. This will vary by location;
- The project will relate to the street. Its exterior finishes, scale, treatment of parking areas, and landscaping, will enhance the appearance of the neighbourhood and contribute positively to the streetscape;
- The proponent will demonstrate that the neighbourhood has been consulted in a fair and meaningful way, and that residents' concerns have been appropriately responded to in the proposal; and
- Where new multi-unit residential projects are proposed, they should not "land-lock", otherwise isolate, or negatively affect the development potential of adjacent parcels. Projects must either consolidate the isolated parcels or leave a sufficient area available to allow for the eventual redevelopment of the adjacent land.

Staff note that it would be challenging to design any building that would respond sensitively to the existing neighbourhood character of 2 to 4 storey construction while realizing 12 storeys in height as endorsed by the Multi-Unit, High Rise Residential Land Use Designation. Notwithstanding this, it is the opinion of staff that due to the substantial lot coverage proposed for this building, the significantly reduced setbacks, and the substantial height and mass of the project located in proximity to neighbouring parcels as well as the public realm, this proposal is not consistent with Bullet 1 and 2 of this guideline.

Staff also note that, consistent with the Township's Development Application Procedures and Fees Bylaw, the applicant has held one public engagement session regarding this proposal. It is expected an additional session will be held once the design is refined as a result of DRC and APC feedback.

OCP Section 2.2.4.4 Multi-Unit, High-Rise Residential states that in areas designated Multi-Unit, High-Rise Residential on Schedule A, building heights of 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 appropriate human scale along the sidewalk. The requirements and guidelines of Development Permit Area No. 1 apply.

The proposed building fails to address this guideline as the lowest components of the building's residential floors rise to 6 storeys on Constance Avenue and to 7 storeys adjacent to Admirals Road

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.

OCP Section 9.3 Development Permit Area No. 1 - Multi-Unit Residential [attached] contains Development Permit Guidelines for land designated Multi-Unit Residential. As the Development Permit is not being considered at this time it would be inappropriate to address many of these guidelines with the following exceptions that are relevant to the discussion of zoning issues:

Section 9.3.5(b) states, in part, that new buildings should be designed and sited to minimize visual intrusion onto the privacy of surrounding homes and minimize the casting of shadows onto the private outdoor space of adjacent residential units. The proposed building designed to be 36 metres in height with substantial mass therefore it is expected to cast shadows on properties to the east and west. Land to the north of this parcel is controlled by the Federal Government and staff are not currently aware of any proposed change of uses from the green space, roadway and parking lots currently in place, therefore shadowing is of less concern. Shadow analysis provided by the applicant [attached] reveals that in the afternoon in spring summer and fall, shadows would impact parcels located immediately across Admirals Road.

Residential units in this proposal are sited in particularly close proximity to all lot lines, when compared to established zoning standards for multiple family residential development. Fortunately, there is a reduced impact from overlook to the west and the north as these are dominantly unpopulated lands. This cannot be claimed on lands to the south and east where substantial overlook would occur due to the proposed setback profile, particularly at the southeastern and southwestern corners of the site. Staff note that overlook onto adjacent sites is an unavoidable consequence given the proposed height of the building,

Section 9.3.5(c) states that high density multi-unit residential buildings should be designed so that the upper storeys are stepped back from the building footprint with lower building heights along the street. It is the opinion of staff that this 83 unit proposal is not consistent with this design guideline.

Green Building Features

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

Public Notification

As this is a Rezoning application, should it proceed to a Public Hearing, notice would be mailed to tenants and owners of properties within 100m (328 ft) of the subject property. Signs indicating that the properties are under consideration for a change in zoning have been installed on both the Constance Avenue and Admirals Road frontages. These signs will be updated to include the date, time and location of the Public Hearing should Council deem it appropriate.

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.



Woodway Rd

Constance Ave

Admirals Rd

1265

667

665

663

661

669

662

665

660

665

656


1314

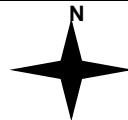
1302

Subject Property Map:
Corvette Landing

669 Constance Avenue



Subject Property Boundary: 





Naden Way

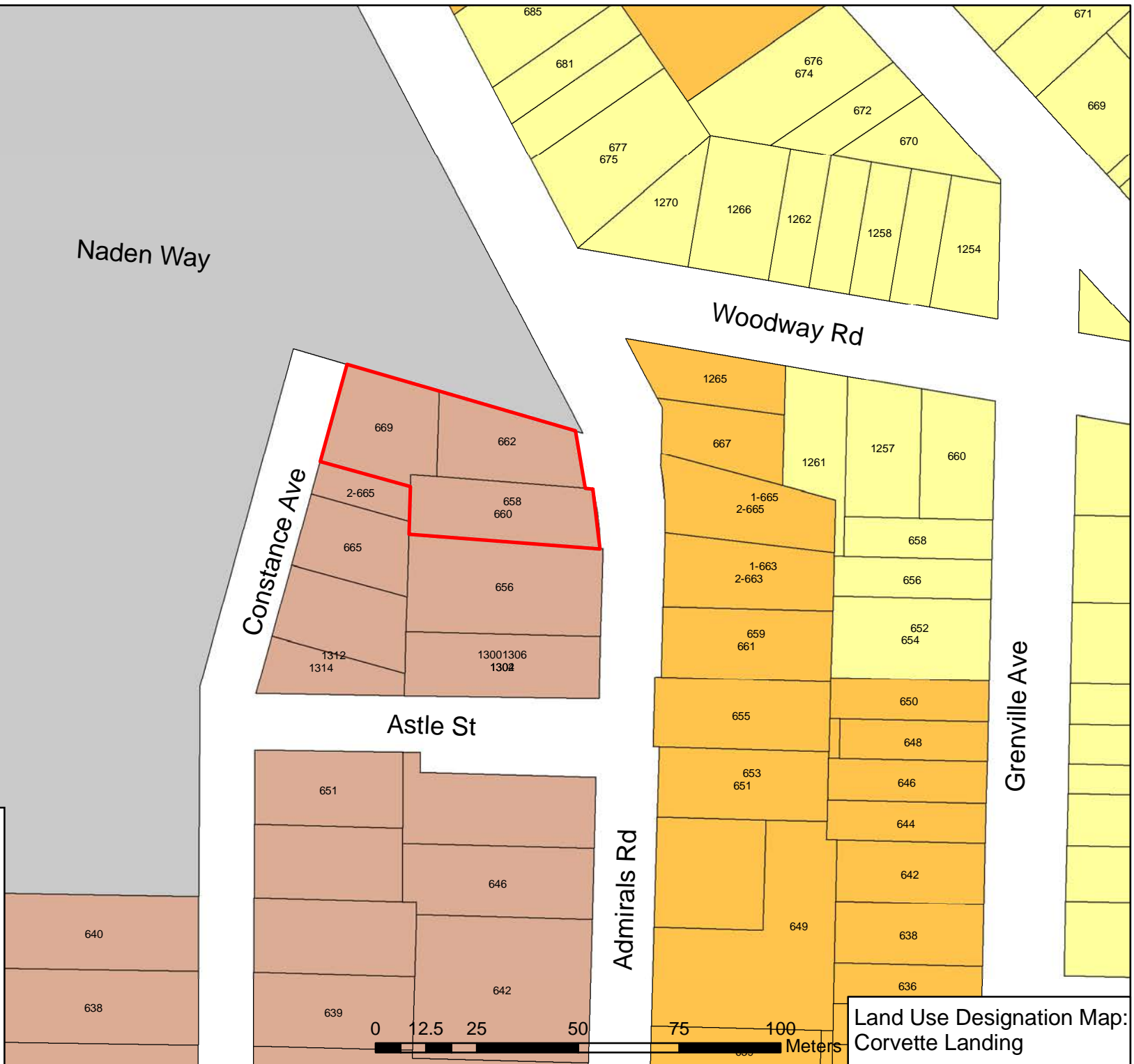
Woodway Rd

Constance Ave

Astle St

Admirals Rd

Grenville Ave



Legend

Designation

- Single and Two-Unit Residential
- Townhouse Residential
- Multi-Unit, Low-Rise Residential (up to 4 storeys)
- Multi-Unit, High-Rise Residential (5+ storeys)
- Parks and Open Space
- Industrial
- Commercial Mixed-Use
- Institutional
- DND Federal Land
- English Inn Mixed-Use
- Esquimalt Town Square



Land Use Designation Map:
Corvette Landing

2.2.4 Multi-Unit Residential

Over the years, townhouses and apartment buildings have tended to be developed in clusters throughout the neighbourhoods of Esquimalt. They are generally located in the following areas:

- On both sides of Esquimalt Road from Grafton Street to Dunsmuir Road;
- The area around Craigflower Road and Selkirk Avenue;
- Admirals Road, Astle and Nelson Streets;
- West Bay south of Dunsmuir Road; and
- West Parklands.

Smaller clusters of multi-unit development are also found along Lampson Street between Devonshire and Old Esquimalt Roads, Lampson Street south of Lyall Street, and Ellery Street south of Esquimalt High School. This scattered pattern of development has contributed to residents' concerns related to the proliferation of multi-unit developments in neighbourhoods where single-unit and two-unit homes have been the predominant land use.

2.2.4.1 Multi-Unit Residential Policies

The following policies provide more predictability for residents in mixed residential use neighbourhoods and give direction to design teams involved in the preparation of development proposals.

- a) Multi-Unit Residential refers to three or more dwelling units on a parcel. Multi-unit Residential does not refer to a single-unit home with a secondary suite.
- b) The Township encourages the concentration of multi-unit residential development where such development is in keeping with the overall goals of this Plan.
- c) Wherever practical, multi-unit residential housing will be located near a Major Road as shown on "Schedule B". This supports transit service and also helps maintain the integrity of single-unit and two-unit housing neighbourhoods;
- d) Wherever feasible, major multi-unit residential projects will be located within reasonable distance of one of Esquimalt's commercial areas in order to encourage walking and cycling;
- e) A mix of housing types will be provided in multi-unit residential areas in order to provide visual interest and to meet the varying housing needs of Esquimalt's current and future residents;
- f) Wherever desirable and achievable, consideration will be given for special needs and assisted housing, including seniors, disabled persons and families.
- g) Within the areas designated on "Schedule A" as Townhouse Residential, Multi-Unit, Low-Rise Residential and Multi-Unit, High-Rise Residential, the following criteria will be used to evaluate development proposals requiring an application for rezoning:
 - The massing and height of the project will respond sensitively to the prevailing character of the immediate neighbourhood. This will vary by location;

- The project will relate to the street. Its exterior finishes, scale, treatment of parking areas, and landscaping, will enhance the appearance of the neighbourhood and contribute positively to the streetscape;
 - The proponent will demonstrate that the neighbourhood has been consulted in a fair and meaningful way, and that residents’ concerns have been appropriately responded to in the proposal; and
 - Where new multi-unit residential projects are proposed, they should not “land-lock”, otherwise isolate, or negatively affect the development potential of adjacent parcels. Projects must either consolidate the isolated parcels or leave a sufficient area available to allow for the eventual redevelopment of the adjacent land.
- h) Development proposals with heights and /or densities greater than those set out in policies 2.2.4.2 to 2.2.4.4. may be considered, where appropriate, through variances to zoning and/or parking regulations and density bonusing of floor-space where new affordable, accessible or special needs housing units or amenities are provided for the benefit of the community.

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

- Privately-owned, publicly-accessible open space;
- Public art;
- Contributions towards the enhancement of public recreation facilities;
- Contributions towards street and boulevard enhancements, including street furniture and decorative lighting;
- Daycare facilities; and
- Preservation of heritage structures or features.



j) In new multi-unit residential developments, secure bicycle storage for residents should be provided in the ratio of 1.5 storage spaces per dwelling unit. In addition to the residents’ parking, each multi-unit building should have six (6) bicycle lock-up spaces for the use of visitors.

A bicycle storage requirement may be waived or varied in a Development Permit where, in the opinion of Council, there is no demonstrated need, such as in a congregate care facility.

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



Development Permit Area No. 1 – Multi-Unit Residential

9.3.1 Scope

All land designated Multi-Unit Residential on Schedule “C” are part of DPA No. 1.

9.3.2 Category

Section 919(1)(f) of the *Local Government Act* – form and character, multi-family residential.

9.3.3 Justification

This Plan emphasizes the importance of protecting residential neighbourhoods and encouraging a high quality of construction for new development. It is essential that new multi-unit residential development not have a negative impact on, or be out of character with, existing residential neighbourhoods. The primary objective of Development Permit Area No. 1 is to ensure that the development of multi-unit residential sites is compatible with surrounding uses.

9.3.4 Requirements of Owners of Land within the Development Permit Area

a) Owners of land within Development Permit Area No. 1 must not do any of the following without first obtaining a development Permit in accordance with the guidelines for this Development Permit Area:

- i) subdivide lands; or
- ii) construct or alter a building or structure;

without first obtaining a Development Permit in accordance with the guidelines of this Development Permit Area.

b) Exemptions:

The following do not require a development permit:

- i) construction of buildings or structures less than 10 square metres in area;
- ii) minor additions to existing dwellings where the floor area of the addition does not exceed 10 percent of the ground floor area of the dwelling;
- iii) emergency repairs to existing structures and public walkways where a potential safety hazard exists;
- iv) fences;
- v) the cutting of trees as permitted upon application under the municipal tree protection bylaw; and
- vi) placement of signs less than 1.5 sq. metres in area.

9.3.5 Guidelines for Owners of Land within the Development Permit Area

a) The size and siting of buildings that abut existing single- and two-unit and townhouse dwellings should reflect the size and scale of adjacent development and complement the surrounding uses. To achieve this, height and setback restrictions may be imposed as a condition of the development permit.

b) New buildings should be designed and sited to minimize visual intrusion onto the privacy of surrounding homes and minimize the casting of shadows onto the private outdoor space of adjacent residential units.

c) High-density multi-unit residential buildings or mixed commercial/residential buildings in commercial areas with a zero front setback should be designed so that the upper storeys are stepped back from the building footprint, with lower building heights along the street front.



d) Landscaping of multi-unit residential sites should emphasize the creation of an attractive streetscape, as well as provide privacy between individual buildings and dwellings, screen parking areas and break up large expanses of paving.

e) Surface parking areas in multi-unit residential developments less than five storeys in height, will be situated away from the street and screened by berms, landscaping or solid fencing or a combination of these three.

f) Underground parking will be provided for any multi-unit residential buildings exceeding four storeys.

g) The retention of public view corridors particularly views to the water should be encouraged wherever possible.

h) To preserve view corridors and complement natural topography, stepped-down building designs are encouraged for sloping sites.

i) Retention and protection of trees and the natural habitat is encouraged wherever possible.

j) Townhouses will be designed such that the habitable space of one dwelling unit abuts the habitable space of another unit and the common wall overlap between adjoining dwellings shall be at least 50 percent.

k) Site lighting in multi-unit residential developments should provide personal safety for residents and visitors and be of the type that reduces glare and does not cause the spill over of light onto adjacent residential sites.

l) Garbage receptacle areas and utility kiosks should be screened by solid fencing or landscaping or a combination of the two.

m) For waterfront sites, retention of natural features and existing trees should be a priority in site planning considerations.

n) When any existing single-unit residence or duplex residence is being redeveloped to a multi-unit residential use by adding on of one or more dwelling units, such addition will be designed so that all of the units form a cohesive whole. In order to achieve cohesiveness:

i) both, the existing and proposed structures will be in the same architectural style;

ii) variations between the roofline of the existing building and any proposed addition(s) will be no greater than 1.5 metres;

- iii) roof styles and pitches must be complementary;
- iv) architectural features such as sloping roofs and dormers should be incorporated into the design to unite the various parts of the structure; and
- v) the existing and proposed structure will be constructed using the same or complimentary exterior finishes including roofing materials, window treatments, door styles and other finishing details.
- o) Within the area bounded by Tillicum, Craigflower, Lampson and Transfer Streets, redevelopment to multi-unit residential use will require that vehicular access to these sites be off Lampson Street rather than Tillicum, in recognition of the high levels of traffic currently using Tillicum Road.
- p) To create a more aesthetic and functional design that links each multi-unit residential project with the streetscape, the following guidelines are recommend:
 - i) Avoid long, narrow parcels with minimal road frontage (consolidate one or more parcels where necessary);
 - ii) Place parking areas away from the street; and
 - iii) Design porches and windows overlooking the street to increase personal interaction and safety.



November 3, 2017

Madam Mayor and Respected Councilors
Township of Esquimalt
1229 Esquimalt Road
Esquimalt B.C.
V9A 3P1

Dear Madam Mayor and Respected Councilors,

I am the developer and general partner for Corvette Landing which is the development proposed for 669 Constance Ave. in the Township of Esquimalt.

By way of a brief history I came to the GVA in 1976 to visit my twin brother who was studying history at the University of Victoria. I fell in love with Victoria and its surrounding areas and moved here in 1978 to continue my studies in Psychology. I received my Bachelor's degree in 1980. I would have stayed but Law School beckoned and that journey began.

I practiced law in Edmonton for approximately 34 years and while I am currently not practicing law I am still a member in good standing with both the Canadian Bar Association and the Alberta Bar Association.

It was during the last 10 years of my law practice that I began to transition out of law and into land development. The transition has been successful for me.

In 1982 my parents moved to Esquimalt and I have been a dedicated visitor ever since. While my father has passed in April of 2001, my Mother (93) and 5 of my 11 siblings now call the GVA home. I also have 3 nephews and 6 grand nephews and nieces that now reside here, and trips home are truly trips home to be with my family. It has been my great pleasure to have been able to purchase the site of the new Corvette Landing here in Esquimalt. I have had the opportunity to speak with the Mayor and Senior administration about this project and we have received a very warm and professional welcome.

Our goal with 669 Constance is to create a landmark building on what we view as a cornerstone property in Esquimalt. We have teamed with Oliver Lang, owner of LWPAC Architectural firm and a host of other professionals to create what we truly believe will be a world class building.

Our research has shown us, that people who serve our community have been under served by the real estate market. This same research has shown us that the service sector is quickly being shut out of the market. Prices are rising and opportunities to purchase quality homes are becoming scarce and getting difficult to secure. We define the service sector as those who have dedicated their working life in the service of others. This list of Professionals includes but is not limited to:

- * Police Officers and Staff;
- * Fire Department Members and Staff;
- * Teachers and Staff;
- * Medical Personnel;
- * Military Officers, NCO's, Civilian Staff and so many more.

Our goal with Corvette Landing is to create a development that supplies Market Affordable Homes to this very important sector of the Esquimalt community, our community.



We know that history of Esquimalt dates back to 1912 and that the real estate market in Esquimalt hasn't always appropriately reflected the vibrancy of the community. Our intent with this project is to bring to the City a new and vibrant residential community. The Corvette Landing will be a smart structure that reflects the progressive direction of Esquimalt. These new homes will have Passiv Haus Certification, and a design that takes into consideration our neighbours and the overall community. This will be a building that is not only in compliance with the OCP but also supports the spirit of the OCP.

With our off-site systems approach and modern building methodology and the latest research in construction we will have these new homes on the market in the coming months rather than the coming years. We plan to create homes that are inspiring to live in and improve the quality of the lives of the residents and the community as a whole.

Corvette Landing is intended to inspire progressive development within the neighbourhood and within the greater community of Esquimalt. Recently we spent the day visiting our neighbours. We shared our project vision and heard a number of comments. In order to be certain that all of our neighbours knew of our intentions, we canvassed every home within two city blocks of our project and dropped leaflets about Corvette Landing. We also visited the senior management and Command Team at the Esquimalt Naval Base and were very encouraged by their response.

We are hopeful that you, madam Mayor and Council and the Township of Esquimalt, will embrace our development as warmly and confidently as the Corvette Landing Team has.

Yours Sincerely,

Casey O'Byrne B.A. LLB.

original signed by:

25 October 2017

Attn: Mayor Barb Desjardins and Council
Township of Esquimalt
1229 Esquimalt Road
Esquimalt, BC V9A 3P1



ARCHITECT'S NARRATIVE - CORVETTE LANDING RE-ZONING APPLICATION

Dear Mayor Desjardins, Dear Councillors of Esquimalt,

as follows, please accept our Rezoning application for the Corvette Landing project, located at 658-662 Admirals Road and 669 Constance Avenue.

1. Executive Summary

The proposed Corvette Landing project is located in the Township of Esquimalt, in the Esquimalt Harbour neighbourhood in close proximity to the Naval Base and the Dockyards. Situated at the corner of Admirals Road and Naden Way, it is a significant urban development site. The site spans the length of the block of Naden way along a green space towards Constance Avenue. The proposed building is for a residential building. It will offer 83 market affordable homes with a broad range of home types, from 350sf 1BR/studios to 960sf 3BR family homes. Designed as a high quality building, it will serve as an urban development catalyst for the community of Esquimalt. The new building will advance the creation of a vibrant, diverse and prosperous community, as a new paradigm, through its unique combination of affordability, livability and sustainability

The building will be certified Passive House standard, one of the globally leading standards for sustainability and energy efficiency. The project is proposed to be built using engineered BC produced mass-timber technology, providing a low carbon footprint and highly durable construction. Built through off-site prefabrication, the project will minimize its impact on construction related noise, and traffic, while substantially reducing the length of the construction time itself.

2. Urban Design Approach and Response to Esquimalt Official Community Plan

1. **Healthy Community:** The project will meet OCP objectives to further a healthy community as per OCP 1.8.2-1.8.5. It will create 'a healthy, active and livable community' with quality housing and adequate green space, creating a strong sense of community for the tenants and the township. The project is committed through Passive House certification, the use of renewable materials and extensive landscaping of the ground plane and roof-tops, to "protect and enhance the natural environment while accommodating change and development".
2. **Street enhancements on Constance Avenue:** The proposal provides for improvements of the interface of the adjacent part of Constance Avenue to the parking lot of the Navy yard. It is proposed to replace the existing unkept green strip and fencing.
3. **Parking:** The building is proposed to have 83 underground (OCP 9.3.5.f) parking stalls in a 1:1 ratio to the number of homes. This will include the allocation for required guest parking. The building will provide bicycle parking at a ratio of 1:1.5 for a total of 125 in addition to a bicycle service station and 6 lockable bicycle parking stalls for guests.
4. **Building Height and Density:** The proposed building complies with Building Bylaw No. 2446 Schedule A Land Use Designation for Multi-Unit High Rise Residential (5+ Storeys) and OCP 2.2.4.4 building height of up to 12 storeys and an acceptable FSR of 3.0. The proposed height is 10 storeys above adjacent ground at Admirals Road, 5/6 storeys above adjacent ground on Constance Avenue with a total height of 12 storeys. The proposed density is 2.5 FSR.
5. **Housing:** The proposed building aspires to meet and exceed the expectations of the OCP 3.3 for Housing to create "attractive and affordable communities, for ... owners .." "Homeownership has benefits to the homeowner and to the community as a whole. Some of the benefits include a sense of pride and community, security of tenure, increased control over residential environment, ability to build equity ..." The building will create a range of housing types, as per 3.3.1.a. The building recognizes the needs of families as per OCP 3.3.2.d. The building offers homes with the opportunity to work from home, aiding the Township's goal towards a more prosperous community (OCP Section 8) in advancing "technology and knowledge-based business".
6. **Smart Construction and Greenhouse Gas Emission Reduction:** In compliance with OCP 3.6 Smart Design and Construction the building provides a long lists of features to bring much needed innovation in sustainability to Esquimalt. These include an explicit commitment to low energy Passive House certification, use of mass-timber structural system, and the use of renewable materials where feasible to reduce carbon footprint that is embodied or construction related and operational through the use of energy. As such, the building will satisfy ambitious

objectives as per OCP 7.1.2.6 Greenhouse Gas Emission Reduction Targets, It is conceivable for the building to become carbon neutral in the future if the Township were to provide renewable energy based hydronic district energy (OCP 9.8.5.c). Please see below under Systems and Prefabrication for additional detail on Smart Construction. CPTED measures have been considered.

- 7. Design Response:** The buildings have been designed to “minimize visual intrusion onto the privacy of surrounding homes and minimize the casting of shadows ...” (OCP 9.3.5 b-d) The predominant building mass has been placed along the Northern edge of the property along the adjacent green space to maximize the visual separation to the neighbours on the South. South facing facades will have no living room windows or balconies. Homes along Constance Avenue face West with beautiful views to the water and mountains across the adjacent Navy Yard parking lot with no impact on neighbours. The building form minimized overshadowing of adjacent residential properties. The landscape architecture emphasizes the creation of an attractive residential area street scape, with the parking entrance well screened and tucked away off Constance Avenue. In response to OCP 9.8.5 Design Guidelines: The building captures passive solar energy in the winter through south facing homes orientation, while mitigating heat gain through the external walkways and vertical courtyard screens/vertical gardens that act as shading devices (OCP 9.8.5.a and b, and 9.9.12)). There will be a priority to use high quality and locally sourced materials, provide friendly and transparent lobby and amenity spaces that are visible from the street and weather protected entries (OCP 9.8.5 f through j). The building will provide use of indigenous landscape species, will be bird friendly and careful lighting design to avoid impact on neighbours and dark skies. (OCP 9.8.5.u through x). The building form maximizes the creation of community and livability.

3. Specific Design Considerations

1. Livability

1. Instead of the typical one-fits-all approach we offer a systematic and scalable approach to provide an unprecedented combination of affordability, livability, and sustainability in the creation of living and connected communities.
2. The proposed buildings is a contemporary courtyard buildings, following an evolution of urban housing typologies that have proven to provide highly livable solutions around the world for centuries. IC+LWPAC have pioneered their synthetic evolution in Vancouver for over a decade through award winning projects.
3. The people-focused home design (not unit thinking) offers homes that are highly efficient, yet superbly livable, virtually without any interior hallways, with excellent proportions, adaptability and practicality.
4. Due to the courtyard configuration, each home has 2 sided exposures with abundant daylight, a strong sense of the outdoors, vertical gardens and urban context, and access to natural cross ventilation. Natural Cross ventilation, for natural cooling leads to increased comfort and eliminates the need for mechanical air conditioning systems.
5. Flexible layouts lead to choice, with a broad range of homes to reflect broad needs of varying demographics ranging from singles, to live/work to families and multigenerational living.
6. Living spaces are visually open with uncluttered layouts, to empower people to create their homes.
7. Quiet bedrooms are provided at the courtyard side for each home, away from arterial traffic noise. Research in environmental psychology tells us that air pollution, noise and crowding can corrode mental health and social wellbeing. People need quiet and calm spaces at home in order to recharge, especially in dense urban settings.
8. Systems built, the homes and common areas provide a high perceived quality, leading to pride of tenancy and sense of belonging.
9. The homes are designed to maximize an individuals need of privacy, comfort and wellness.
10. Each home will have a below ground secure storage locker.

2. Community

1. Optimizing the number and arrangement of housing units in a development is a critical aspect of both affordability and sociability. Courtyard buildings with open circulation system of walkways, social landings and mesh enclosed experiential staircases lead to a high degree of social interaction and sense of community. What might seem like insignificant encounters with neighbours are actually the basis for a rich community life.
2. Vertical gardens extend the natural sense of each home to be connected to nature. Vertical screens that rise from across the northern edges of the east-west walkways provide articulation, solar gain control and mediate privacy.
3. The open presence of the building design and home entries create a heightened degree of identification with a feeling of belonging and a truer sense of home.
4. Common roof top gardens with opportunities for urban agriculture and common amenity for collective activities create strong communities, instead of high turnover rates and vandalism. Vertical gardens and open circulation system convert the typically dark and drab double corridors of today's housing projects into delightful common amenities. When people enjoy direct contact with nature, they are more likely to appreciate their environment and engage in sustainable living. Providing a warm, welcoming environment where people cook and eat together can be one of the strongest measures for improving community health.
5. Gated courtyards allows children to play and move more freely in accordance with City guidelines.

3. Quality and Beautiful Simplicity

1. Considered Design, simple, elegant with lasting quality is something not typically associated with affordable housing, but considered essential for successful market affordable housing as long term homes.
2. Unique presence of a carefully designed building to its context and its material and urban presence leads to a heightened degree of personal identification with a sense of place. Natural materials in wood, anodized aluminum and galvanized metals with careful detailing, precision assembly, and clarity of expression will convey a true sense quality of simple yet playful elegance.

4. Sustainability

1. LWPAC+IC's Platforms-for-Life 'EcoSystem' proposed for the Corvette Landing project is based on the predominant use of renewable materials. Cross-Laminated-Timber (CLT) panels are the primary material for the platforms cluster and structural system. It has been engineered to allow for structures up to 16 storeys, built from panelized open spatial modules. The material and panelization is ideal to combine renewable resources with state of the art CNC / Robotic precision fabrication. Equally the focus is on minimizing heat loss and cooling requirements through Passive House design with certification that includes a highly airtight pre-fabricated building-envelope.
2. Through the use of mass-timber the buildings will have a low carbon footprint, both embodied and operational,
3. Off site prefabrication creates less waste and trips to construction site,
4. Passive House is part of the systems DNA, lowering energy consumption from 100kwh/m2 up to 10kwh/m2 by factor of 10X. PHPP modelling has shown that the design of the Corvette Landing project has eliminated need for cooling systems through solar gain control and natural cross ventilation,
5. The buildings can be Net Zero ready through the future inclusion of renewable energy source, such as renewable hydronic District Energy.
6. Quality, robustness and airtight building envelopes with high comfort, provide building outstanding longevity,
7. Tenant electricity consumption and cost are reduced due to abundant daylight. Operators electrical consumption and cost are reduced because of the exterior circulation system with no need of artificial lighting during the day, and no need for pressurization and associated mechanical systems' maintenance cost of fans, filters and pumps due to the open stairs and walkways.
8. The team has a proven sustainability and Passive House team track record for over a decade.

5. Operations Considerations

1. Longevity to enhance affordability through reduced building depreciation, lowered maintenance cost and increased sustainability. The high quality systems build assemblies ensure are designed for 60-100 year life-cycle span vs typical 25-40 years.
2. The design and the systems adaptability allow to future-proof adaptation to different demographics, ensuring long term vibrant social communities.

3. The Passive House and open courtyard designs lead to a substantial reduction of mechanical and electrical systems with lowered maintenance and replacement cost.

6. Proven Solutions for a New Paradigm - Platforms-for-Life housing systems technology

1. The underlying platform design for the proposed buildings is shared and follows a systems technology specifically developed for urban housing over the last 15 years. We have created a proven generative technology that is both replicable and adaptable to follow IC+LWPAC's mantra: **Do more with less and create many from one common holistic platform housing systems technology.**
2. The system is based on the use of highly complete off-site prefabricated 'beyond-the-box' spatial components. The structural system is using mass-timber technology, buildable up to 16 storeys, that meets building code requirement through alternative solutions. Our approach is supported by the Chief Building Officials Office of the City of Vancouver (see attached letter). The technology is used broadly in Europe and Vancouver is now home to the tallest wood building in the world: UBC Brock Commons has just been complete with 18 storeys. Our team brings world class expertise to this technology and we have and are delivering currently \$69,000,000 worth of projects to BC.
3. As part of the system, the building envelope is also fully prefabricated allowing for highly effective integration of Passive House performance.
4. Off-site prefabrication allows for an accelerated project delivery schedule by up to 50%, through parallel on-site and off-site construction, reducing construction financing, carrying costs and exposure to escalation.
5. Contrary to conventional modular prefabrication, the Platforms-for-Life system provides a high quality product, designed to take full advantage of state of the art CNC and robotics assisted high precision machining/milling and assembly of components, leading to a 21st century industrial design quality integrated product. This requires a level of pre-construction integration and coordination that virtually eliminates typical change order processes, reduces risks and contingencies, while enhancing quality control.
6. Off-site prefabrication substantially reduces waste. Construction related noise and traffic on the neighbourhood is substantially reduced
7. The system is adaptable and replicable, and it can be readily transferred to various other sites in Esquimalt. Continuity through multiple successive projects further deepens affordability by reducing design and fabrication related factory overhead.

Sincerely,


 Oliver Lang, Architect AIBC, Principal LWPAC, President Intelligent City



GREEN BUILDING CHECKLIST

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

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

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

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

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

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

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

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

Adopted on January 10th, 2011



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

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

Green Building Standards			
<i>Both energy use and emissions can be reduced by changing or modifying the way we build and equip our buildings.</i>			
1	Are you building to a recognized green building standard? If yes, to what program and level? We will be constructing to achieve the Passive Home Standard.	Yes ✓	No
2	If not, have you consulted a Green Building or LEED consultant to discuss the inclusion of green features? We are constructing to a Passive Home standard and have brought RDH Building Science to ensure we are achieving it.	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. Rainscreen, High Insulation, Triple Glazing	Yes ✓	No
4	What percentage of the existing building[s], if any, will be incorporated into the new building?	0 %	
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. Prefabricated Mass-timber Construction sourced primarily in BC.		
6	Have you considered advanced framing techniques to help reduce construction costs and increase energy savings? We will be using modular construction techniques in order to reduce waste and utilize recycled products where possible	Yes ✓	No
7	Will any wood used in this project be eco-certified or produced from sustainably managed forests? If so, by which organization? We will be using an engineered wood product. For which parts of the building (e.g. framing, roof, sheathing etc.)? Framing and Roofing.		
8	Can alternatives to Chlorofluorocarbon’s and Hydro-chlorofluorocarbons which are often used in air conditioning, packaging, insulation, or solvents] be used in this project? If so, please describe these.	Yes	No ✓
9	List any products you are proposing that are produced using lower energy levels in manufacturing.	Wood	
10	Are you using materials which have a recycled content [e.g. roofing materials, interior doors, ceramic tiles or carpets]? Our project will be utilize recycled materials where we can.	Yes ✓	No
11	Will any interior products [e.g. cabinets, insulation or floor sheathing] contain formaldehyde?	Yes	No ✓

Water Management

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

Indoor Water Fixtures			
12	Does your project exceed the BC Building Code requirements for public lavatory faucets and have automatic shut offs? N/A	Yes	No
13	For commercial buildings, do flushes for urinals exceed BC Building Code requirements? N/A	Yes	No
14	Does your project use dual flush toilets and do these exceed the BC Building Code requirements? Toilets will exceed the BC BC requirements.	Yes ✓	No
15	Does your project exceed the BC Building Code requirements for maximum flow rates for private showers? Faucets will exceed the BC BC requirements.	Yes ✓	No
16	Does your project exceed the BC Building Code requirements for flow rates for kitchen and bathroom faucets?	Yes ✓	No

Storm Water				
17	If your property has water frontage, are you planning to protect trees and vegetation within 60 metres of the high water mark? [Note: For properties located on the Gorge Waterway, please consult Sections 7.1.2.1 and 9.6 of the Esquimalt Official Community Plan.]	Yes	No	N/A ✓
18	Will this project eliminate or reduce inflow and infiltration between storm water and sewer pipes from this property?	Yes ✓	No	N/A
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. _____	Yes ✓	No	N/A
20	Have you considered storing rain water on site (rain barrels or cisterns) for future irrigation uses?	Yes ✓	No	N/A
21	Will surface pollution into storm drains will be mitigated (oil interceptors, bio-swales)? If so, please describe. _____	Yes ✓	No	N/A
22	Will this project have an engineered green roof system or has the structure been designed for a future green roof installation?	Yes ✓	No	N/A
23	What percentage of the site will be maintained as naturally permeable surfaces? Please refer to the Landscape Architectural plans			_____%

Waste water				
24	For larger projects, has Integrated Resource Management (IRM) been considered (e.g. heat recovery from waste water or onsite waste water treatment)? If so, please describe these. _____	Yes ✓	No	N/A

Natural Features/Landscaping

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

25	Are any healthy trees being removed? If so, how many and what species? Please refer to the Landscape Architectural plans _____ Could your site design be altered to save these trees? Have you consulted with our Parks Department regarding their removal?	Yes ✓	No	N/A
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26	Will this project add new trees to the site and increase our urban forest? If so, how many and what species? <u>Please refer to the Landscape Architectural plans</u>	Yes ✓	No	N/A
27	Are trees [existing or new] being used to provide shade in summer or to buffer winds?	Yes	No ✓	N/A
28	Will any existing native vegetation on this site be protected? If so, please describe where and how. <u>Please refer to the Landscape Architectural plans</u>	Yes ✓	No	N/A
29	Will new landscaped areas incorporate any plant species native to southern Vancouver Island?	Yes ✓	No	N/A
30	Will xeriscaping (i.e. the use of drought tolerant plants) be utilized in dry areas?	Yes	No	N/A ✓
31	Will high efficiency irrigation systems be installed (e.g. drip irrigation; 'smart' controls)?	Yes	No	N/A
32	Have you planned to control invasive species such as Scotch broom, English ivy, Himalayan and evergreen blackberry growing on the property?	Yes ✓	No	N/A
33	Will topsoil will be protected and reused on the site? <u>Please refer to the Landscape Architectural plans</u>	Yes ✓	No	N/A

Energy Efficiency

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

34	Will the building design be certified by an independent energy auditor/analyst? If so, what will the rating be? <u>Passive House Certification.</u>	Yes ✓	No	N/A
35	Have you considered passive solar design principles for space heating and cooling or planned for natural day lighting?	Yes ✓	No	N/A
36	Does the design and siting of buildings maximize exposure to natural light? What percentage of interior spaces will be illuminated by sunlight? <u>100%</u> 100% of living and bedroom spaces will be illuminated by sunlight.	Yes ✓	No	N/A
37	Will heating and cooling systems be of enhanced energy efficiency (ie. geothermal, air source heat pump, solar hot water, solar air exchange, etc.). If so, please describe. <u>We are certainly exploring these options.</u> If you are considering a heat pump, what measures will you take to mitigate any noise associated with the pump? _____	Yes ✓	No	N/A
38	Has the building been designed to be solar ready?	Yes	No	N/A
39	Have you considered using roof mounted photovoltaic panels to convert solar energy to electricity?	Yes	No ✓	N/A
40	Do windows exceed the BC Building Code heat transfer coefficient standards? <u>Triple glazed in order to achieve Passive Home standards.</u>	Yes ✓	No	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.	Yes ✓	No	N/A
43	Will building occupants have control over thermal, ventilation and light levels?	Yes ✓	No	N/A
44	Will outdoor areas have automatic lighting [i.e. motion sensors or time set]?	Yes ✓	No	N/A
45	Will underground parking areas have automatic lighting?	Yes ✓	No	N/A

Air Quality				
<i>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.</i>				
46	Will ventilation systems be protected from contamination during construction and certified clean post construction?	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. _____	Yes	No	N/A
48	Will the building have windows that occupants can open?	Yes ✓	No	N/A
49	Will hard floor surface materials cover more than 75% of the liveable floor area?	Yes ✓	No	N/A
50	Will fresh air intakes be located away from air pollution sources?	Yes ✓	No	N/A
Solid Waste				
<i>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.</i>				
51	Will materials be recycled during demolition of existing buildings and structures? If so, please describe. <u>Please refer to the HazMat Building report in the drop box.</u>	Yes ✓	No	N/A
52	Will materials be recycled during the construction phase? If so, please describe. <u>This project will be built using advanced offsite construction systems and techniques which will ultimately reduce waste.</u>	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?	Yes ✓	No	N/A
54	For new commercial development, are you providing waste and recycling receptacles for customers?	Yes	No	N/A ✓
Green Mobility				
<i>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.</i>				
55	Is pedestrian lighting provided in the pathways through parking and landscaped areas and at the entrances to your building[s]?	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	N/A ✓
57	Is access provided for those with assisted mobility devices?	Yes ✓	No	N/A
58	Are accessible bike racks provided for visitors?	Yes ✓	No	N/A
59	Are secure covered bicycle parking and dedicated lockers provided for residents or employees?	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 type="checkbox"/> shared bicycles for short term use <input type="checkbox"/> weather protected bus shelters <input checked="" type="checkbox"/> plug-ins for electric vehicles			
Is there something unique or innovative about your project that has not been addressed by this Checklist? If so, please add extra pages to describe it.				



Corvette Landing:
669 Constance Avenue
Transportation Impact Assessment
Draft Report

Prepared for
Standing Stone Developments Inc.

Date
November 8, 2017

Project No.
6230.01



TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
1. INTRODUCTION	1
1.1 Study Scope and Objectives	1
1.2 Development Details	1
2. LOCAL CONTEXT	3
2.1 Land Use.....	3
2.2 Street Network	3
2.3 Walking and Cycling	3
2.4 Transit.....	3
3. DEVELOPMENT PLAN REVIEW	4
3.1 Vehicle Parking	4
3.2 Bicycle Parking	4
3.3 Access	5
3.4 On-Street Parking.....	5
4. TRAFFIC AND SAFETY REVIEW	6
4.1 Traffic Operations Assessment Methodology	6
4.2 Existing Conditions	6
4.3 Future Conditions	7
4.3.1 Background Traffic.....	7
4.3.2 Development Generated Traffic	7
4.3.3 Traffic Operations Results.....	8
4.4 Safety Review	8
5. CONCLUSIONS AND RECOMMENDATIONS	12
5.1 Conclusions.....	12
5.2 Recommendations	12

EXHIBITS

Exhibit 1.1: Study Area 2
Exhibit 4.1: Existing Traffic Operations – PM Peak Hour 9
Exhibit 4.2: Traffic Distribution – PM Peak Hour 10
Exhibit 4.3: Future Traffic Operations – PM Peak Hour 11

TABLES

Table 4.1: PM Peak Hour Vehicle Trip Generation 7

FIGURES

Figure 3.1: On-street Parking Opportunities 5
Figure 4.1: Vegetation Obstructing Visibility at the Admirals Road / Astle Street intersection 8

EXECUTIVE SUMMARY

Standing Stone Developments Inc. is proposing to redevelop the properties at 669 Constance Avenue as well as 658, 660 and 662 Admirals Road in Esquimalt, BC. The development is planning on providing up to 84 rental apartments in a 12 storey building. The apartments will a range of sizes from studios to three bedrooms.

The development is located at the north end of Constance Avenue which is 200 metres from Esquimalt Village which is one of the four mixed-use commercial clusters identified in the Township of Esquimalt's Official Community Plan. The site is well serviced with transit, good cycling infrastructure and has a variety of commercial and service amenities within walking distance.

The development plans are currently being developed and is still being refined. However the development has shown initiative to encourage non-vehicle travel to the development site. The development has offered a parking space to a car-share provider and secure bicycle storage is planned for residents.

The Esquimalt Parking Bylaw requires the proposed building to provide 1.3 vehicle parking spaces per multi-family dwelling unit for a total of 109 parking spaces for the proposed development. The development is planning on providing 1.0 parking space per dwelling unit which has been previously discussed with Township of Esquimalt staff. This is a reasonable parking supply given the large number of key destinations that can be reached from the development site by walking, cycling and transit.

The Esquimalt Parking Bylaw requires 25% of parking spaces be reserved for visitors and 75% be reserved for residents. Bunt recommends reserving 10% of the supplied parking spaces for visitors. This recommendation is consistent with survey results from the Metro Vancouver Apartment Parking Study and previous Bunt studies for similar developments in Vancouver and Victoria. This would result in the development providing 8 visitor parking spaces and 76 resident parking spaces for a total of 84 parking spaces.

The Admirals Road and Astle Street intersection currently operates within acceptable capacity thresholds during the PM peak hour. The intersection is forecasted to continue operating well for the 2029 horizon year including increases in background traffic and traffic generated by the proposed development.

The Admirals Road and Astle Street intersection currently has a large tree in the southwest corner which limits the sightlines of eastbound drivers which poses a safety risk. The tree should be trimmed to increase the sightlines of eastbound drivers.

1. INTRODUCTION

1.1 Study Scope and Objectives

Standing Stone Developments Inc. is proposing to redevelop the properties at 669 Constance Avenue as well as 658, 660 and 662 Admirals Road. The site is located at the north end of Constance Avenue in Esquimalt, BC and is shown in **Exhibit 1.1**.

The development is located approximately 200 metres north of the Esquimalt Village which is one of four commercial mixed-use clusters in Esquimalt. The properties are zoned multi-unit, high-rise residential (five or more stories).

At the time of this report, the number of residential units provided by the development ranged between 80 and 84 apartments. For the purposes of this report it is assumed that the higher number (84) will be provided.

The purpose of this study is to:

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

1.2 Development Details

The development will have up to 84 residential rental units ranging from 350 square foot studios to 960 square foot three bedroom homes. The majority of the apartments will be relatively small in size. The driveway to the underground parkade will be located on Constance Avenue (not Admirals Road).

The development aims to limit vehicle use and encourage residents to walk, cycle and use transit. The development is planning on providing secure bicycle storage for residents and potentially providing a bicycle maintenance stand with tools. The development has also already offered a parking space to a car-share provider which will further improve alternative travel choices for the development. The development is also planning on providing electric car charging stations within the parkade.

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Exhibit 1.1 Study Area

2. LOCAL CONTEXT

2.1 Land Use

The site is located at the northern end of Constance Avenue which is approximately 200 metres north of Esquimalt Village. Esquimalt Village has a series of commercial buildings with variety of retail stores and restaurants, and other daily services. Increased densification has occurred in Esquimalt Village over the recent past with a number of ongoing development projects helping to make it a more compact, walkable environment.

2.2 Street Network

Constance Avenue is classified as a local street whereas the nearby Admirals Road and Esquimalt Road are classified as Major Roads. Since Constance Avenue terminates with a cul-de-sac immediately north of the proposed development site, it primarily serves local residents. Admirals Road and Esquimalt Road provide north/south and east/west connectivity across Esquimalt.

2.3 Walking and Cycling

The majority of nearby local streets do not have sidewalks on either side whereas the major roads (Admirals Road and Esquimalt Road) have sidewalks on both sides. Crosswalks are provided on all four legs of the two nearby major intersections (Admirals Road / Naden Way and Admirals Road / Esquimalt Road). Admirals Road has limited pedestrian crossing opportunities however Esquimalt Road has crosswalks every 100 to 200 metres in Esquimalt Village for increased pedestrian permeability.

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

The site is approximately 600 metres from the E&N Regional Trail which currently extends from Esquimalt Road in the east to Songhees First Nation in the west, and from the north end of Songhees First Nations to the Old Island Highway.

2.4 Transit

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

Bus stops for BC Transit routes 15 and 26 are present at the Admirals Road and Esquimalt Road intersection, 300 metres south of the development site. Route 15 provides service to Victoria-West, Downtown Victoria and the University of Victoria whereas route 26 services Tillicum Mall, Uptown Mall and the University of Victoria.

3. DEVELOPMENT PLAN REVIEW

3.1 Vehicle Parking

The Esquimalt Parking Bylaw requires 1.3 parking spaces per dwelling unit in medium and high density buildings such as the one being proposed at 669 Constance Avenue. The Parking Bylaw also stipulates that 25% of the required parking spaces should be for visitors. Since the development is providing 84 dwellings the required parking supply is 109 parking spaces (82 for residents and 27 for visitors).

The development has discussed a parking variance the Township of Esquimalt to provide parking at a reduced rate of 1.0 parking space per dwelling unit which results in a parking supply of 84 spaces. This is reasonable given:

- Rental dwellings typically have 65% of the vehicle ownership of strata dwellings¹;
- Smaller dwellings have lower vehicle ownership than larger dwellings¹; and,
- The number of employment and retail opportunities within walking distance of the site and the proximity to cycling infrastructure and transit service make the site reasonably accessible even without an automobile.

The Parking Bylaw requires 25% of required parking spaces be reserved for visitors. Bunt recommends reserving 10% of the supplied parking spaces for visitors (6 visitor spaces). This recommendations stems from the *Metro Vancouver Residential Apartment Parking Study* which found that visitor parking demand never exceeded 0.06 vehicles per dwelling unit during the study period. These rates have been further substantiated by previous Bunt studies for similar projects. The supply of 8 visitor spaces equates to 0.1 visitor spaces per dwelling unit. The recommend parking supply is therefore 8 spaces for visitors and 76 for residents.

The Parking Bylaw requires that one disabled persons' parking space be provided for every 50 required parking spaces or part thereof. The development should provide two disabled persons' parking spaces to comply with this requirement.

3.2 Bicycle Parking

The Parking Bylaw does not have any requirements for bicycle parking for multi-family dwellings. However, the development is planning on providing secure bicycle parking in the parkade and potential providing a bicycle maintenance stand with tools. Bunt recommends that the bicycle storage area be conveniently located near the parkade entrance. Bunt also recommends that bicycle racks for visitors be installed near building entries.

¹ Metro Vancouver Residential Apartment Parking Study, Metro Vancouver, 2012

3.3 Access

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

3.4 On-Street Parking / Street Improvements

There is on-street parking on the majority of Constance Avenue's west side, north of Esquimalt Road. As shown in **Figure 3.1**, the street width narrows as it approaches the project site at the north end of the street.

The area highlighted in blue in Figure 3.1 presents an opportunity for the development to construct publicly available parking on the Township's right-of-way. Parking could potentially be constructed parallel or angle to the curb pending coordination with the neighbouring property owner, the Township of Esquimalt and utility providers. The construction of a cul-de-sac at the north end of Constance Avenue would provide a turn-around area, greatly improving the accessibility of the potential parking spaces on the west side of the street.

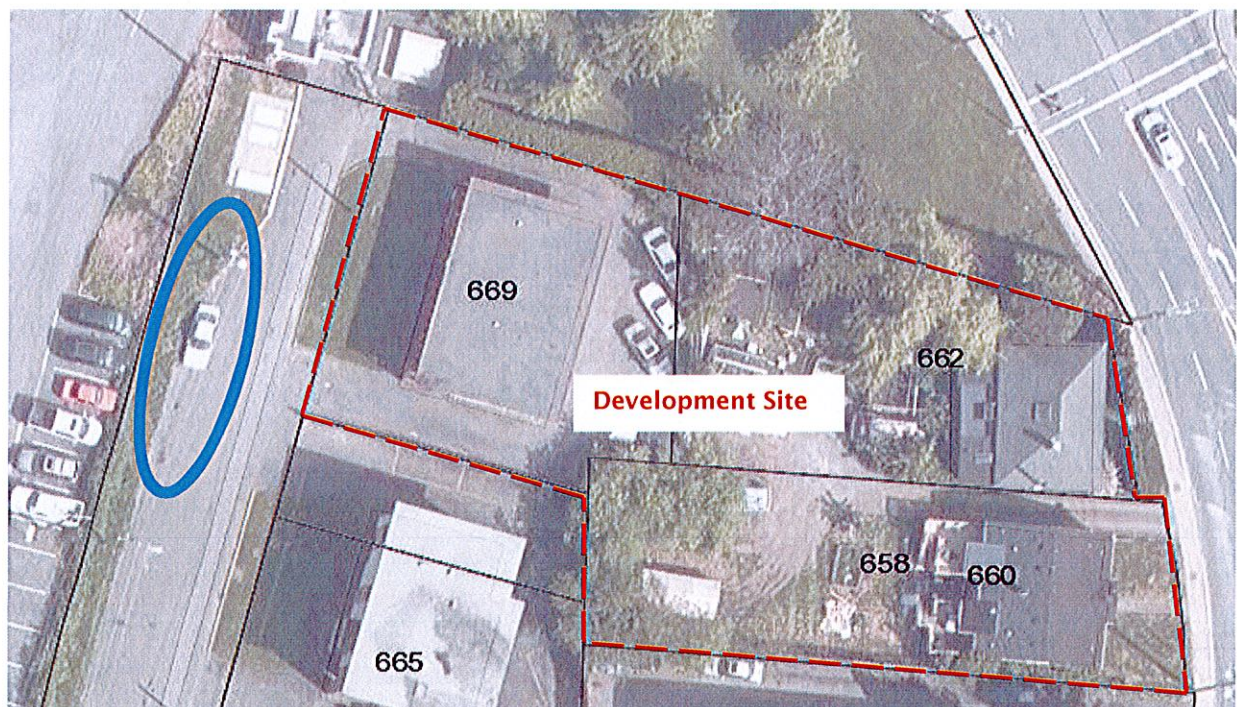


Figure 3.1: On-street Parking Opportunities

Base map source: Capital Regional District

4. TRAFFIC AND SAFETY REVIEW

4.1 Traffic Operations Assessment Methodology

The traffic operations were assessed at the Admirals Road / Astle Street intersection for the PM peak hour. The analysis was completed for the existing conditions (2017) and for the 2029 horizon year (ten years after development completion). The 2029 analysis includes the vehicle trips generated by the proposed development and background traffic (i.e. existing traffic plus growth on the network).

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

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

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

4.2 Existing Conditions

Bunt conducted a traffic count at the Admirals Road / Astle Street intersection on Tuesday July 11th from 3:00 to 4:30 PM. During this time period, 3:15PM to 4:15PM was identified as the peak hour.

Bunt observed approximately 950 to 1,000 vehicles on Admirals Road during the weekday PM peak hour with approximately half of the vehicles travelling to the north and half to the south. Minimal vehicles were observed turning to/from Astle Street at the intersection.

As shown in **Exhibit 4.1**, there are no traffic operations concerns with the existing conditions. All movements operate within their capacity and have reasonable queuing times.

4.3 Future Conditions

4.3.1 Background Traffic

Background traffic is the traffic that would exist without the proposed development and taking into account any increase in traffic due to other developments in the area that would add to the road network. Background traffic was estimated by combining the existing traffic data at the Admirals Road / Astle Street intersection with historical traffic data near the site. Historical traffic data on Admirals Road north of Esquimalt Road (approximately 200 metres south of Astle Street) was obtained from the Capital Regional District. Daily vehicle volumes increased from 11,270 to 12,470 between 2014 and 2016. This represents an increase of approximately 5% more vehicles per year. This is a notably high yearly increase which cannot be sustained for a considerable amount of time. This may be due to the relatively short period of time (two years) between the two data collection dates.

A 2% yearly increase in background traffic on Admirals Road was assumed for this study which is typical in suburban areas. This is a more realistic growth pattern that can be sustained over twelve years and is still higher than many similar streets in the region.

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 the resulting trip generation are presented in **Table 4.1**.

Table 4.1: PM Peak Hour Vehicle Trip Generation

LAND USE				TRIP RATES			TRIP GENERATION		
ITE LAND USE CODE	TITLE	SIZE	VARIABLE	IN	OUT	TOTAL	IN	OUT	TOTAL
223	Mid-rise Apartment	84	Units	31%	69%	0.30	19	14	33

As shown in Table 4.1, the ITE trip rate results in approximately 33 vehicle trips (19 in and 14 out) during a typical PM peak hour period which is equivalent to approximately one vehicle every two minutes. 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 visitors of the proposed development will walk, bike and use transit. Thus the trip volumes shown in Table 4.1 are likely an overestimation of the actual vehicle trips generated by the proposed development.

The new vehicle trips were assigned travel directions based on the existing travel patterns. The assumed travel pattern for traffic in and out of the proposed development is shown in **Exhibit 4.2**.

4.3.3 Traffic Operations Results

Exhibit 4.3 demonstrates the traffic operation results for the year 2029 with growth in background traffic and the traffic generated by the proposed development. As Exhibit 4.3 demonstrates, there are no traffic operational concerns at the Admirals Road / Astle Street intersection with all movements operating within their capacity. The queuing time for the eastbound approach is approximately 16 seconds (LOS C) which is considered reasonable. The eastbound queue should rarely exceed one vehicle.

4.4 Safety Review

There is a large tree in the southwest corner of the Admirals Road / Astle Street intersection (see **Figure 4.1**). The tree limits the visibility of eastbound drivers looking for northbound vehicles. Eastbound vehicles can only see northbound vehicles when they are within approximately 25 to 30 metres of the stopped vehicle. The Geometric Design Guide for Canadian Roads (TAC, 2017) recommends providing 105 metres of intersection sight distance in this scenario, assuming vehicles on Admirals Road are travelling at 50 km/h.



Figure 4.1: Vegetation Obstructing Visibility at the Admirals Road / Astle Street intersection

The tree should be trimmed to allow for greater visibility. The tree should be maintained as per Article 24 of the Esquimalt Zoning Bylaw which limits visual obstructions within 6 metres of street corners.

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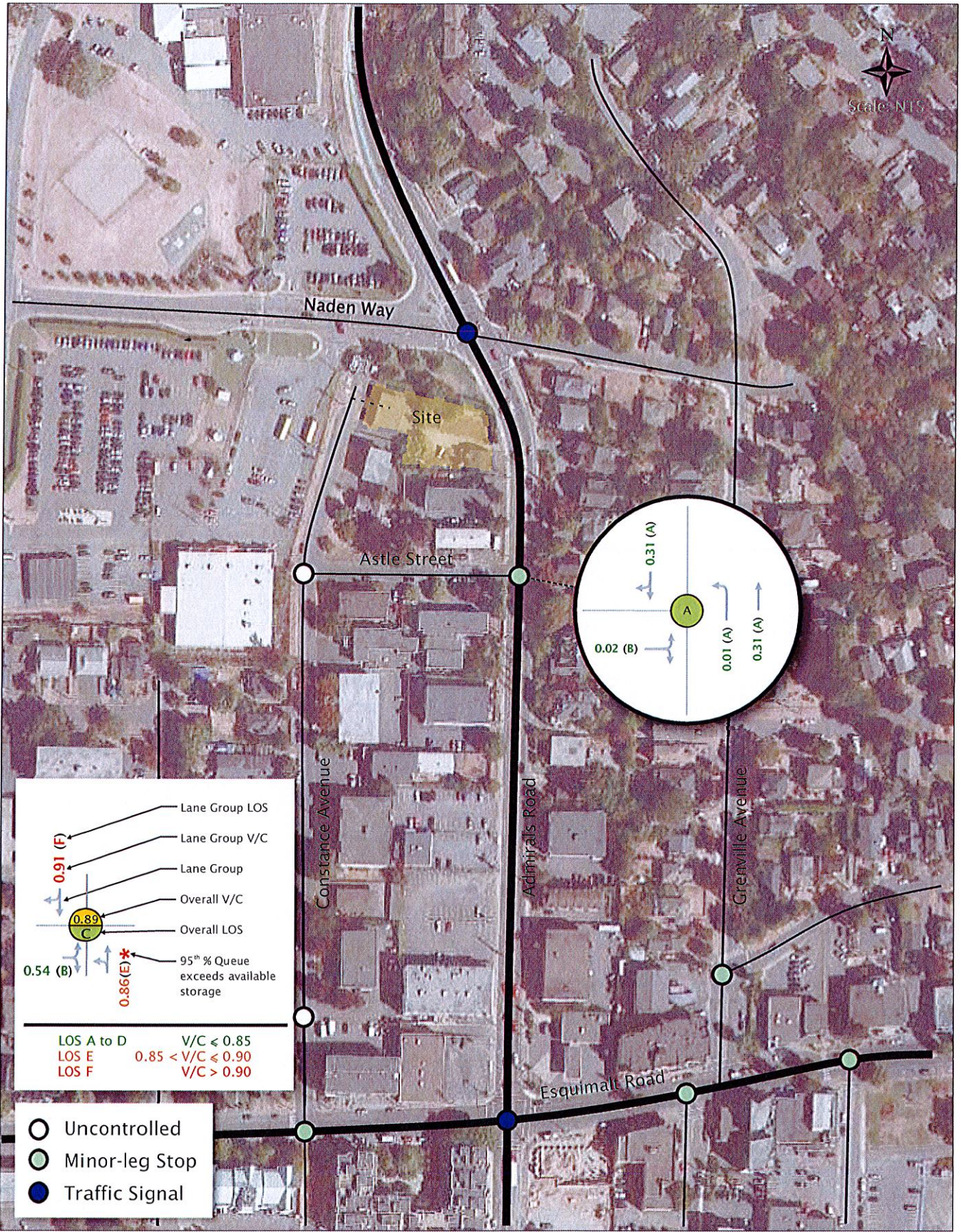


Exhibit 4.1 Existing Traffic Operations PM Peak Hour

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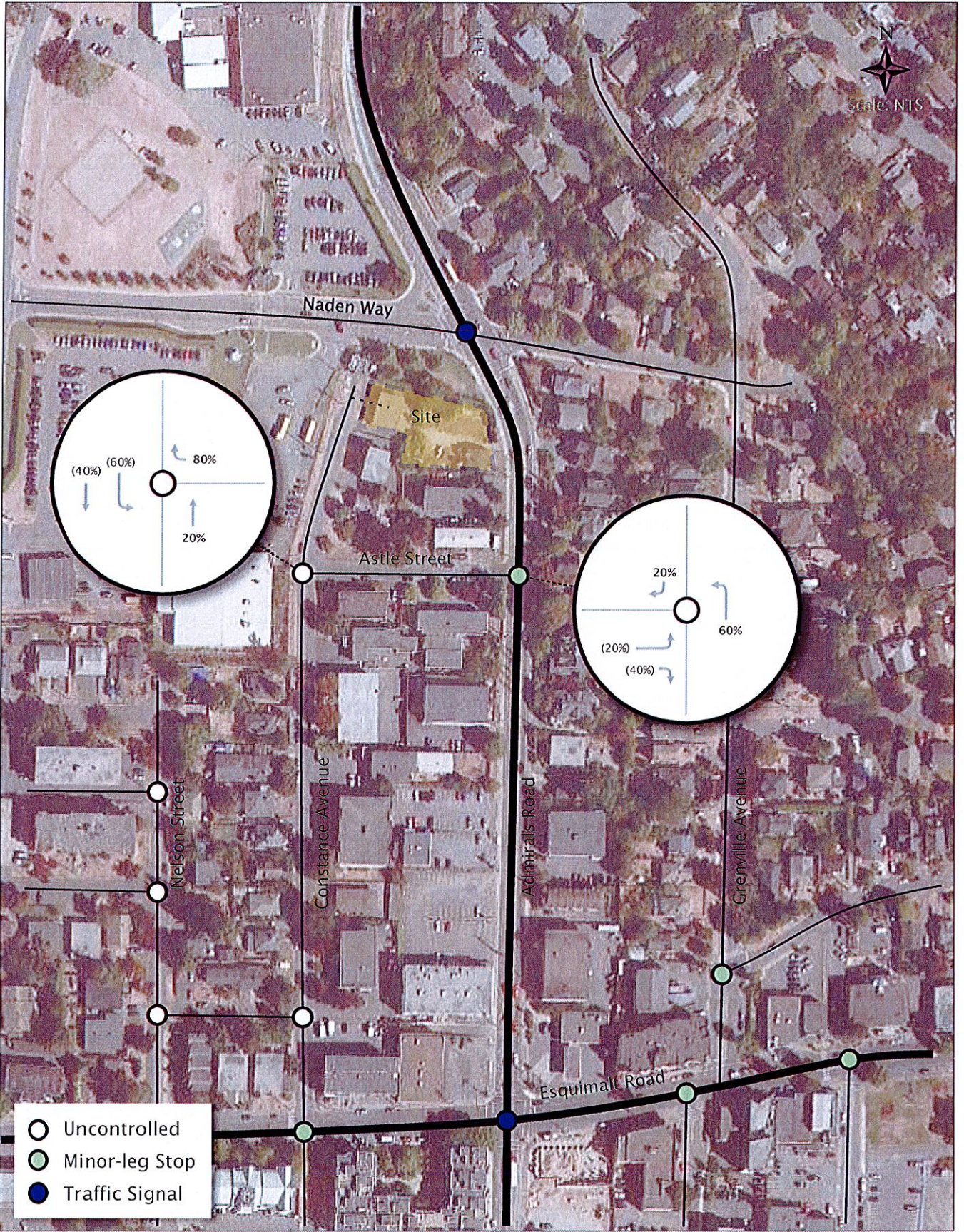


Exhibit 4.2 Traffic Distribution PM Peak Hour

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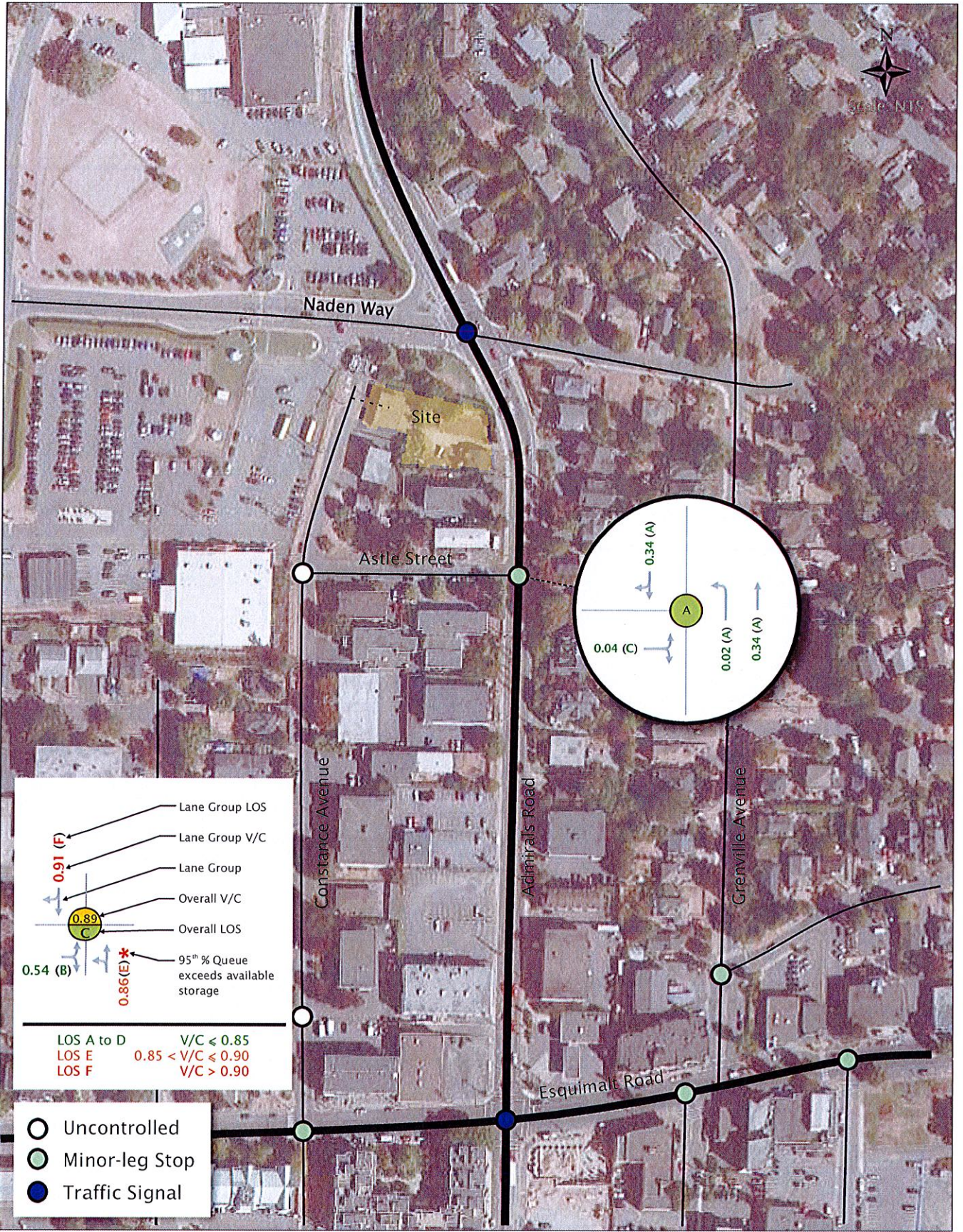


Exhibit 4.3 2029 Total Traffic Operations PM Peak Hour

5. CONCLUSIONS AND RECOMMENDATIONS

5.1 Conclusions

- The proposed new residential development at 669 Constance Avenue will have a maximum of 84 rental apartment dwelling units. The dwellings will be range from studios to three bedroom apartments.
- The site is well serviced with transit and is within walking range to a wide variety of commercial and service amenities.
- The Parking Bylaw requires 1.3 parking spaces at the development property. This equates to 109 parking spaces for 84 dwellings; 82 for residents and 27 for visitors.
- The development plans on providing parking at a reduced rate of 1.0 parking space per dwelling unit for a total of 84 parking spaces. This parking supply rate has been discussed with Township of Esquimalt staff.
- The site is expected to generate approximately 30-35 total vehicle trips per weekday PM peak hour. This is considered to be a nominal amount of traffic considering Admirals Road currently has approximately 1,000 vehicles during the PM peak hour and therefore the site traffic will not cause added pressure to the road network.
- The Admirals Road / Astle Street intersection has a large tree in the southwest corner which is restricting sightlines between eastbound and northbound vehicles.
- The Admirals Road / Astle Street intersection currently operates within capacity and is forecasted to continue operating within capacity with the proposed development.

5.2 Recommendations

- 1.0 parking space per dwelling should be provided of which 10% should be reserved for visitors. This results in a recommended parking supply of 8 spaces for visitors and 76 for residents.
- The tree in the southwest corner of the Admirals Road / Astle Street intersection should be trimmed. The tree should be maintained as per Article 24 of the Esquimalt Zoning Bylaw which limits visual obstructions within 6 metres of street corners.
- The development should have pedestrian access from Constance Avenue and Admirals Road.
- The development should have conveniently accessible secure bicycle parking for residents. Short-term bicycle parking should be provided near building entrances.

A0 GENERAL	COVER PAGE + PROJECT DATA AND RATIONALE
A0.0	COVER PAGE + PROJECT DATA AND RATIONALE
A0.1	VISUALIZATIONS
A0.2	SITE PLAN
A0.3	SHADOW STUDIES

A1 PLANS	TYPICAL HOME TYPES
A1.0	TYP. PARKING
A1.1	L1 FLOOR PLANS
A1.2	L2 FLOOR PLANS
A1.3	L3 FLOOR PLANS
A1.4	L4 FLOOR PLANS
A1.5	L5 FLOOR PLANS
A1.6	L6 FLOOR PLANS
A1.7	L7 FLOOR PLANS
A1.8	L8 FLOOR PLANS
A1.9	L9 FLOOR PLANS
A1.10	L10 FLOOR PLANS
A1.11	L11 FLOOR PLANS
A1.12	L12 FLOOR PLANS
A1.13	L12 FLOOR PLANS

A3 SECTIONS	WEST - EAST SECTION THRU RAMP
A3.1	WEST - EAST SECTION THRU RAMP
A3.2	WEST - EAST SECTION THRU COURTYARD
A3.3	NORTH - SOUTH SECTION

A4 ELEVATIONS	EAST ELEVATION
A4.1	EAST ELEVATION
A4.2	WEST ELEVATION
A4.3	NORTH ELEVATION
A4.4	SOUTH ELEVATION



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Not for construction
 All Dimensions to be verified on-site

Nov 21, 2017	REVISION APPLICATION 4
Nov 8, 2017	REVISION APPLICATION 4
Oct 27, 2017	REVISION APPLICATION 3
Oct 2, 2017	REVISION APPLICATION 2
Sept 15, 2017	REVISION APPLICATION 1
Date	Issue / Revision

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Project:
CORVETTE LANDING
 649 Constance Avenue
 618, 645, 645A Admirals Road,
 Esquimalt (BC), V8A 6A9
 Legal Lot Description:
 P.L.D. 004374551
 L&S 1
 Plan VPI1563

A0.00

Scale: 1/8" = 1'-0"
 Date: Sept 15, 2017 DWG #:
 Drawn: JMC
 Reviewed: DL

Executive Summary

The proposed Corvette Landing project is located within the Township of Esquimalt. Within the Esquimalt Harbour neighbourhood in immediate proximity to the Naval Base and the Dockyards the future Corvette Landing is situated at the corner of Admirals Road and Naden Way. We believe that it is a very significant urban development site. The site spans the length of the block of Naden Way along a green space towards Constance Avenue. The proposed building is, in accordance with the municipal land use zoning, planned to be a high-density residential construction. As the plan is today, it will offer 83 market affordable homes consisting of a broad range of types and floor plans ranging from 350sf 1BR/studios to 960sf 3BR family homes. Designed as a high-quality building, it will serve as an urban development catalyst for the community of Esquimalt. The new building will advance the creation of a vibrant, diverse and prosperous community, as a new paradigm, through its unique combination of affordability, livability and sustainability.

The building will be a certified Passiv Haus standard, one of the globally leading standards for sustainability and energy efficiency. The project is proposed to be built using engineered BC produced mass-timber technology, providing a low carbon footprint and highly durable construction. Built through off-site prefabrication, utilizing the most modern technologies, the project will not only minimize site construction-related noise, and traffic, it will ultimately reduce construction waste while substantially reducing the length of the construction time itself

The location provides excellent connectivity to public transit and shopping in walkable distance. It is expected that some future tenants will work in close proximity, being able to walk to work. The site is also located on both the commuter and recreational bicycle pathways, facilitating biking as a viable alternative to automotive transport.

Please refer to the Architects Letter to Mayor and Council for the detailed project rationale.

Mix of Homes:	
Studio	5
1BR	16
1BR + Tech.	15
2BR	41
3BR	6
TOTAL:	83

Rezoning
For Rezoning – Corvette Landing
 ALL DIMENSIONS ARE IN SQM (unless otherwise specified)

CORVETTE LANDING – 669 Constance Ave
 (all dimension in sqm unless otherwise noted)

Storeys	FSR AREA	GROSS RESIDENTIAL AREA	WALKWAY AREA
12	102.38	119.57	17.37
11	136.57	156.82	30.94
10	203.92	232.44	44.41
9	303.51	342.72	53.33
8	437.48	490.25	82.78
7	536.89	600.06	116.87
6	583.52	658.08	118.73
5	697.79	782.80	126.81
4	722.41	808.63	127.46
3	478.26	540.14	90.49
(Ground) 2	456.15	516.73	63.08
1	232.54	266.35	0.00
Total	4,891	5,513	872

Parking Area and Count (sqm)			
(parking) -1	1,556	Regular	69
(parking) -2	1,223	HC	3
(parking) -3	1,223	Small	14
(parking) -4	585	Total Res.	72
		Visitors	11
Total	3,364	Grand Total	83

Lockers and Bike Storage	
Unit Storage	83
Bike Stalls	125
Plaza Bike Sta	6

Site Area	1,936
FSR	2.53

Coverage area (enclosed)	903
Coverage (not including walkways and stairs)%	46.6%

Walkways and Stairs Lot Coverage	9.6%
Building Height (above Admirals)	33.76
Building Height (above Grade) (m)	35.94

Vertical Circulation			
	per floor (sqm)	# of floors	total
front	27	10	271
back	14	6	84
Overall total			355

Wall Area		
	full wall	half wall
total	621	311

Sellable Area (to mid wall)	5,202
-----------------------------	-------

Amenity	240
---------	-----

Mezzanine	960
Above Ground Gross Area	6,980



2 SOUTH-WEST AERIAL PERSPECTIVE VIEW



3 NORTH-WEST AXONOMETRIC VIEW

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Not for construction
 All Dimensions to be verified on-site

Date	DESCRIPTION
Nov 21, 2017	ADDITIONAL MATERIAL
Nov 8, 2017	ADDITIONAL MATERIAL
Oct 27, 2017	ADDITIONAL MATERIAL
Oct 2, 2017	ADDITIONAL MATERIAL
Sept 15, 2017	ADDITIONAL MATERIAL
1 Date	Issued / Revision

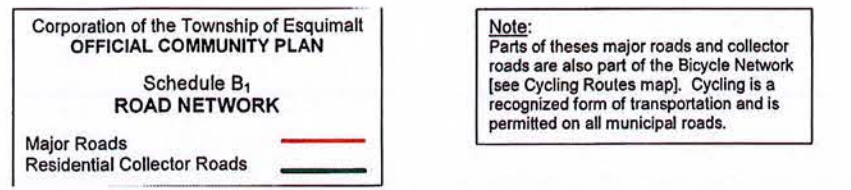
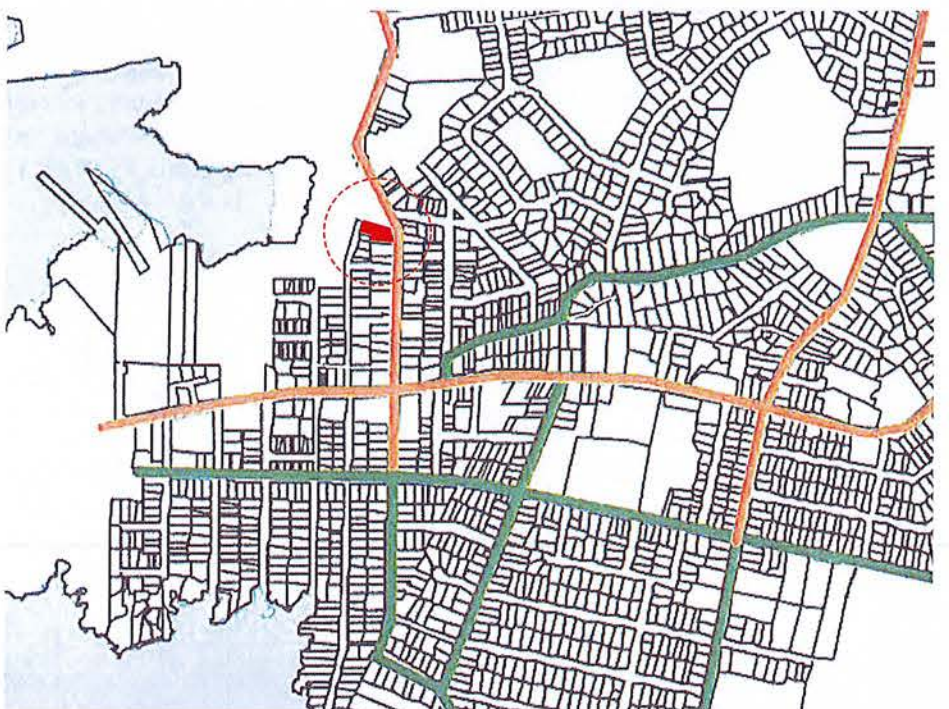
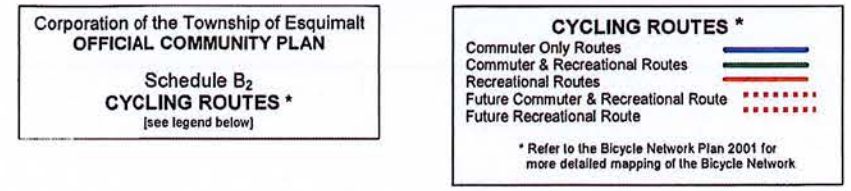
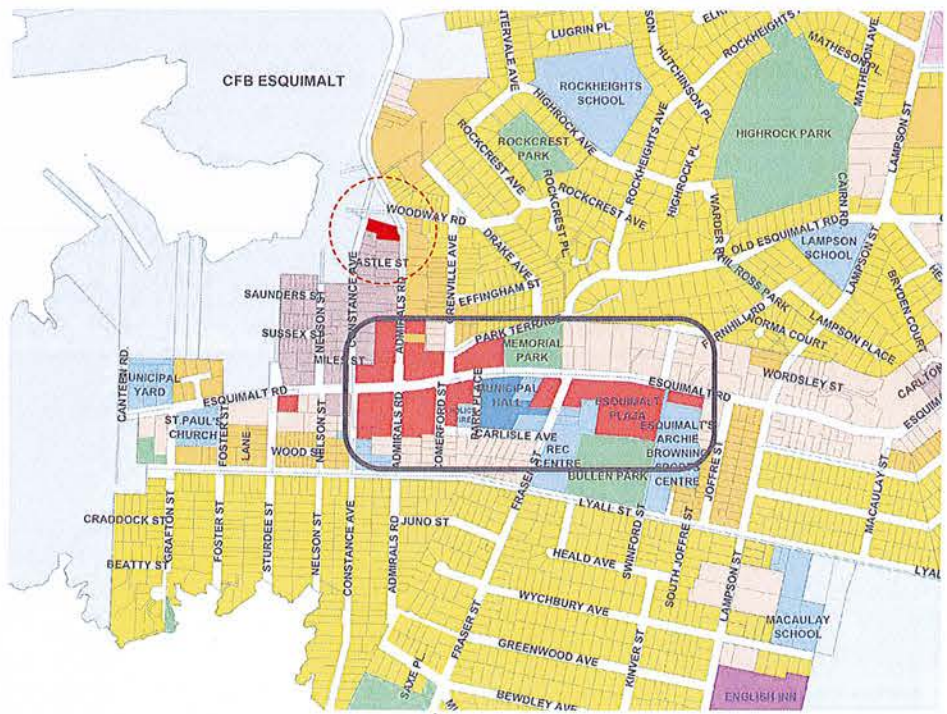
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Project:
CORVETTE LANDING
 669 Constance Avenue,
 858, 660, 663 Admirals Road,
 Esquimalt (BC), V8A 6W9
 Legal Lot Description:
 P.L.O. 004574451
 L&L 1
 Plan 10P13543

A0.01
 Title: COVER + PROJECT DATA AND RATIONALE
 Scale: File: c_r_01
 Date: Sept 15, 2017 DWG #:
 Drawn: JAC
 Reviewed: OL Revision:



1 PROJECT DATA



RECEIVED
NOV 14 2017
CORP. OF TOWNSHIP OF ESQUIMALT
DEVELOPMENT SERVICES

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Not for construction
All Dimensions to be verified on-site

Date	Issued / Revision	RESPONDING APPLICATION
1	Oct 27, 2017	RESPONDING APPLICATION - COSTSHEET
2	Oct 3, 2017	RESPONDING APPLICATION - COSTSHEET
3	Sept 15, 2017	RESPONDING APPLICATION

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Project:
CORVETTE LANDING
659 Constance Avenue,
658, 660, 662 Admirals Road,
Esquimalt (BC), V1A 4N9
Legal Lot Description:
P.L.D. 004574451
Lot 1
Plan V1P12543

A0.02
Title:
CONTEXT MAPS
Scale: File: clm0
Date: Sept 15, 2017 DWG #: 1
Drawn: AC
Reviewed: DL Revision: 1



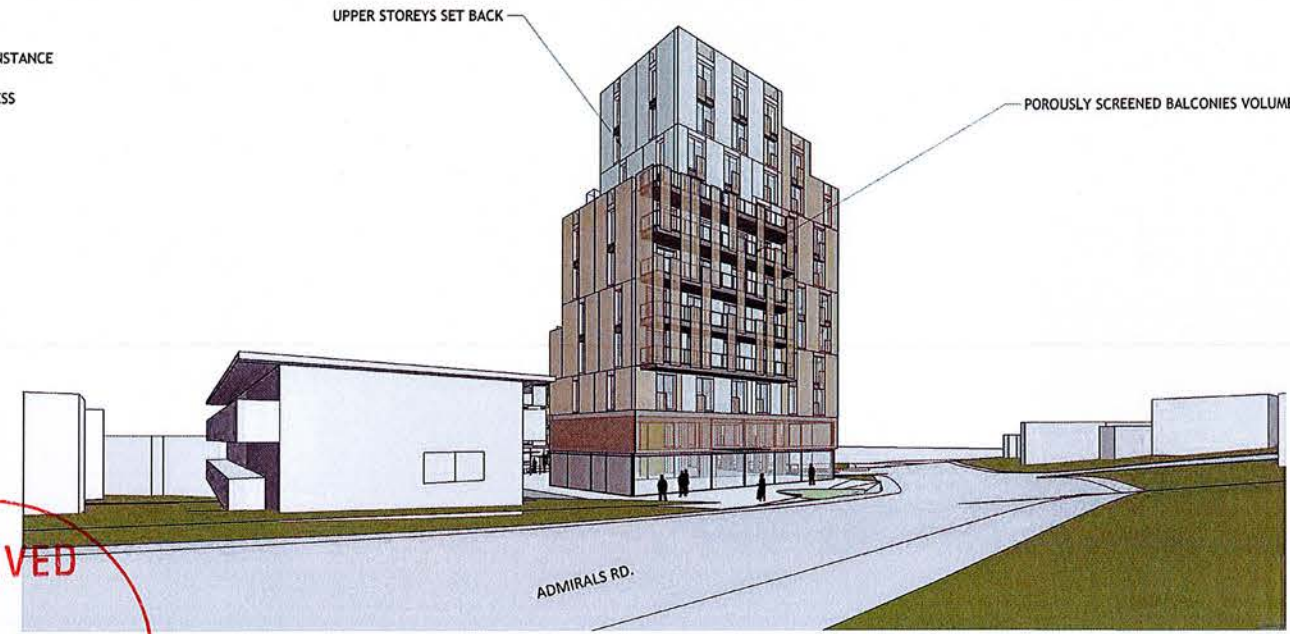
1 ADMIRALS RD. - NORTH APPROACH



2 ADMIRALS RD. / NADEN WAY CORNER - NORTH-EAST APPROACH



3 CONSTANCE AVE. - WEST APPROACH



4 ADMIRALS RD. - SOUTH EAST APPROACH

RECEIVED
 NOV 14 2017
 CORP OF TOWNSHIP
 OF ESQUIMALT
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Not for construction
 All Dimensions to be verified on-site

Date	Issue / Revision
5 Nov 21, 2017	REVISIONS/REVISIONS/REV
4 Nov 8, 2017	ADDITIONAL MATERIAL
3 Oct 27, 2017	ADDITIONAL MATERIAL
2 Oct 7, 2017	ADDITIONAL MATERIAL
1 Sept 15, 2017	PRELIMINARY APPLICATION

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Project:
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 658, 660, 662 Admirals Road,
 Esquimalt (BC), V8A 6W9
 Legal Lot Description:
 P.I.D. 004574453
 U.N.I.
 Plan 19913563

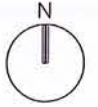
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Title:
VISUALIZATIONS

Scale:	File:
Date: Sept 15, 2017	Drawn by:
Drawn by: MC	Revised by: OK
Revised by: OK	Revision: A



1 SITE PLAN
scale 1:150



RECEIVED
NOV 14 2017
CORP. OF TOWNSHIP OF ESQUIMALT
DEVELOPMENT SERVICES

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Not for construction
All Dimensions to be verified on-site

Date	Issued / Revision
Oct 17, 2017	REVISION APPLICATION 1
Oct 17, 2017	REVISION APPLICATION 2
Oct 17, 2017	REVISION APPLICATION 3
Sept 15, 2017	REVISION APPLICATION 4
1	Issue

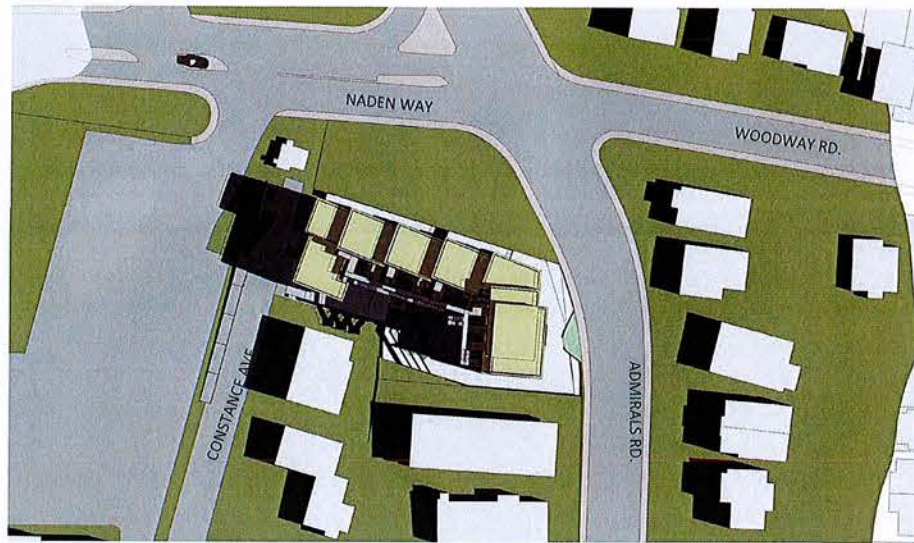
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Project:
CORVETTE LANDING
619 Constance Avenue,
658, 660, 662 Admirals Road,
Esquimalt (B.C.), V8A 6W9
Legal Lot Description:
P.L.D. 00474451
Lot 1
Plan V8P3563

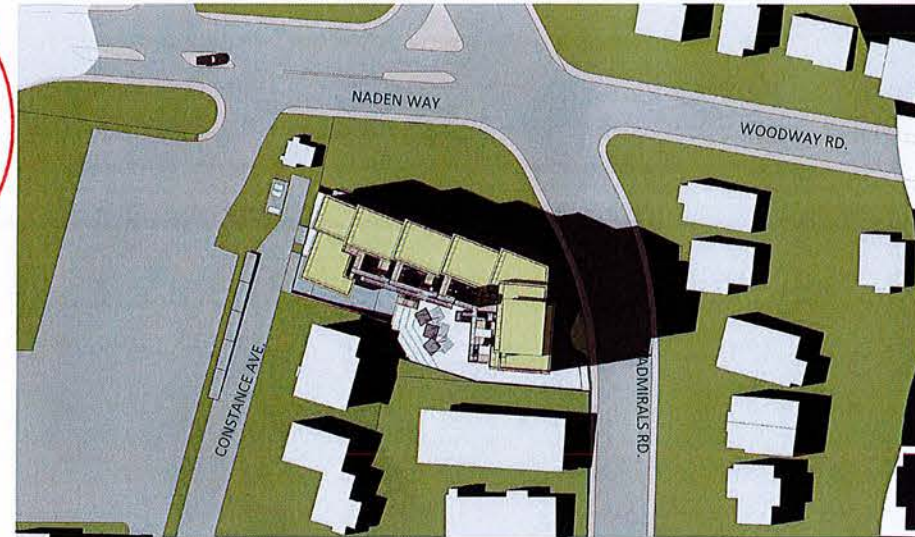
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Title:
SITE PLAN

Scale:	File:
Scale: 1:150	File: c_04
Date: Sept 15, 2017	DWG #:
Drawn: JAC	
Reviewed: OL	Revision: 1



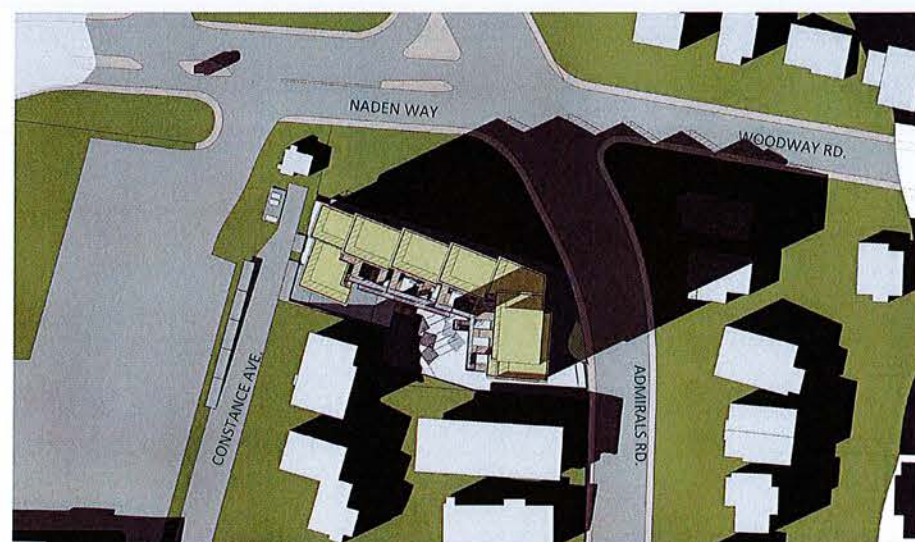
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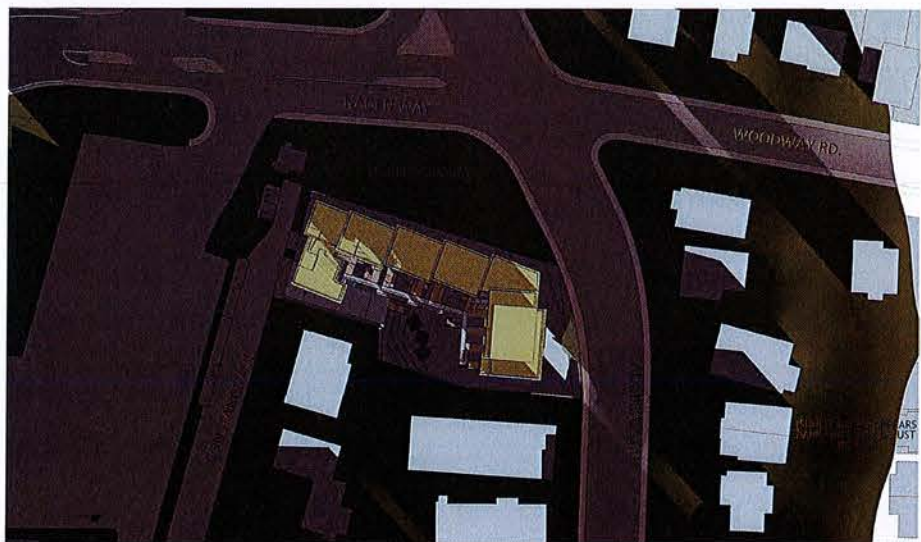
2 SHADOW STUDY: JUNE 21, 4:00PM



3 SHADOW STUDY: SEPT. 22 / MAR. 20, 9:00AM

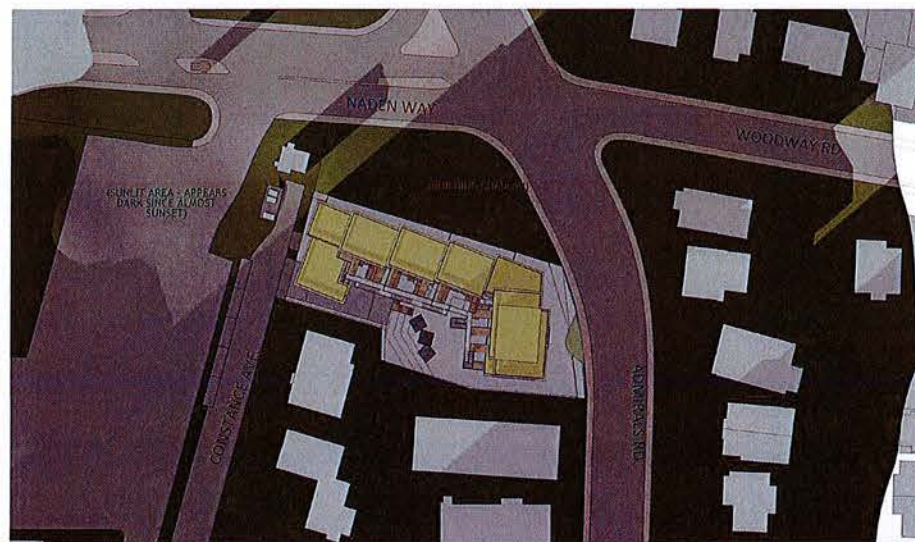


4 SHADOW STUDY: SEPT. 22 / MAR. 20, 4:00PM



5 SHADOW STUDY: DEC. 21, 9:00AM

NOTE: SITE AS A WHOLE IS DARKER AND SHADOWED AT THESE HOURS IN WINTER SINCE TIMES ARE VERY CLOSE TO SUNRISE AND SUN SET



6 SHADOW STUDY: DEC 21, 4:00PM

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 Lang Wilson Practise in Architecture Culture
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 and Group
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 Phone: 604-684-5195



Not for construction
 All Dimensions to be verified on-site

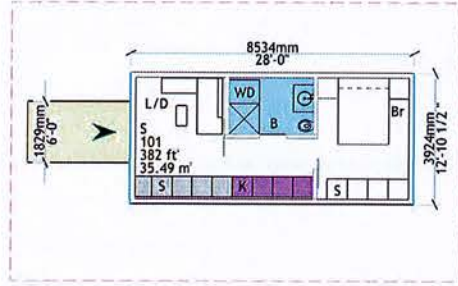
Date	Revision
Oct 22, 2017	PETITION APPLICATIONS - PROVISIONAL DESIGN
Oct 3, 2017	PETITION APPLICATIONS - PROVISIONAL DESIGN
Sept 15, 2017	PETITION APPLICATION
1/ Date	Issued / Revision

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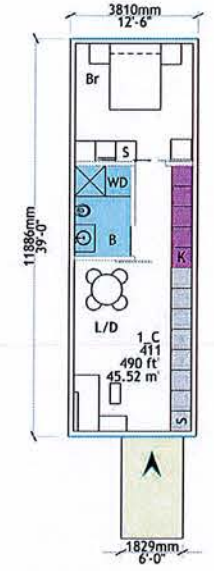
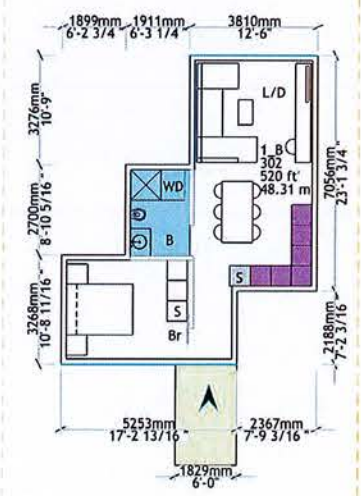
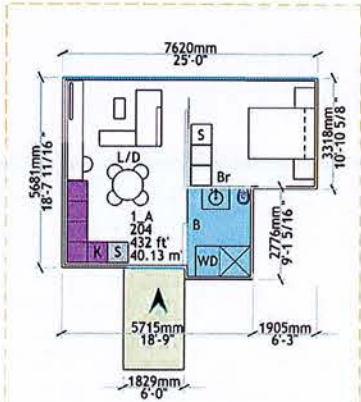
Project:
CORVETTE LANDING
 485 Constance Avenue,
 655, 660, 662 Admirals Road,
 Esquimalt (BC), V1A 4N9
 Legal Lot Description:
 P.L.O. 20074451
 SUE 1
 Plan N0712563

A0.05

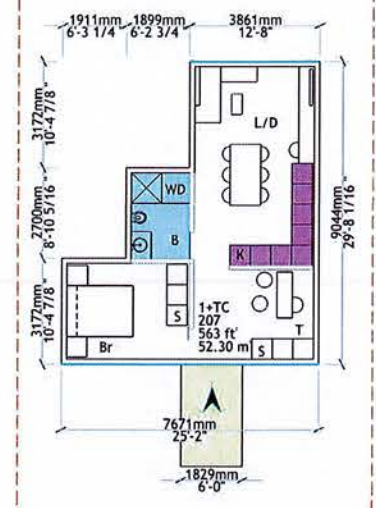
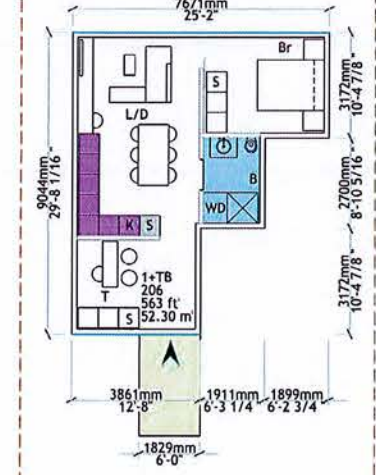
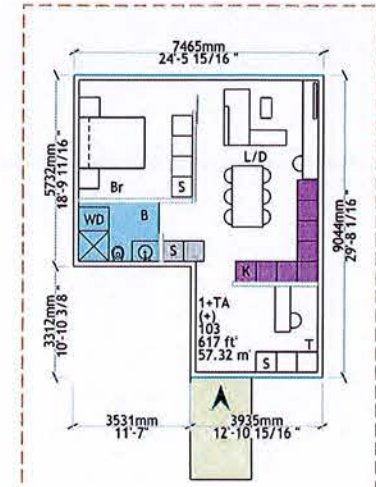
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Scale:	File: c_05
Date: Sept 15, 2017	Drawn: MC
Drawn: MC	Checked: DL
Reviewed: DL	Revision: A



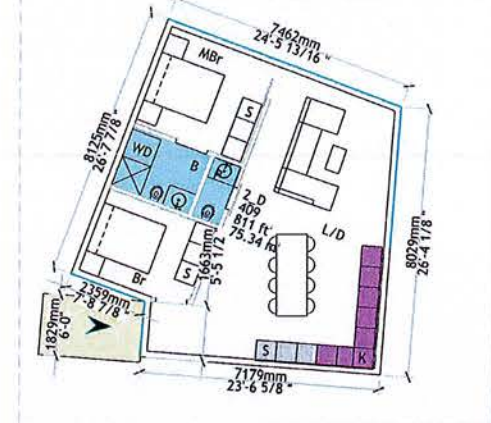
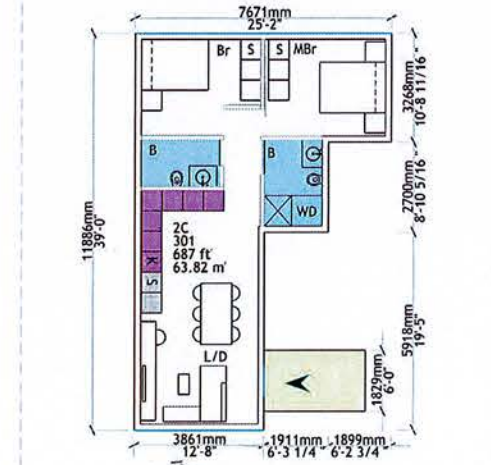
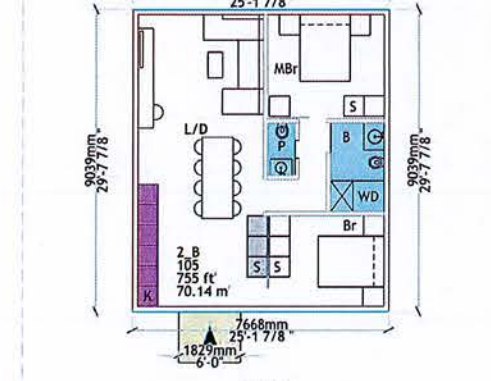
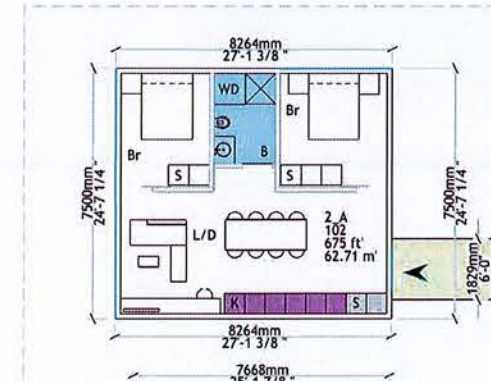
1 STUDIO HOME TYPE
scale 1:100



2 1 BR HOME TYPE
scale 1:100



3 1 BR + TECH HOME TYPE
scale 1:100



4 2 BR HOME TYPE
scale 1:100



5 3 BR HOME TYPE
scale 1:100

	Storage		Kitchen		S - Storage		B - Bathroom
	Bathroom		Bridge		BR - Bedroom		W - Workspace
	Entrance				WD - Washer Dryer		

1BR + T = 1 Bedroom + Technology Space
1BR (+) = Larger than average
1BR (-) = Smaller than average



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Not for construction
All Dimensions to be verified on-site

31 Oct 2017	RESPONDING APPLICATION #
2 Oct 3, 2017	RESPONDING APPLICATION #
1 Sept 15, 2017	RESPONDING APPLICATION #
1 Date	Issue / Revision

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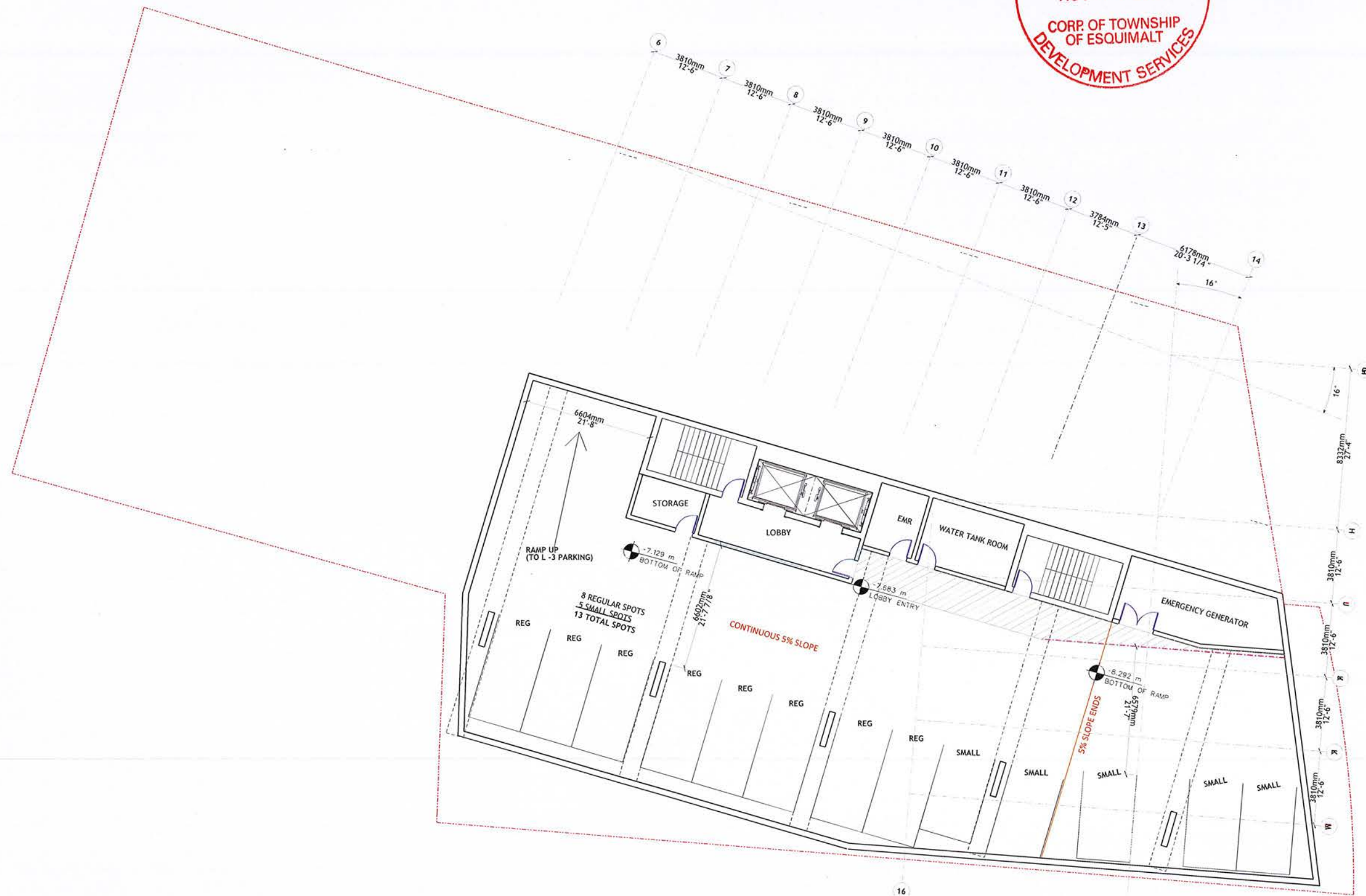
Project:
CORVETTE LANDING
445 Constance Avenue,
655, 660, 662 Adolphus Road,
Esquimalt (BC), V8A 6M9
Legal Lot Description:
P.L.D. 00034433
Lot 1
Plan V911563

A1.00

Title:
TYPICAL HOME TYPES

Scale: File: o_a
Date: Sept 15, 2017 Drawn:
Drawn: MC
Reviewed: OL Revision: A

RECEIVED
NOV 14 2017
 CORP OF TOWNSHIP
 OF ESQUIMALT
 DEVELOPMENT SERVICES



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Not for construction
 All Dimensions to be verified on-site

Date	Revised / Revision
Oct 27, 2017	RESPONDING APPLICATION 1 - ADDITIONAL INFORMATION
Oct 2, 2017	RESPONDING APPLICATION 2 - ADDITIONAL INFORMATION
Sept 15, 2017	RESPONDING APPLICATION

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Project:
CORVETTE LANDING
 649 Constance Avenue,
 65A, 66A, 68A, 68B, 68C, 68D, 68E, 68F, 68G, 68H, 68I, 68J, 68K, 68L, 68M, 68N, 68O, 68P, 68Q, 68R, 68S, 68T, 68U, 68V, 68W, 68X, 68Y, 68Z
 Esquimalt (BC), V8A 6N9
 Legal Lot Description:
 P.I.D. 00017451
 Lot 1
 Plan V8P13053

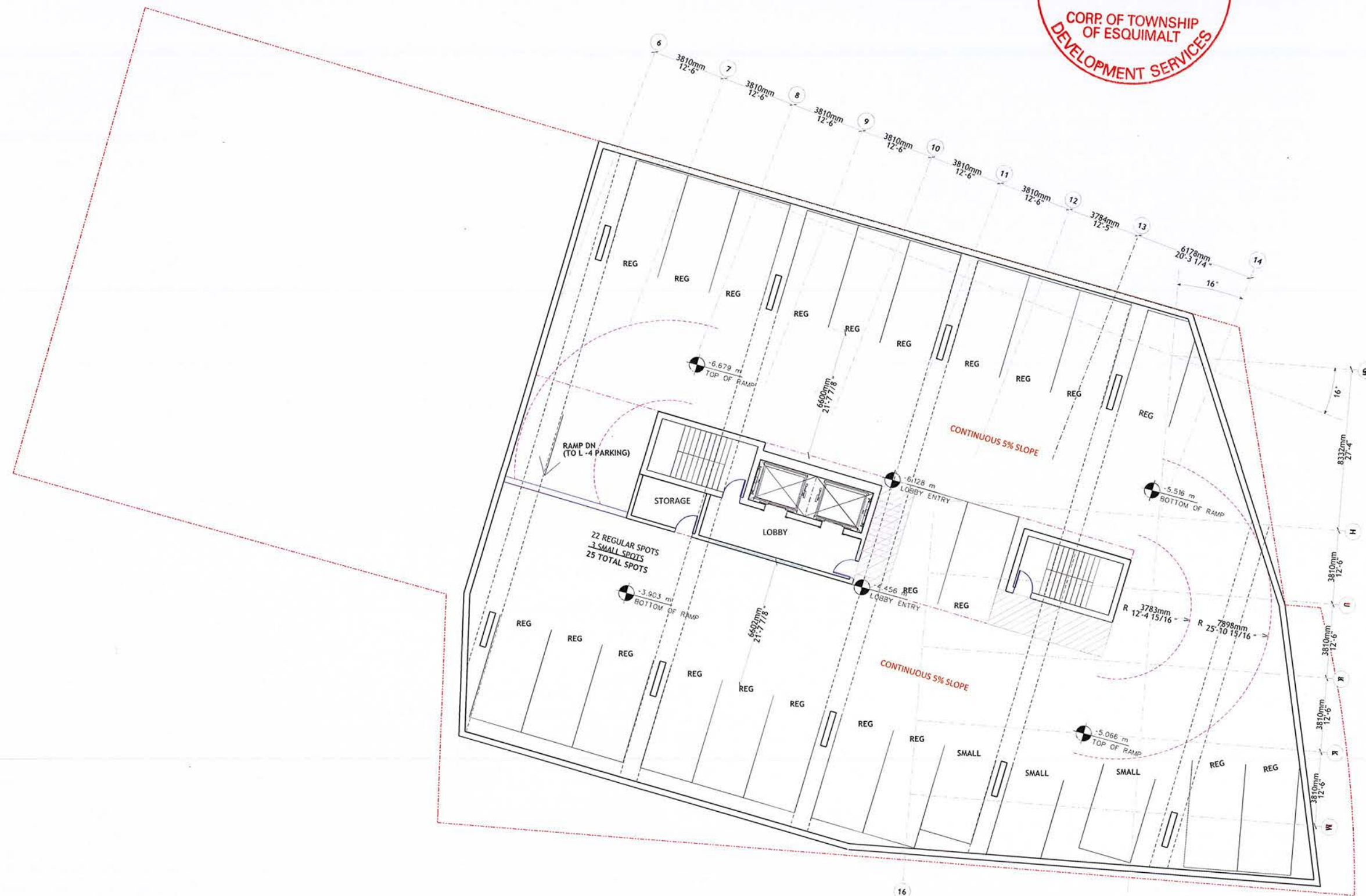
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 Date: Sept 15, 2017 DWG #: 1
 Drawn: MC
 Reviewed: DL Revision: 1

1 P4 PARKING FLOOR PLAN
 scale 1:100

RECEIVED

NOV 14 2017

**CORP. OF TOWNSHIP
OF ESQUIMALT
DEVELOPMENT SERVICES**



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Not for construction
All Dimensions to be verified on-site

Date	Issued / Revision
Oct 27, 2017	REZONING APPLICATION 3 - CONSTRUCTION PERMITS
Oct 2, 2017	REZONING APPLICATION 3 - CONSTRUCTION PERMITS
Sept 15, 2017	REZONING APPLICATION 3

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Project:
**CORVETTE
LANDING**
445 Constance Avenue,
415, 445, 442 Admirals Road,
Esquimalt (BC), V8A 6N9
Legal Lot Description:
P.L.O. 004074431
Lot 1
Plan VSP13583

A1.02

Title:
P3 PARKING

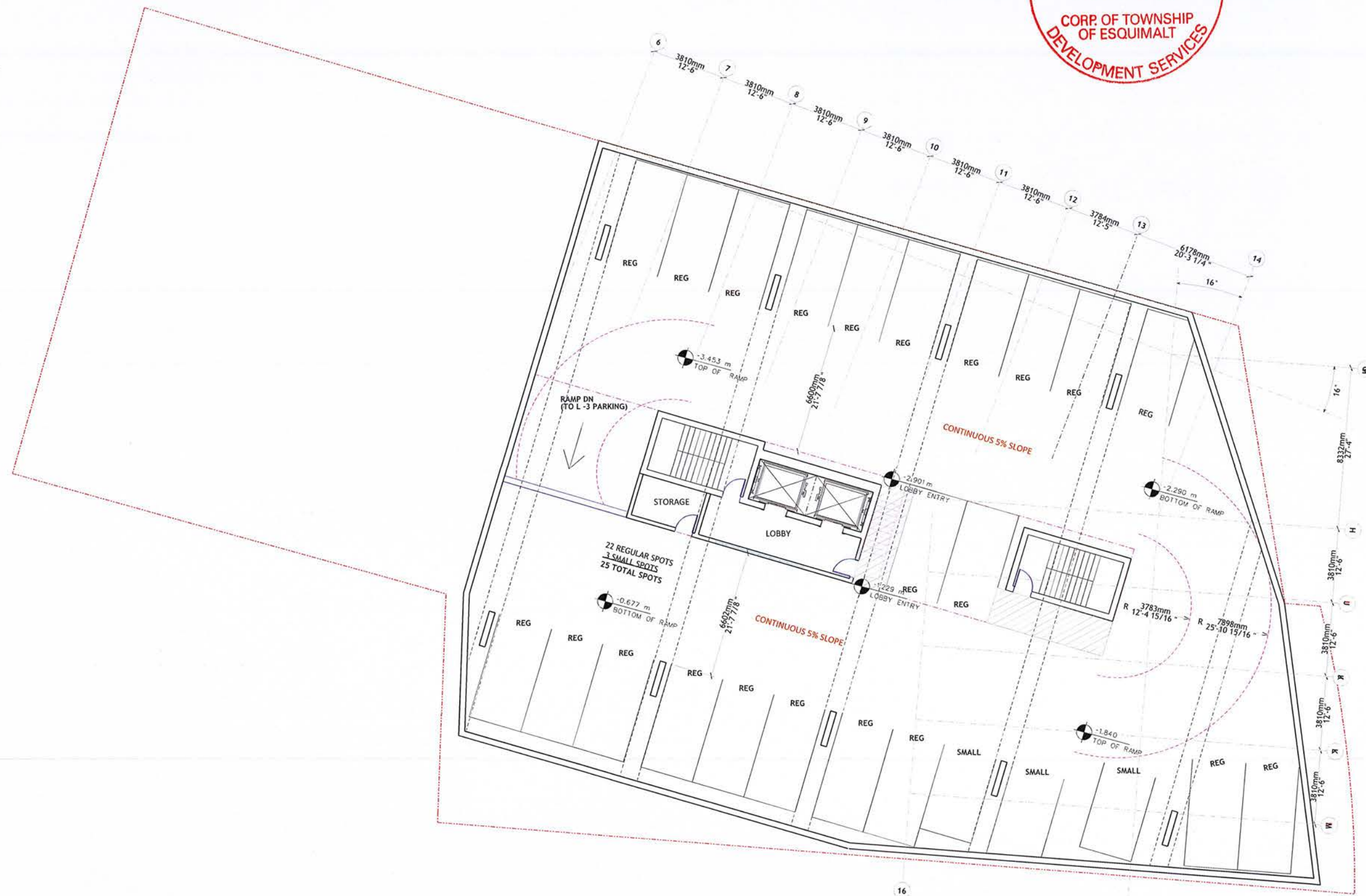
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Date: Sept 15, 2017
Drawn: MC
Reviewed: DL

1 P3 PARKING FLOOR PLAN
scale 1:100

RECEIVED

NOV 14 2017

**CORP. OF TOWNSHIP
OF ESQUIMALT
DEVELOPMENT SERVICES**



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trey@standingstone.ca
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Not for construction
All Dimensions to be verified on-site

Date	Description
Oct 27, 2017	REVISION APPLICATION
Oct 2, 2017	REVISION APPLICATION
Sept 15, 2017	REVISION APPLICATION
Issue	Issue / Revision

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Project:
CORVETTE LANDING
658 Constance Avenue,
658, 660, 662 Admirals Road,
Esquimalt (BC), V9A 6N9
Legal Lot Description:
P.L.D. 004574631
Lot 1
Plan VP-13563

A1.03

Title:
P2 PARKING

Scale: Plot : c_dwg
Date: Sept 15, 2017 DWG #:
Drawn: MC
Reviewed: GL Revision:
Revision:

1 P2 PARKING FLOOR PLAN
scale 1:100



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Not for construction
 All Dimensions to be verified on-site

Date	Issued / Revision
Oct 27, 2017	REVISION: APPROXIMATE POSITIONING
Oct 2, 2017	REVISION: APPROXIMATE POSITIONING
Oct 2, 2017	REVISION: APPROXIMATE POSITIONING
Sept 15, 2017	REVISION: APPROXIMATE POSITIONING
Date	Issued / Revision

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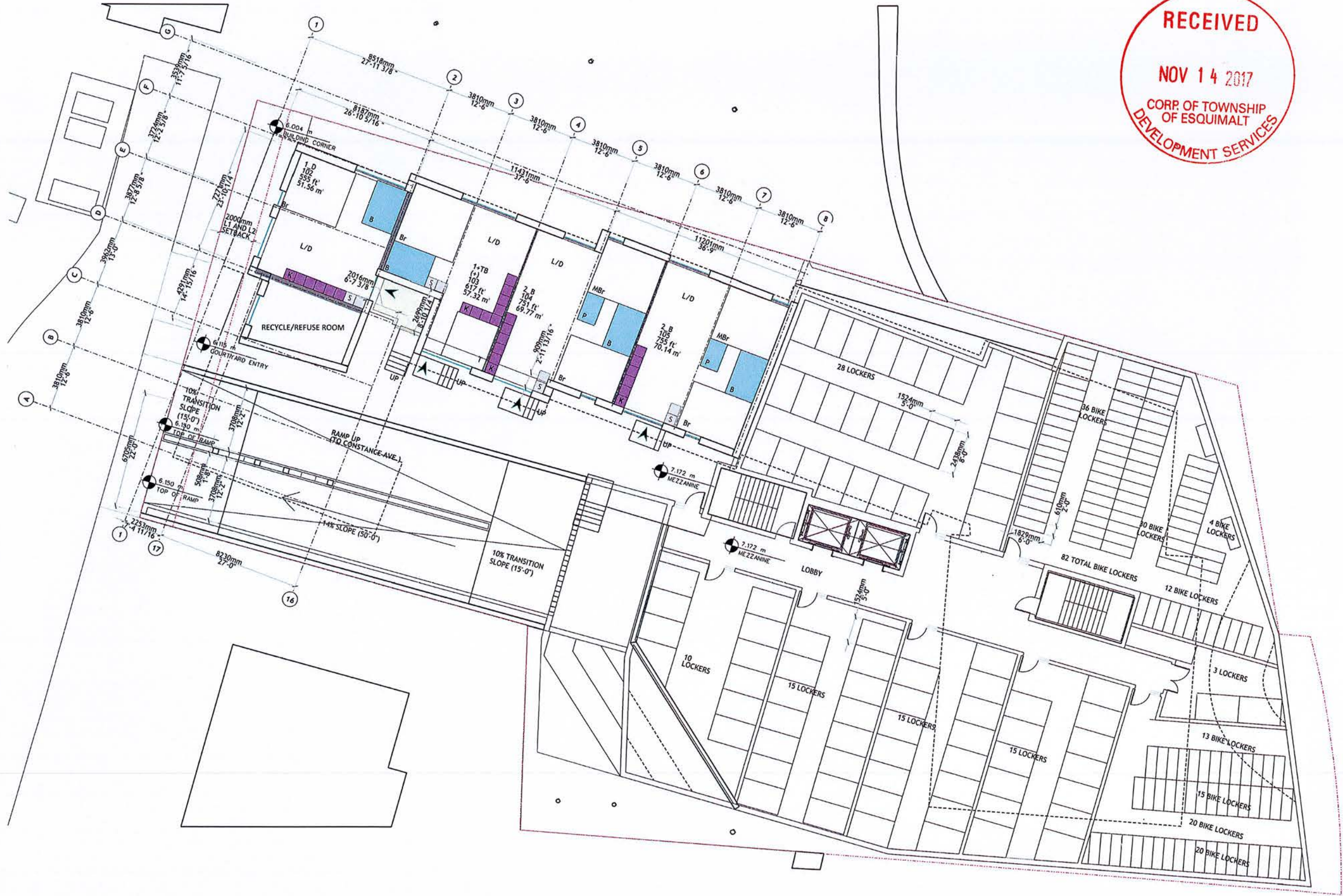
Project:
CORVETTE LANDING
 683 Constance Avenue,
 658, 660, 662 Admiralty Road,
 Esquimalt (BC), V9A 6N9
 Legal Lot Description:
 P.L.S. 040174651
 Lot 1
 Plan V9P13053

A1.04

Title:
P1 PARKING

Scale	File
Scale:	File: c1_03
Date:	2017
Drawn:	HC
Reviewed:	CL

1 P1 PARKING FLOOR PLAN
 scale 1:100



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Not for construction
 All Dimensions to be verified on-site

Date	Issue / Revision
Oct 27, 2017	REVISION APPLICATION
Oct 2, 2017	REVISION APPLICATION
Sept 15, 2017	REVISION APPLICATION
	Issue 4 / Revision

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Project:
CORVETTE LANDING
 649 Constance Avenue,
 658, 660, 662 Admirals Road,
 Esquimalt (BC), V9A 6M9
 Legal Lot Description:
 P.L.O. 00074651
 Lot 1
 Plan V9P12562

1 L1 FLOOR PLAN
 scale 1:100

A1.05

Title:
L1 FLOOR PLANS

Scale: 1:100
 Date: Sept 15, 2017
 Drawn: JHC
 Reviewed: OK

RECEIVED

NOV 14 2017

**CORP. OF TOWNSHIP
OF ESQUIMALT
DEVELOPMENT SERVICES**

Client:
Standing Stone
Developments Inc.
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Not for construction
All Dimensions to be verified on-site

Date	By	Description
Oct 27, 2017	REVISIONS	REVISIONS
Oct 2, 2017	REVISIONS	REVISIONS
Sept 15, 2017	REVISIONS	REVISIONS

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Project:
CORVETTE LANDING
680 Cordillera Avenue,
655, 660, 662 Admirals Road,
Esquimalt (BC), V8A 6W9
Legal Lot Description:
P.I.D. 00017451
Lot 1
Plan V8P13563

A1.06

Title:
L2 FLOOR PLAN

Scale: File: c1_06
Date: Sept 15, 2017 **DWG #:**
Drawn by: JMC
Reviewed by: OK **Revisions:**



1 L2 FLOOR PLAN
scale 1:100



1 L3 FLOOR PLAN
scale 1:100

Client:
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Not for construction
All Dimensions to be verified on-site

Date	Revised / Revision
Oct 27, 2017	RESPONDING APPLICATION 1 - PROVISIONAL HISTORY
Oct 3, 2017	RESPONDING APPLICATION 1 - PROVISIONAL HISTORY
Sept 15, 2017	RESPONDING APPLICATION

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Project:
CORVETTE LANDING
660 Constance Avenue,
555, 460, 442 Adolphus Street,
Esquimalt (BC), V8A 6N9
Legal Lot Description:
P.L.S. 000314451
Lot 1
Plan V013363

A1.07
Title:
L3 FLOOR PLANS
Scale: File: o_03
Date: Sept 15, 2017 DWG #:
Drawn: JC
Reviewed: OK Revision: A



1 L4 FLOOR PLAN
scale 1:100

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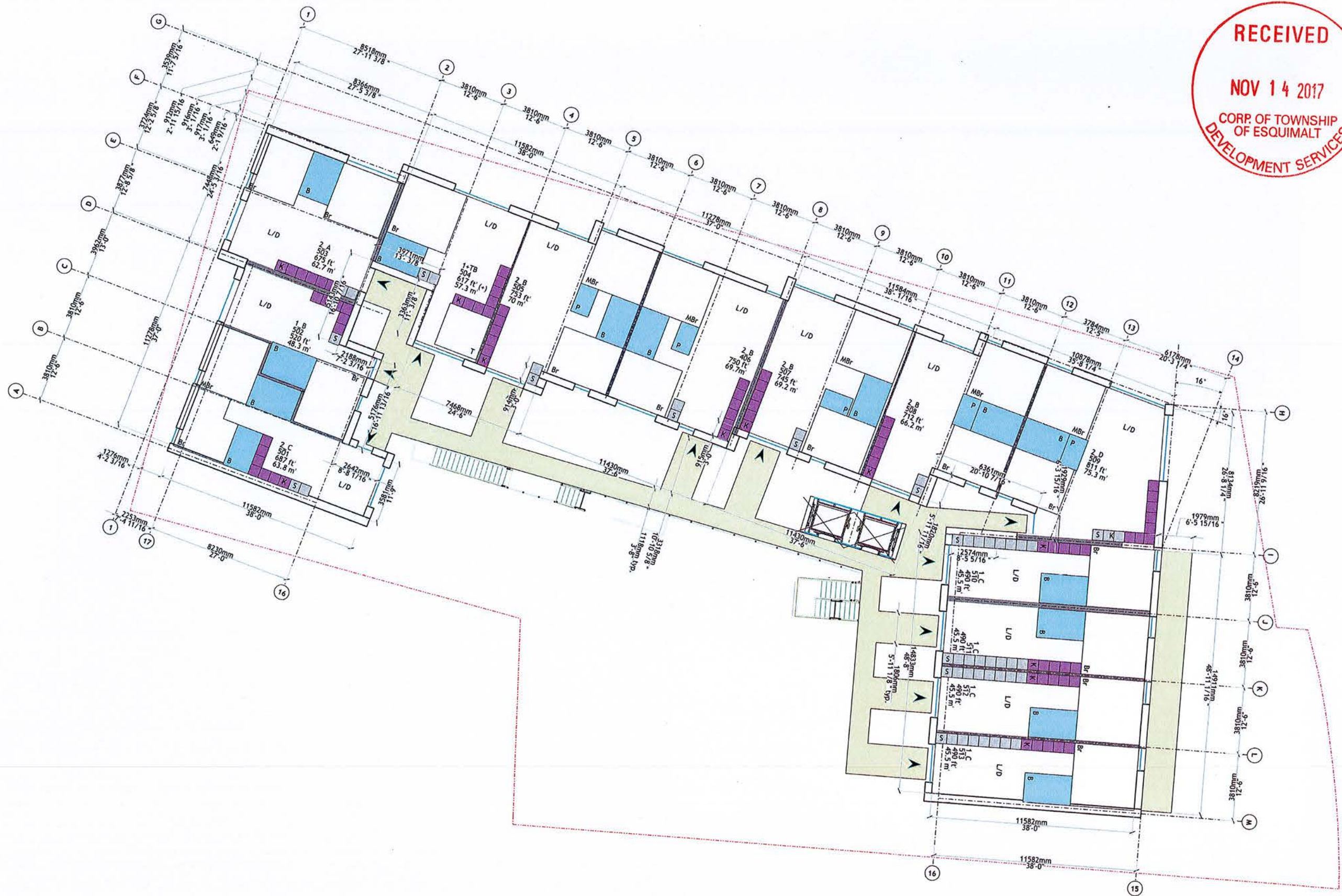
Not for construction
All Dimensions to be verified on-site

Date	Revised / Revision
Oct 27, 2017	REVISION APPLICATION 1
Oct 2, 2017	REVISION APPLICATION 2
Sept 15, 2017	REVISION APPLICATION 3
None	Issued / Revision

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Project:
CORVETTE LANDING
645 Constance Avenue,
658, 660, 662 Admirals Road,
Esquimalt BC, V9A 6H9
Target Lot Description:
P.I.D. 00674451
Lot 1
Plan NP125A3

A1.08
Title:
L4 FLOOR PLANS
Scale: 1:100
Date: Sept 15, 2017
Drawn: JLC
Reviewed: OK



1 LEVEL 5 FLOOR PLAN
scale 1:100

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Not for construction
All Dimensions to be verified on-site

Date	Issue / Revision
Oct 27, 2017	REVISION APPROVAL
Oct 3, 2017	REVISION APPROVAL
Sept 15, 2017	REVISION APPROVAL

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Project:
CORVETTE LANDING
640 Cordova Avenue,
558, 660, 662 Admirals Road,
Esquimalt (BC), V8A 6M9
Legal Lot Description:
P.L.D. 00021450
Lot 1
Plan V01126A3

A1.09
Title:
L5 FLOOR PLANS
Scale: 1/4" = 1'-0"
Date: Sept 15, 2017 DWG #:
Drawn by: JLC
Reviewed by: DL



1 L6 FLOOR PLAN
scale 1:100

Client:
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Not for construction
All Dimensions to be verified on-site

3	Oct 27, 2017	REVISIONS
2	Oct 3, 2017	REVISIONS
1	Sept 15, 2017	REVISIONS
	Issue / Revision	

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Project:
CORVETTE LANDING
643 Constance Avenue,
638, 640, 642 Kamalah Road,
Esquimalt (BC), V8A 6H9
Legal Lot Description:
P.I.D. 00037403
Lot 1
Plan WIP13063

A1.10

Title:
L6 FLOOR PLANS

Scale:	File:	o_a_n
Date:	Drawn:	DK
Drawn:	DK	
Reviewed:	DK	



1 L7 FLOOR PLAN
scale 1:100

Client:
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Not for construction
All Dimensions to be verified on-site

Date	Issue / Revision
Oct 27, 2017	REVISION: DIMENSIONS
Oct 3, 2017	REVISION: DIMENSIONS
Sept 15, 2017	REVISION: APPLICATION

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Project:
CORVETTE LANDING
445 Cordova Avenue,
558, 640, 682 Adolphus Road,
Esquimalt (BC), V9A 6M9
Legal Lot Description:
P.L.S. 00031453
Lot 1
Plan V9P13563

A1.11
Title:
L7 FLOOR PLANS
Scale: File: o_35
Date: Sept 15, 2017 DWG #:
Drawn: JC
Reviewed: DL Revision:

RECEIVED

NOV 14 2017

**CORP. OF TOWNSHIP
OF ESQUIMALT
DEVELOPMENT SERVICES**



1 LB FLOOR PLAN
scale 1:100

Client:
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Developments Inc.**
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troy@standingstone.com
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Not for construction
All Dimensions to be verified on-site

Date	Revised / Revision
Oct 17, 2017	REVISION: APPROXIMATE
Oct 2, 2017	REVISION: APPROXIMATE
Oct 11, 2017	REVISION: APPROXIMATE
Sept 15, 2017	REVISION: APPROXIMATE

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Project:
CORVETTE LANDING
680 Constitution Avenue,
658, 660, 682 Admirals Road,
Esquimalt (BC), V8A 6N9
Legal Lot Description:
P.O. 00017403
Lot 1
Plan V013263

A1.12

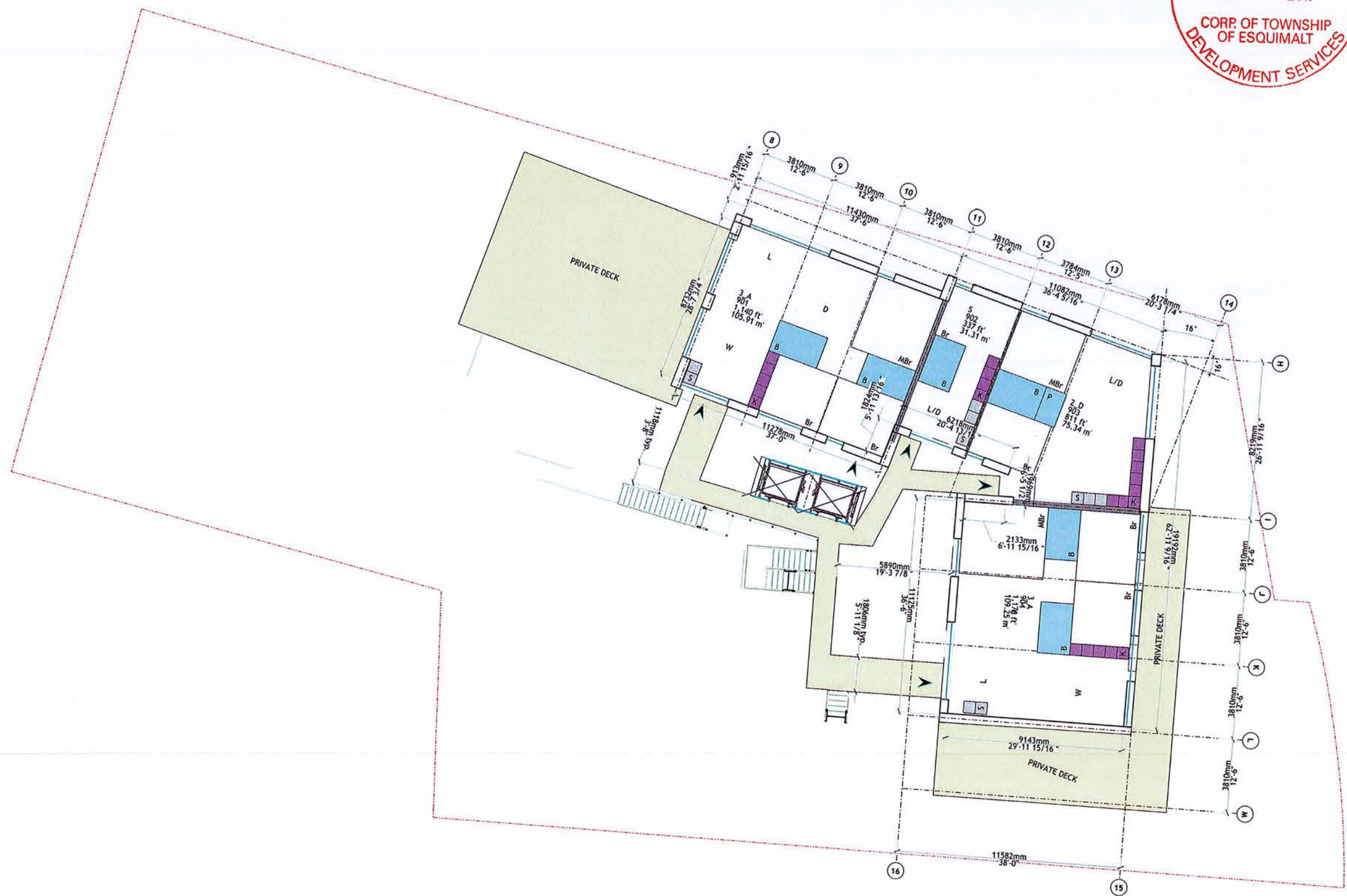
Title:
LB FLOOR PLANS

Scale: Date: Sept 15, 2017 Drawn: JAC Reviewed: DL Revision: 1

RECEIVED

NOV 14 2017

**CORP. OF TOWNSHIP
OF ESQUIMALT
DEVELOPMENT SERVICES**



1 L9 FLOOR PLAN
scale 1:100

Client:
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Mechanical
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401-5929
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Vancouver, BC V6C 1A6
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Phone: 604 684 5995



Not for construction
All Dimensions to be verified on-site

Date	Revised / Revision
Oct 27, 2017	REVISION: APPROXIMATE
Oct 3, 2017	REVISION: APPROXIMATE 2 - ADDITIONAL DETAILS
Sept 15, 2017	REVISION: APPROXIMATE
Issue	Issue / Revision

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Project:
CORVETTE LANDING
683 Cordova Avenue
658, 660, 682 Admirals Road,
Esquimalt (BC), V8A 6W9
Legal Lot Description:
P.L.D. 00051451
LOT 1
Plan V0113563

A1.13

Title:
L9 FLOOR PLANS

Scale:	File:
Scale:	File: n.s.
Date: Sept 15, 2017	Draw #:
Drawn: JAC	
Reviewed: DL	Revision: A



1 L10 FLOOR PLAN
scale 1:100

Client:
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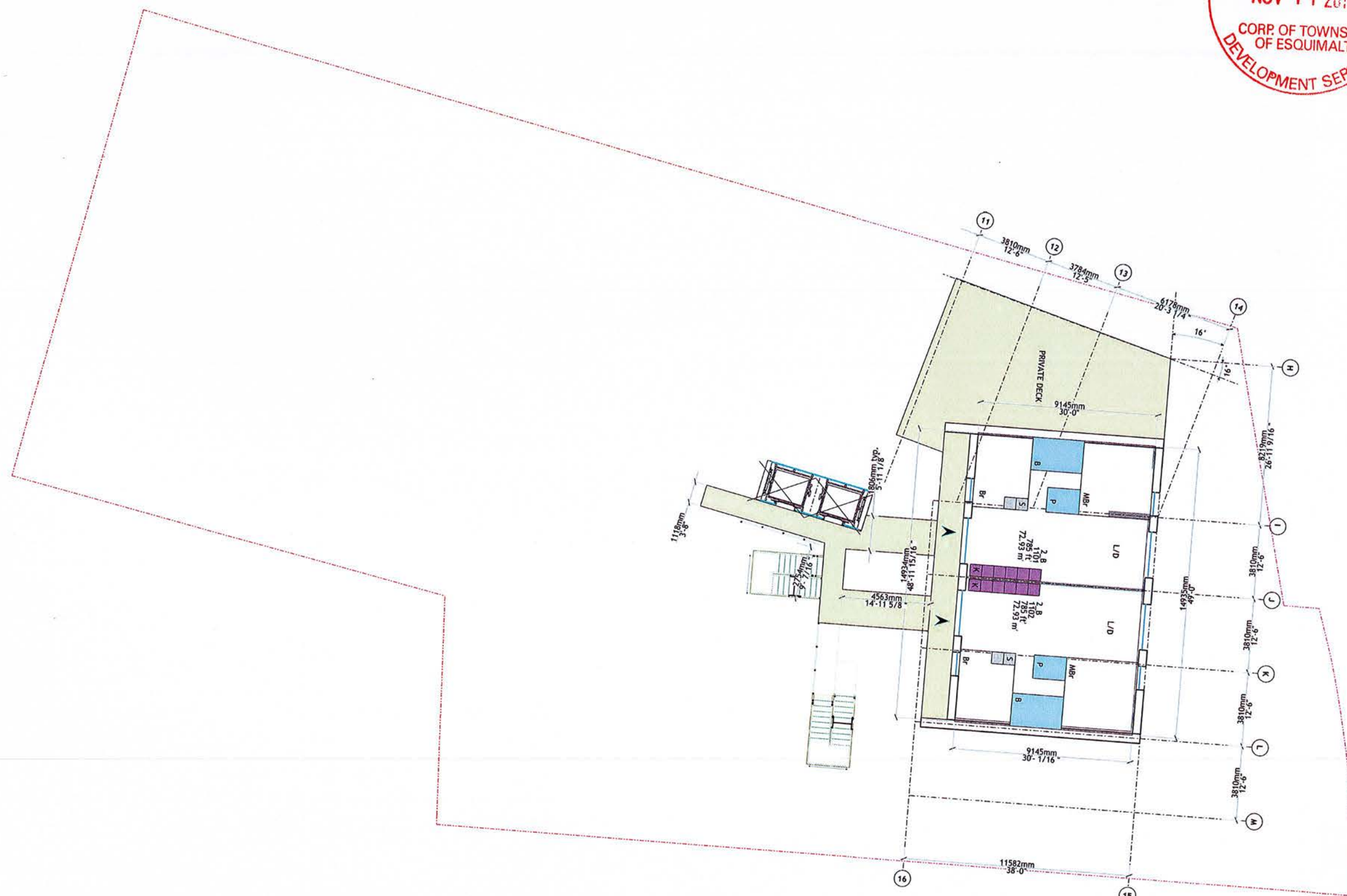
Not for construction
All Dimensions to be verified on-site

Date	Revised / Revision
Oct 17, 2017	REVISION APPLICATION - ADDITIONAL DETAILS
Oct 3, 2017	REVISION APPLICATION - ADDITIONAL DETAILS
Sept 15, 2017	REVISION APPLICATION
Base	Issue / Revision

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Project:
CORVETTE LANDING
667 Constance Avenue,
655, 460, 462 Adolphus Road,
Esquimalt (BC), V8A 6N9
Legal Lot Description:
P.L.S. C0031453
Lot 1
Plan VSP1363

A1.14
Title:
L10 FLOOR PLANS
Scale: File: o_10
Date: Sept 15, 2017 DWG #: 1
Drawn: JK
Reviewed: DL Revision: A



1 L11 FLOOR PLAN
scale 1:100

Client:
Standing Stone Developments Inc.
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Not for construction
All Dimensions to be verified on-site

Date	Issued / Revision
3 Oct 27, 2017	REVISION APPROVAL 1 - OPTIONAL MATTERS
2 Oct 2, 2017	REVISION APPROVAL 2 - OPTIONAL MATTERS
1 Sept 15, 2017	REVISION APPROVAL 3 - OPTIONAL MATTERS
1	Issue / Revision

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Project:
CORVETTE LANDING
648 Constance Avenue,
555, 660, 662 Glenora Road,
Esquimalt (BC), V8A 6M9
Legal Lot Description:
P.O. 000574451
Lot 1
Plan V013563

A1.15

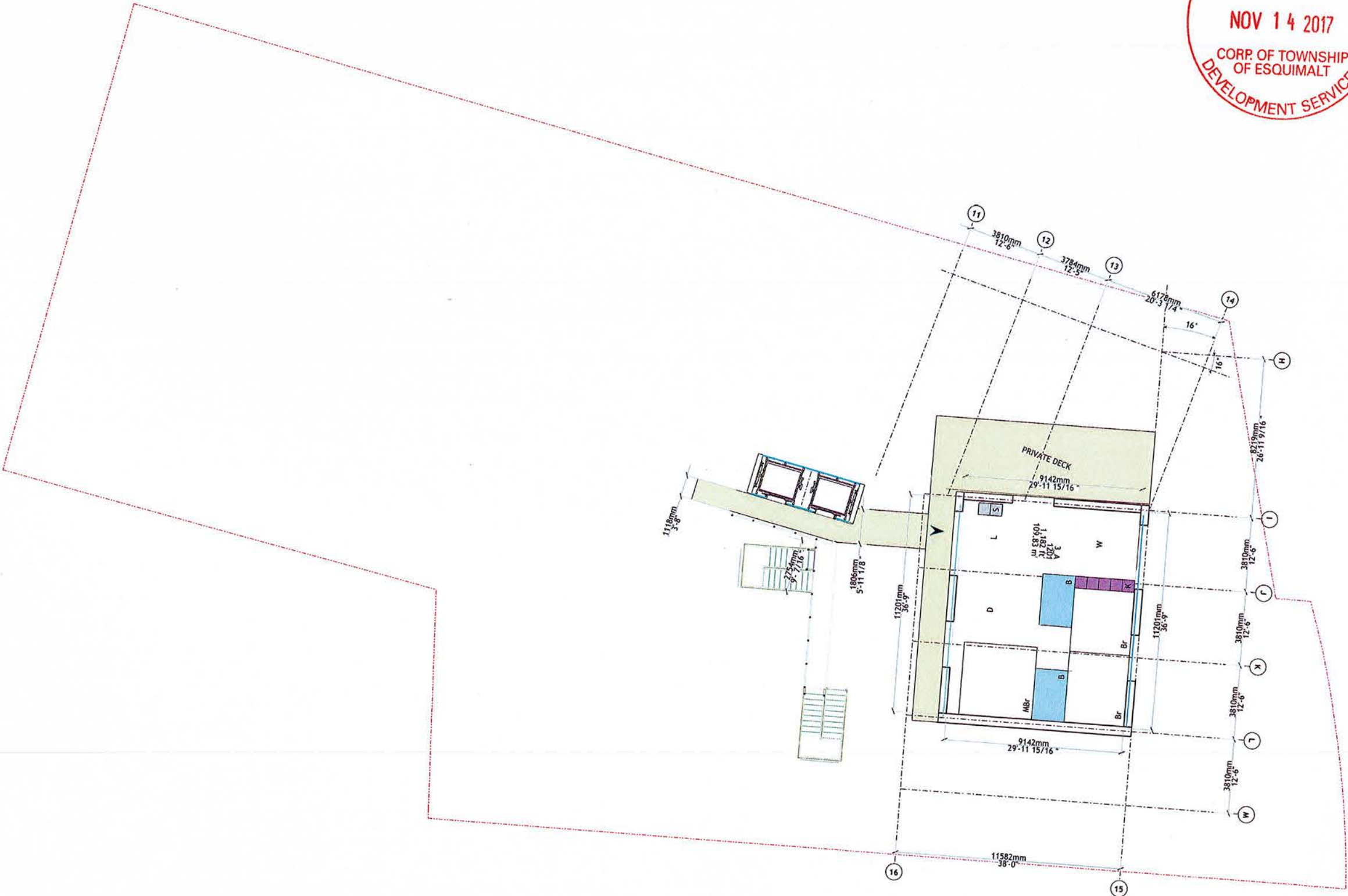
Title:
L11 FLOOR PLANS

Scale:	File:	Drawn:	Rev:
	es_11n	MC	1
Date:	Sept 15, 2017	Drawn #:	
Drawn:	MC	Reviewed:	OK
Reviewed:	OK	Revision:	

RECEIVED

NOV 14 2017

**CORP. OF TOWNSHIP
OF ESQUIMALT
DEVELOPMENT SERVICES**



1 L12 FLOOR PLAN
scale 1:100

Client:
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Ken Spies
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Not for construction
All Dimensions to be verified on-site

Date	Revision / Revision
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2	2
3	3
4	4
5	5
6	6
7	7
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Project:
**CORVETTE
LANDING**
605 Constance Avenue,
618, 640, 642 Admirals Road,
Esquimalt (BC), V9A 6M9
Legal Lot Description:
P.I.D. 00017451
Lot 1
Plan V9P1268

A1.16

Title:
L12 FLOOR PLANS

Scale:	File: 01_01
Date: Sept 15, 2017	DWG #:
Drawn: JHC	Revision:
Reviewed: OK	Revision:

T.O. ELEVATOR SHAFT
144.61' (44.08m)

ROOFTOP
141.11' (43.01m)

LEVEL 12
131.36' (40.04m)

LEVEL 11
121.61' (37.07m)

LEVEL 10
111.86' (34.09m)

LEVEL 9
102.11' (31.12m)

LEVEL 8
92.36' (28.15m)

LEVEL 7
82.61' (25.18m)

LEVEL 6
72.86' (22.21m)

LEVEL 5
63.11' (19.24m)

LEVEL 4
53.36' (16.26m)

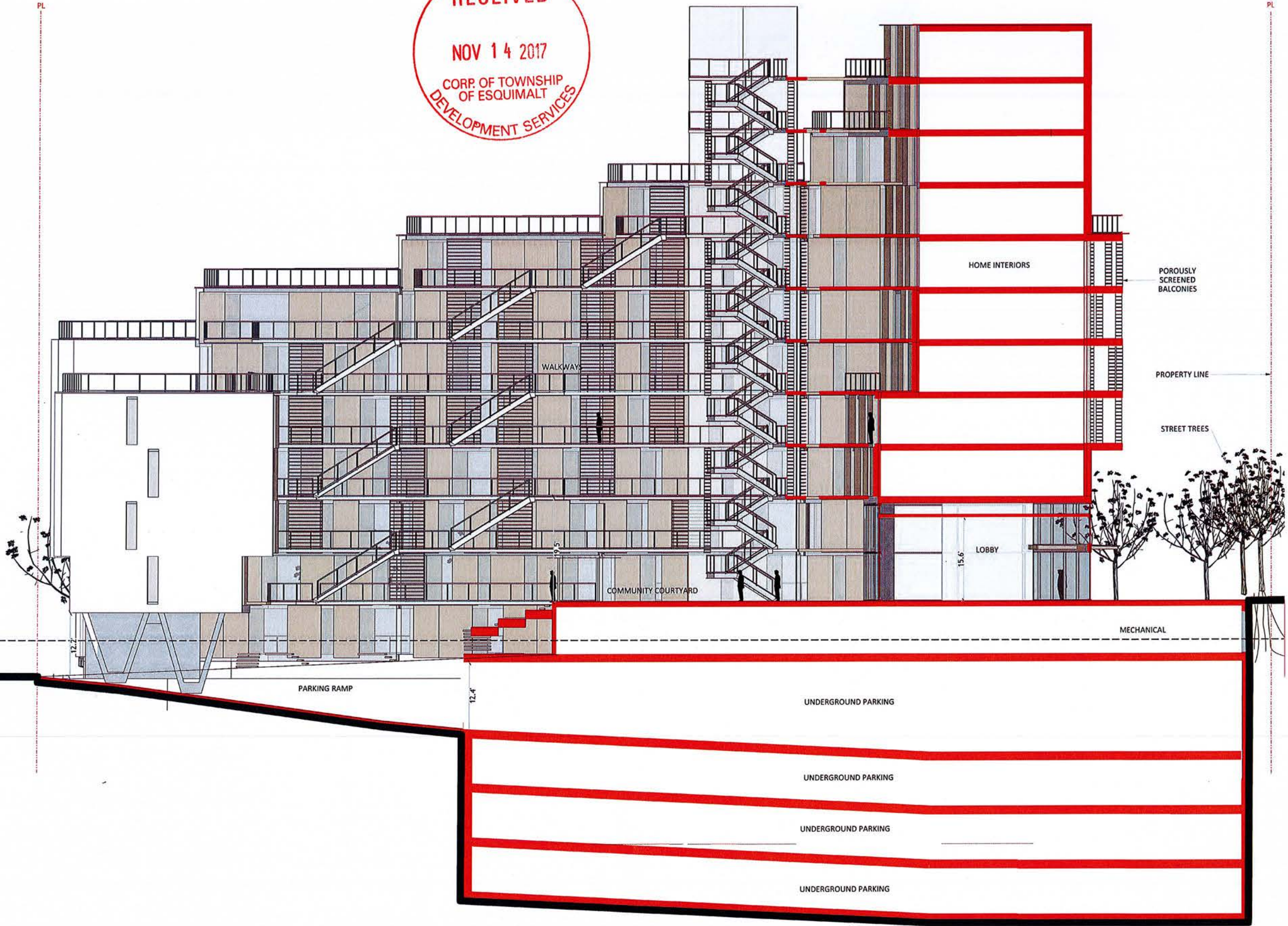
LEVEL 3
43.61' (13.29m)

LEVEL 2 (GROUND)
33.86' (10.32m)

AVERAGE GRADE
26.71' (8.14m)

LEVEL 1
24.11' (5.98 m)

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NOV 14 2017
CORP. OF TOWNSHIP
OF ESQUIMALT
DEVELOPMENT SERVICES



Client:
**Standing Stone
Developments Inc.**
Cathy O'Brien, Troy Grant
10020 101a Ave 109
Edmonton Alta. T5J 3G3
Email: csa@standingstone.com
troy@standingstone.com
Phone: 780.263.8537 (Troy)

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REGISTERED ARCHITECT
OCT 26 2017
BRITISH COLUMBIA

Not for construction
All Dimensions to be verified on-site

Date	Issue / Revision
Oct 27, 2017	REVISION APPLICATION 2
Oct 3, 2017	REVISION APPLICATION 1
Sept 15, 2017	REVISION APPLICATION

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Project:
**CORVETTE
LANDING**
645 Constance Avenue,
455, 460, 462 Admiralty Road,
Esquimalt (BC), V8A 6H9
Legal Lot Description:
P.L.S. 00027403
Lot 1
Plan YIP-1363

A3.01
Title:
**WEST-EAST SECTION
THRU RAMP**
Scale: File: 0...
Date: Sept 15, 2017 DWG #:
Drawn: JK
Reviewed: OK Revision:

1 EAST-WEST SECTION (through ramp)
scale 1:100



RECEIVED
NOV 14 2017
 CORP. OF TOWNSHIP
 OF ESQUIMALT
 DEVELOPMENT SERVICES

T.O. ELEVATOR SHAFT
144.61' (44.08m)

ROOFTOP
141.11' (43.01m)

LEVEL 12
131.36' (40.04m)

LEVEL 11
121.61' (37.07m)

LEVEL 10
111.86' (34.09m)

LEVEL 9
102.11' (31.12m)

LEVEL 8
92.36' (28.15m)

LEVEL 7
82.61' (25.18m)

LEVEL 6
72.86' (22.21m)

LEVEL 5
63.11' (19.24m)

LEVEL 4
53.36' (16.26m)

LEVEL 3
43.61' (13.29m)

LEVEL 2 (GROUND)
33.86' (10.32m)

AVERAGE GRADE
26.71' (8.14m)

LEVEL 1
24.11' (7.35m)

Client:
Standing Stone Developments Inc.
 Casey O'Brien, Troy Grant
 10010 101st Ave NW
 Edmonton Alta. T5J 3G2
 Email: casey@ssdgroup.com, troyp@ssdgroup.com
 Phone: 780.263.8533 (Troy)

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Building Envelope
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 Ronny Paulson
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REGISTERED ARCHITECT
 OCT 26 2017
 BRITISH COLUMBIA

Not for construction
 All Dimensions to be verified on-site

1	Oct 27, 2017	REVISION APPLICATION 1 -
2	Oct 3, 2017	REVISION APPLICATION 2 -
3	Oct 15, 2017	REVISION APPLICATION 3 -
4	Oct 15, 2017	REVISION APPLICATION 4 -
5	Oct 15, 2017	REVISION APPLICATION 5 -
6	Oct 15, 2017	REVISION APPLICATION 6 -
7	Oct 15, 2017	REVISION APPLICATION 7 -
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94	Oct 15, 2017	REVISION APPLICATION 94 -
95	Oct 15, 2017	REVISION APPLICATION 95 -
96	Oct 15, 2017	REVISION APPLICATION 96 -
97	Oct 15, 2017	REVISION APPLICATION 97 -
98	Oct 15, 2017	REVISION APPLICATION 98 -
99	Oct 15, 2017	REVISION APPLICATION 99 -
100	Oct 15, 2017	REVISION APPLICATION 100 -

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Project:
CORVETTE LANDING
 665 Constance Avenue,
 555, 660, 662 Esplanade Escondido,
 Esquimalt (BC), V8A 6W9
 Legal Lot Description:
 P.L.S. 006574651
 Lot 1
 Plan V8P13563

A3.02

Title:
WEST-EAST SECTION THRU COURTYARD

Scale:
1/8" = 1'-0"

Date:
Sept 15, 2017

Drawn:
MC

Revised:
OK

1 EAST - V
scale 1:10

Client:
Standing Stone Developments Inc.
 Casey O'Brien, Troy Grant
 10010 101st Ave 109
 Edmonton Alta. T5J 3G2
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 Phone: 780.263.8537 (Troy)

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Building Code
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 Sean Arentsen
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Not for construction
 All Dimensions to be verified on-site

Date	Revised / Revision
Oct 27, 2017	REVISION APPLICATION 1
Oct 2, 2017	REVISION APPLICATION 1
Sept 15, 2017	REVISION APPLICATION
Issue	Issue / Revision

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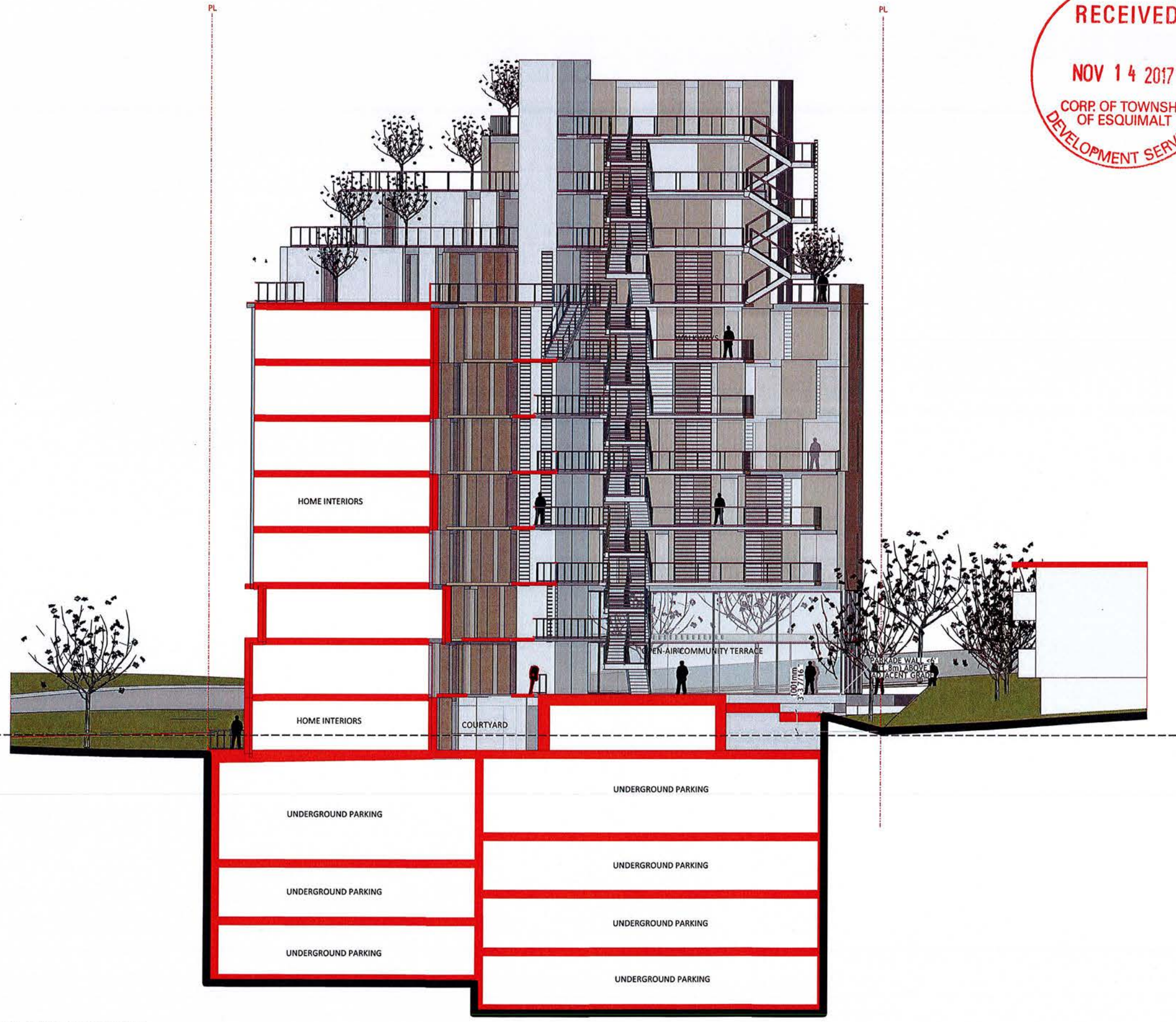
Project:
CORVETTE LANDING
 667 Constance Avenue,
 S28, 440, 442 Admirals Road,
 Esquimalt (BC), V9A 4W9
 Legal Lot Description:
 P.L.D. 02674451
 Lot 1
 Plan V9P13563

A3.03
 Title:
NORTH-SOUTH SECTION

Scale:	File: a3_03
Date: Sept 15, 2017	Drawn: JLC
Drawn: JLC	Reviewed: OL
Reviewed: OL	Revision: A



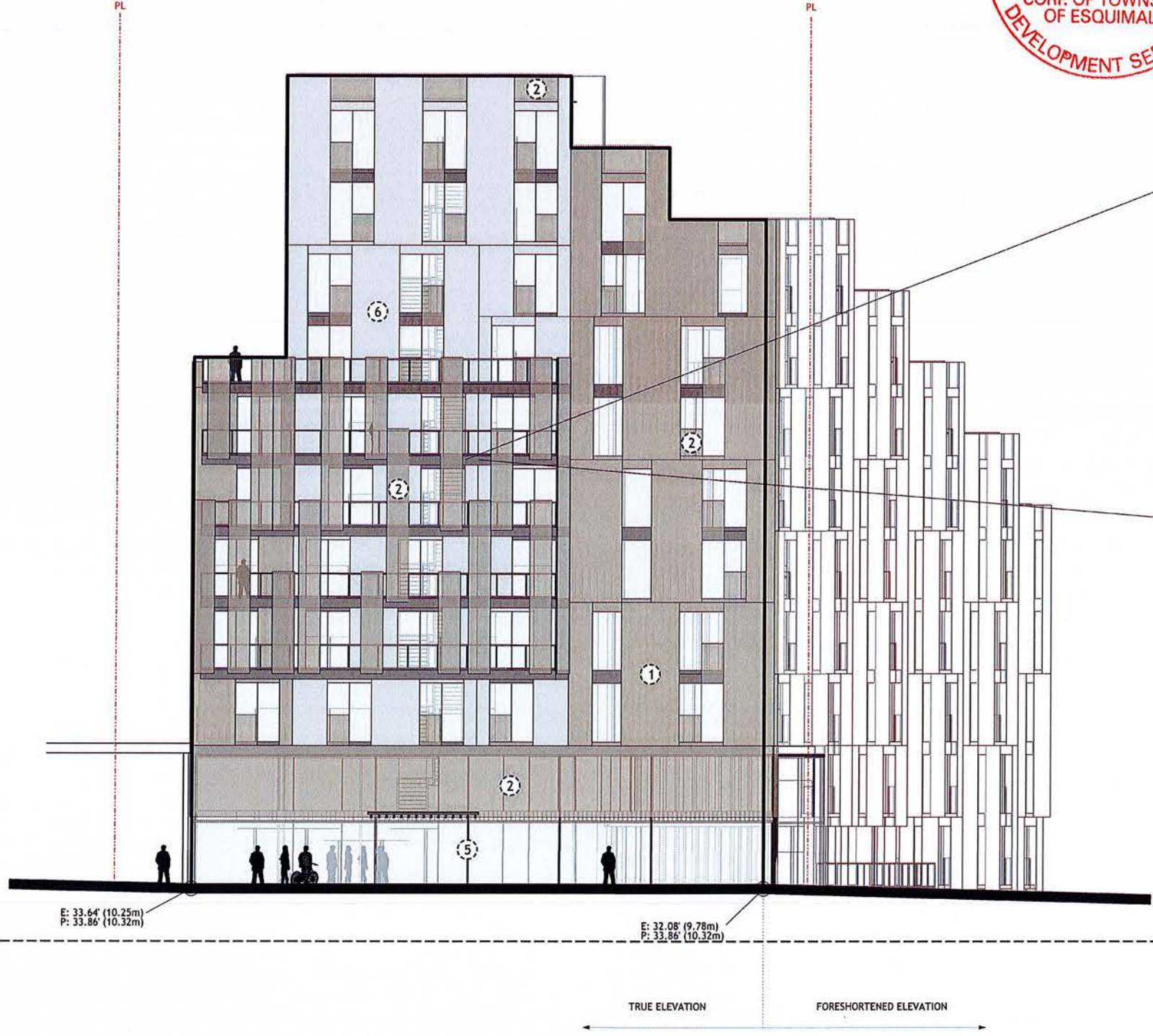
T.O. ELEVATOR SHAFT	144.61' (44.08m)
ROOFTOP	141.11' (43.01m)
LEVEL 12	131.36' (40.04m)
LEVEL 11	121.61' (37.07m)
LEVEL 10	111.86' (34.09m)
LEVEL 9	102.11' (31.12m)
LEVEL 8	92.36' (28.15m)
LEVEL 7	82.61' (25.18m)
LEVEL 6	72.86' (22.21m)
LEVEL 5	63.11' (19.24m)
LEVEL 4	53.36' (16.26m)
LEVEL 3	43.61' (13.29m)
LEVEL 2 (GROUND)	33.86' (10.32m)
AVERAGE GRADE	26.71' (8.14m)
LEVEL 1	24.11' (5.98 m)



1 NORTH - SOUTH SECTION (looking East)
 scale 1:100

RECEIVED
NOV 14 2017
 CORP. OF TOWNSHIP
 OF ESQUIMALT
 DEVELOPMENT SERVICES

T.O. ELEVATOR SHAFT
 144.61' (44.08m)
 ROOFTOP
 141.11' (43.01m)
 LEVEL 12
 131.36' (40.04m)
 LEVEL 11
 121.61' (37.07m)
 LEVEL 10
 111.86' (34.09m)
 LEVEL 9
 102.11' (31.12m)
 LEVEL 8
 92.36' (28.15m)
 LEVEL 7
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 LEVEL 6
 72.86' (22.21m)
 LEVEL 5
 63.11' (19.24m)
 LEVEL 4
 53.36' (16.26m)
 LEVEL 3
 43.61' (13.29m)
 LEVEL 2 (GROUND)
 33.86' (10.32m)
 AVERAGE GRADE
 26.71' (8.14m)
 LEVEL 1
 24.11' (7.35 m)



E: 33.64' (10.25m)
 P: 33.86' (10.32m)
 E: 32.08' (9.78m)
 P: 33.86' (10.32m)



WOOD SLAT SCREENED FACADE PRECEDENTS



- FACADE MATERIAL LEGEND**
- ① Wood Slats (opaque cladding)
 - ② Wood Slats (open screening)
 - ③ Charred Wood Slats
 - ④ Board Form Concrete Base
 - ⑤ Black Window Frame
 - ⑥ TBD - Metal or White Wood Slats

Client:
Standing Stone
Developments Inc.
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 Phone: 1 604 684 9998

Not for construction
 All Dimensions to be verified on-site

Date	Issued / Revision
Nov 21, 2017	REVISION APPLICATION 41 - APPROVAL MATTERS
Nov 8, 2017	REVISION APPLICATION 4 - APPROVAL MATTERS
Oct 27, 2017	REVISION APPLICATION 1 - APPROVAL MATTERS
Oct 3, 2017	REVISION APPLICATION 1 - APPROVAL MATTERS
Sept 15, 2017	REVISION APPLICATION

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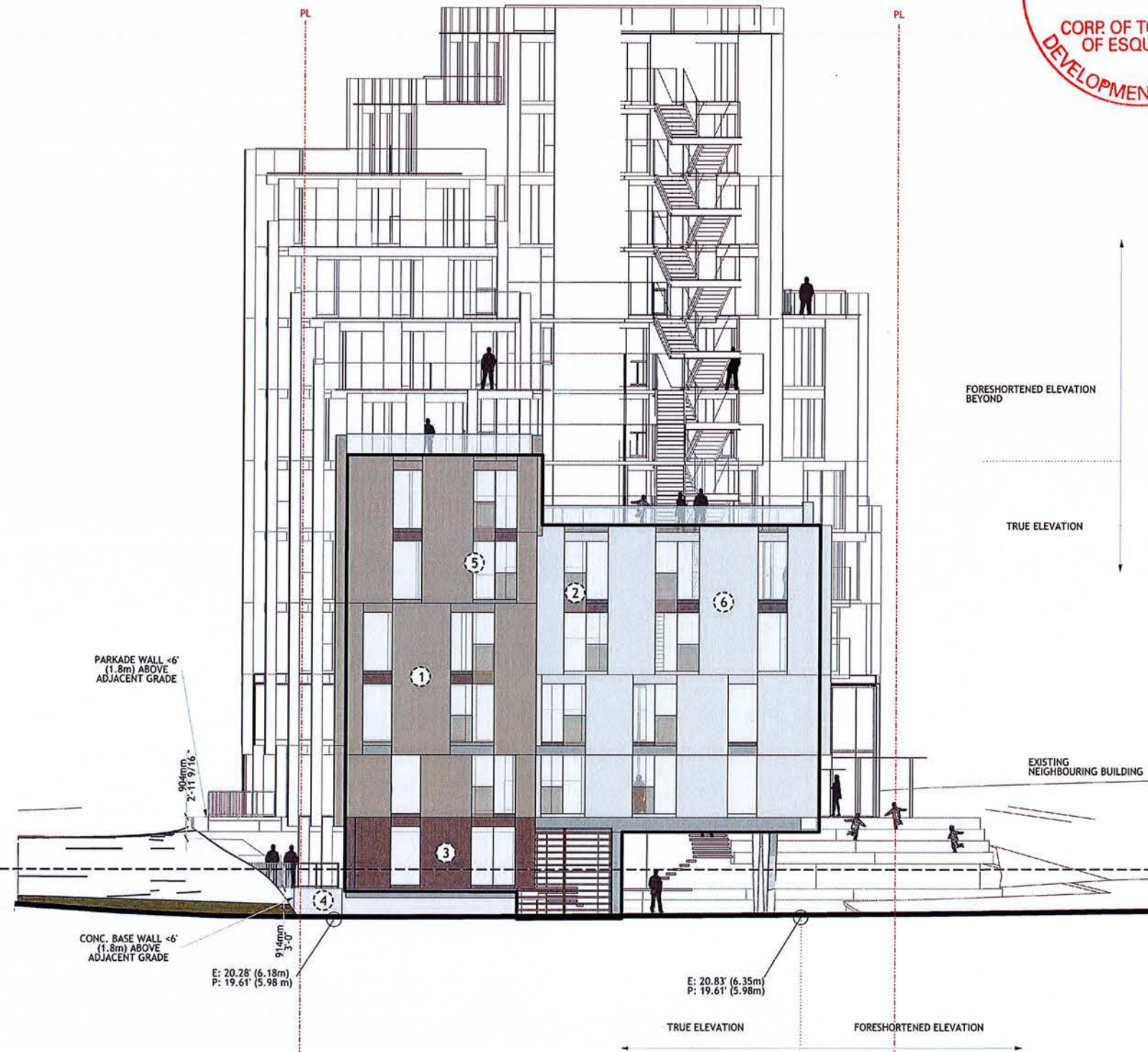
Project:
CORVETTE LANDING
 649 Constance Avenue,
 958, 440, 442 Richmond Road,
 Esquimalt (BC), V8A 6H8
 Legal Lot Description:
 P.I.D. 006574651
 Lot 1
 Plan VPP13363

A4.01
EAST ELEVATION
 Scale: File: 01_01
 Date: Sept 15, 2017 DWG #1
 Drawn: HC
 Reviewed: OK Revision: A

1 EAST ELEVATION
 scale 1:100



T.O. ELEVATOR SHAFT	144.61' (44.08m)
ROOFTOP	141.11' (43.01m)
LEVEL 12	131.36' (40.04m)
LEVEL 11	121.61' (37.07m)
LEVEL 10	111.86' (34.09m)
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LEVEL 3	43.61' (13.29m)
LEVEL 2 (GROUND)	33.86' (10.32m)
AVERAGE GRADE	26.71' (8.14m)
LEVEL 1	24.11' (7.35 m)



- FACADE MATERIAL LEGEND**
- ① Wood Slats (opaque cladding)
 - ② Wood Slats (open screening)
 - ③ Charred Wood Slats
 - ④ Board Form Concrete Base
 - ⑤ Black Window Frame
 - ⑥ TBD - Metal or White Wood Slats

Client:
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 Phone: 780.263.8517 (Troy)

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 Vancouver, BC, V6C 2A4
 Email: ken@acgroup.ca
 Phone: 604 684 1976

Not for construction
 All Dimensions to be verified on-site

1	Nov 21, 2017	REVISION APPLICATION 40 - ADDITIONAL MATERIALS
2	Nov 8, 2017	REVISION APPLICATION 4 - ADDITIONAL MATERIALS
3	Oct 27, 2017	REVISION APPLICATION 1 - ADDITIONAL MATERIALS
4	Oct 3, 2017	REVISION APPLICATION 1 - ADDITIONAL MATERIALS
5	Sept 15, 2017	REVISION APPLICATION 1
6	Date	Issued / Revision

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Project:
CORVETTE LANDING
 649 Constance Avenue,
 559, 440, 442 Edmonds Road,
 Esquimalt (BC), V8A 6H9
 Legal Lot Description:
 P.I.D. 50657451
 Lot 1
 Plan Y9P13563

A4.02

Title:
WEST ELEVATION

Scale:	1/4" = 1'-0"
Date:	Sept 15, 2017
Drawn:	HC
Reviewed:	OK

1 WEST ELEVATION
 scale 1:100

CLIENT:
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 Phone: 604 684 3976

Not for construction
 All Dimensions to be verified on-site

Date	Issued / Revision
Nov 21, 2017	REVISION 1
Nov 8, 2017	REVISION 2
Oct 27, 2017	REVISION 3
Oct 2, 2017	REVISION 4
Sept 15, 2017	REVISION 5

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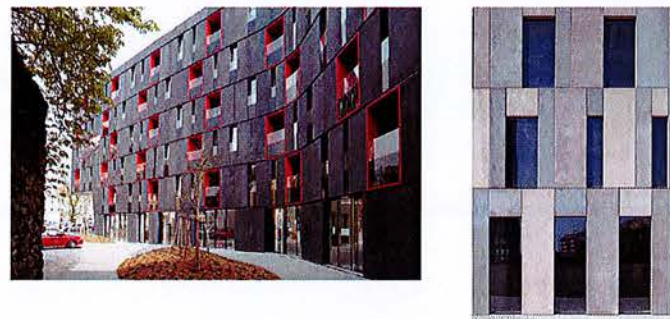
Project:
CORVETTE LANDING
 649 Constance Avenue,
 458, 460, 462 Admirals Road,
 Esquimalt (BC), V8A 6H9
 Legal Lot Description:
 P.L.S. 00074451
 Lot 1
 Plan VSP126A1

A4.03
 Title:
NORTH ELEVATION
 Scale: File: 0_20
 Date: Sept 15, 2017 Drawn #:
 Drawn: MC
 Reviewed: DL Revision: A

EXAMPLE OF WOOD SLAT OPAQUE AND SCREENED FACADE



EXAMPLES OF FACADE PATTERN ARTICULATION



FACADE MATERIAL LEGEND

- 1 Wood Slats (opaque cladding)
- 2 Wood Slats (open screening)
- 3 Charred Wood Slats
- 4 Board Form Concrete Base
- 5 Black Window Frame
- 6 TBD - Metal or White Wood Slats



1 NORTH ELEVATION
 scale 1:100

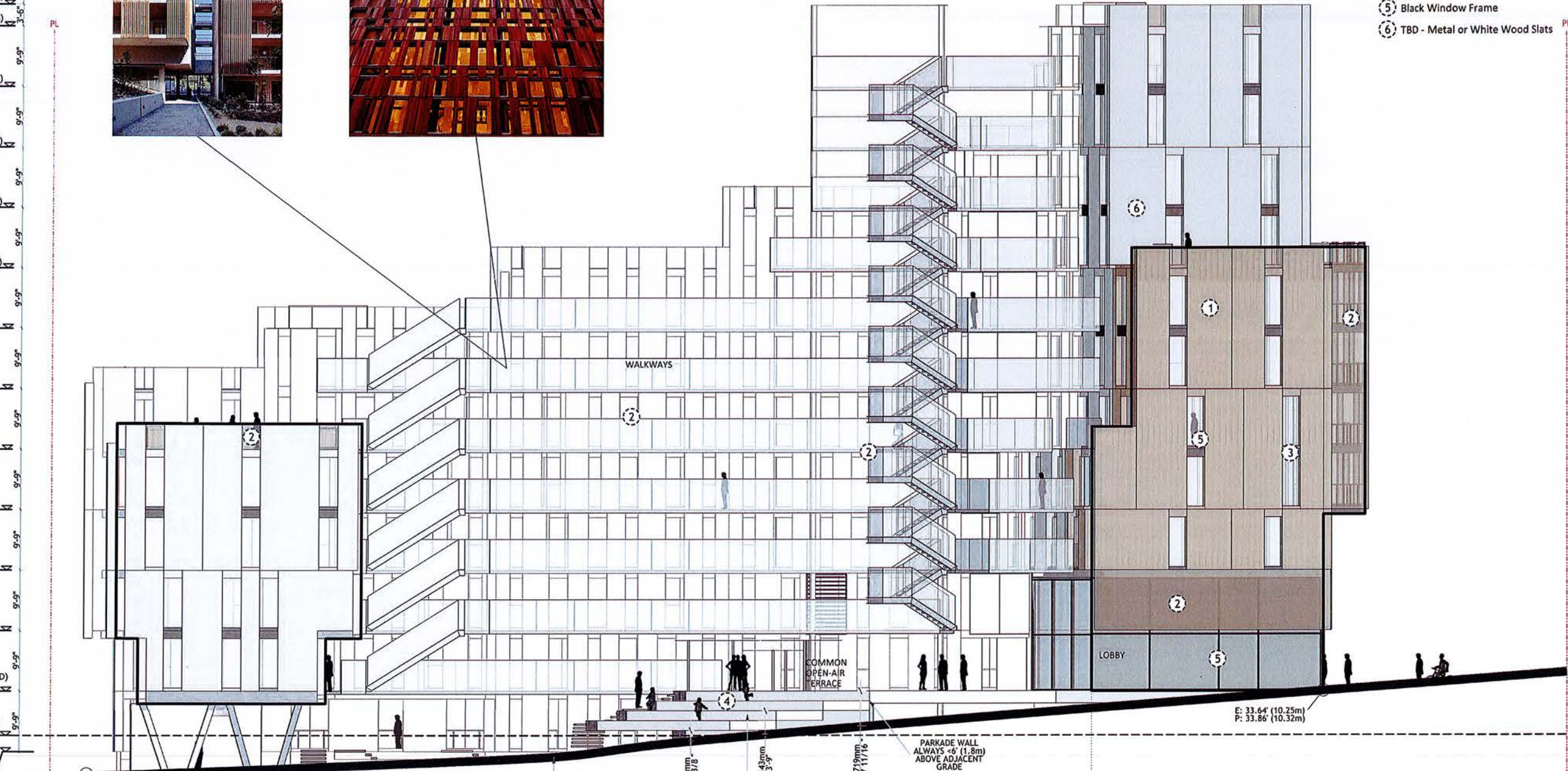
WOOD SLAT SCREEN FACADE PRECEDENTS



FACADE MATERIAL LEGEND

- ① Wood Slats (opaque cladding)
- ② Wood Slats (open screening)
- ③ Charred Wood Slats
- ④ Board Form Concrete Base
- ⑤ Black Window Frame
- ⑥ TBD - Metal or White Wood Slats

- T.O. ELEVATOR SHAFT
144.61' (44.08m)
- ROOFTOP
141.11' (43.01m)
- LEVEL 12
131.36' (40.04m)
- LEVEL 11
121.61' (37.07m)
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111.86' (34.09m)
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53.36' (16.26m)
- LEVEL 3
43.61' (13.29m)
- LEVEL 2 (GROUND)
33.86' (10.32m)
- AVERAGE GRADE
26.71' (8.14m)
- LEVEL 1
24.11' (7.35 m)



Client:
Standing Stone Developments Inc.
Casey O'Brien, Troy Grant
10010 101a Ave NW
Edmonton AB, T5J 3G2
Email: casey@standingstone.com, troy@standingstone.com
Phone: 780 263 8537 (Troy)

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Not for construction
All Dimensions to be verified on-site

Date	Revision / Revision
1 Nov 21, 2017	REVISION APPLICATION 4 -
4 Nov 8, 2017	REVISION APPLICATION 4 -
3 Oct 27, 2017	REVISION APPLICATION 3 -
2 Oct 2, 2017	REVISION APPLICATION 2 -
1 Sept 15, 2017	REVISION APPLICATION

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Project:
CORVETTE LANDING
663 Cordova Avenue,
630, 640, 642 Admirals Road,
Esquimalt (BC), V8A 6N9
Legal Lot Description:
P.O. 0007443
Lot 1
Plan YIP1363

A4.04
Title:
SOUTH ELEVATION
Scale: File: o.m
Date: Sept 15, 2017 DWG #1
Drawn: JK
Reviewed: OK Revision: A

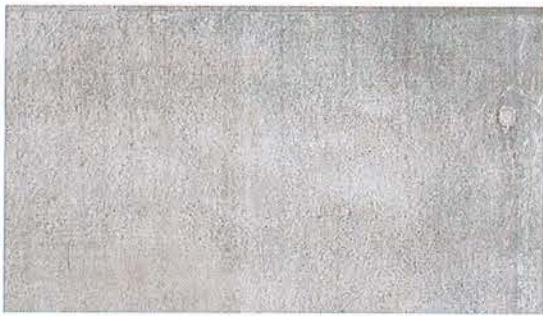




1 Wood Slats (opaque cladding)

2 Wood Slats (open screening)

3 Charred Wood Slats



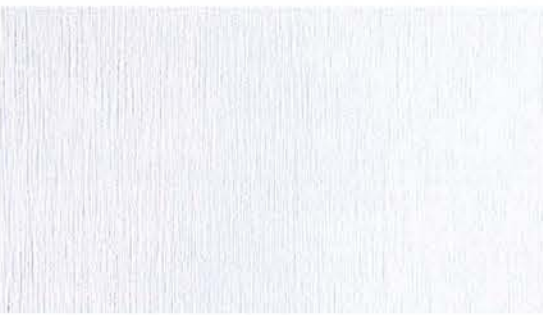
4 Board Form Concrete Base



5 Black Window Frame



Galvalume Flashing



White Fiber Cement Panel or Similar Panel



Eucalyptus Wood Siding or Similar



Reconstituted Oak Siding or White Wash Alternative



White Metal Panel Siding

1 PROJECT COLOUR BOARD



Restaurante Bossa by Rosenbaum + Multi Randolph

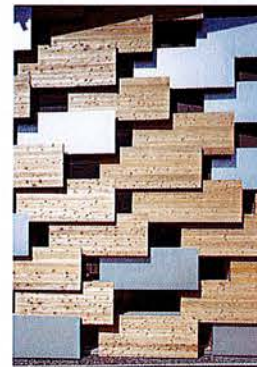


Comte Vollenweider by Aldo Amoretti



Casas Consistoriales de Baeza by Viar Estudio

2 WOODEN SCREEN PRECEDENTS



Hoshinosato Annex by Kengo Kuma

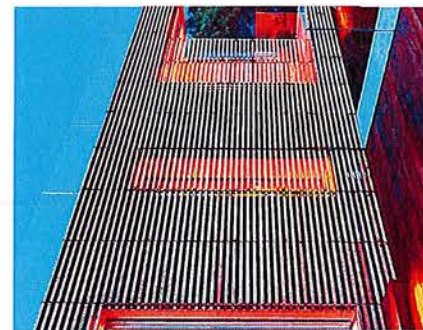


Youth Centre in Tadley by Ayre Chamberlain Gaunt



Ostrava City Gate by Kuba & Pilaf Architekti

3 CO-EXISTANCE OF MATERIALS PRECEDENTS



4 WOOD SLAT FACADE / SCREENING PRECEDENTS



Edificio Diagonal Barcelona by David Chipperfield

5 VARYING COLOUR PANELS PRECEDENT

Client: Standing Stone Developments Inc. Casey O'Byrne, Troy Grant 10050 101a Ave NW Edmonton, AB, T5J 3G2 Email: casey@standingstone.ca, troy@standingstone.ca Phone: 780.263.8537 (Troy)

Architect: LWPAC Lang Waiwan Practice in Architecture Culture Oliver Lang, Architect ABC 3353 West 4th Avenue Vancouver, BC, V6R 1K6, Canada Email: office@lwpac.net Phone: 604.737.7600

Structural: Equilibrium Consulting Inc. Robert Ruzick 202-388 West 8th Avenue Vancouver, BC, V6P 3A2 Email: rna@equilibrium.ca Phone: +1 604 276 1622

Building Envelope: Kuba & Pilaf Architects Inc. Kuba & Pilaf Architects Inc. 224 8th Avenue Vancouver, BC, V6P 1K3 Email: kuba@kubapilaf.com Phone: 604 675 1181 x 331

Building Code: T&E Architects 409 Granville Street, Suite 905 Vancouver, BC, V6C 1T2 Email: t&e@tandea.com Phone: 604 685 4445 Ext 112

Civil Engineer: McElroy Consulting Services Ltd. Andrew Dudgeon Suite 100, 1980 Quilley Street Victoria, BC, V8K 4G3 Email: andud@mcshannon.com Phone: 778 741 7471

Landscape Architect: Landmark Group Inc. James Pattison 838 Commercial Street Victoria, B.C., V8W 1B3 Email: james@landmark.ca Phone: 250 383 3336

Geotechnical Engineer: Kuba & Pilaf Architects Inc. 22 Crease Avenue Kelowna, BC, V1Y 1S1 Email: m@kubapilaf.com Phone: 250 475 3318

Traffic: B&B Associates Simon Bolton Suite 421, 440 Fort Street Victoria, BC, V8W 1G2 Email: sbolton@bba.com Phone: 250 552 4132

Electrical: Jay Singh 105-1815 Marwood Street Victoria, BC, V8P 2A7 Phone: 250-381-6121 Email: jay.singh@smengr.com

Mechanical: Kuba & Pilaf Architects Inc. 1100-B West Hastings Street Vancouver, BC, V6C 2K4 Email: kuba@kubapilaf.com Phone: 604-684-5916

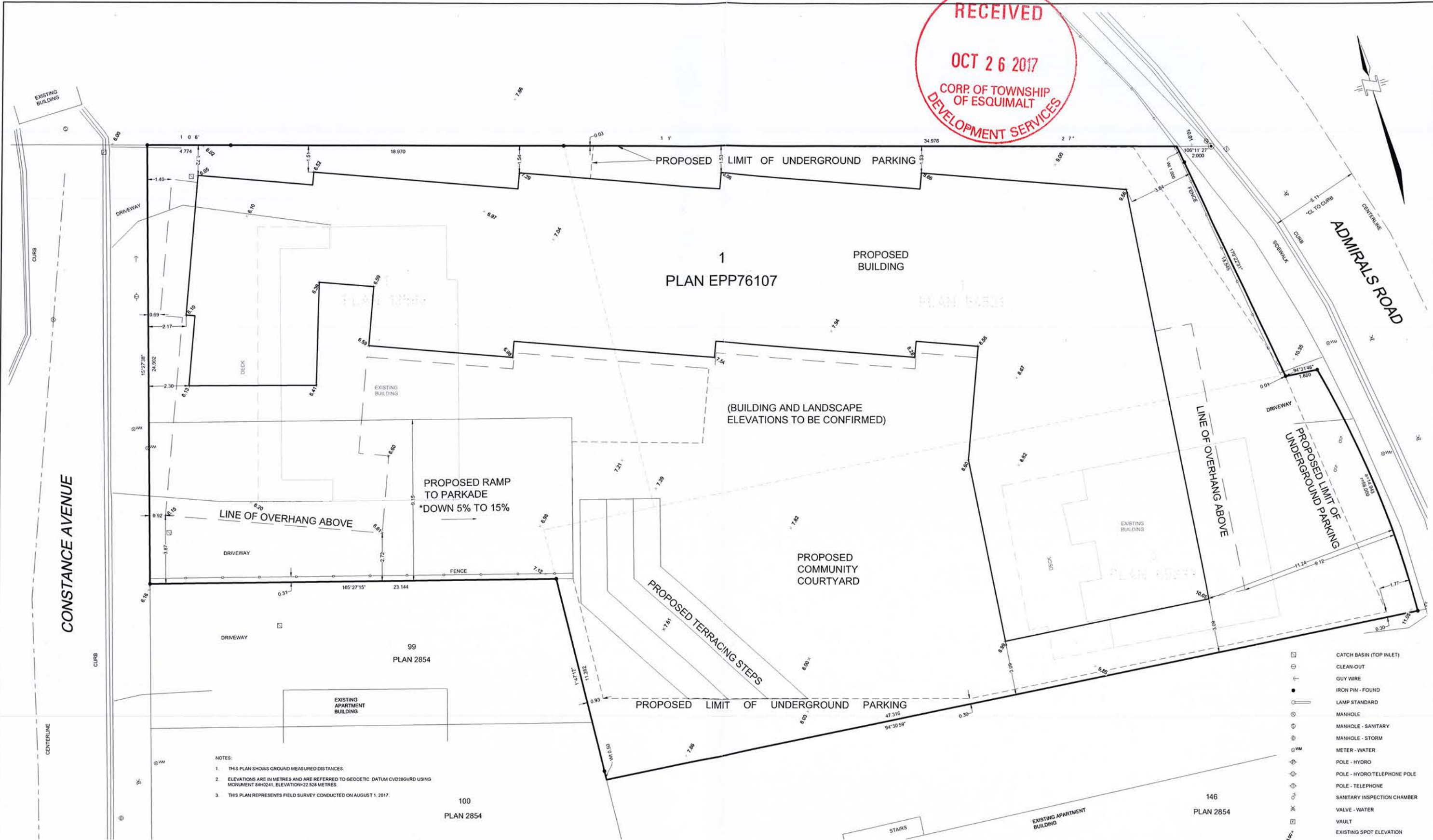
Not for construction. All Dimensions to be verified on-site. Revision table with dates and descriptions.

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Project: CORVETTE LANDING 649 Constance Avenue, 618, 640, 642 Admiral Road, Esquimalt (BC), V8A 6N9. Legal Lot Description: P.S. 000574451 Lot 1 Plan V813763

A4.05 COLOUR BOARD + PRECEDENTS. Scale: 1/4" = 1'-0". Date: Sept 15, 2017. Drawn by: MC. Reviewed by: OL.

RECEIVED
OCT 26 2017
 CORP. OF TOWNSHIP
 OF ESQUIMALT
 DEVELOPMENT SERVICES



NOTES:
 1. THIS PLAN SHOWS GROUND MEASURED DISTANCES.
 2. ELEVATIONS ARE IN METRES AND ARE REFERRED TO GEODETIC DATUM CVD18GVRD USING MONUMENT 84H0241. ELEVATION=22.528 METRES.
 3. THIS PLAN REPRESENTS FIELD SURVEY CONDUCTED ON AUGUST 1, 2017.

- ☐ CATCH BASIN (TOP INLET)
- CLEAN-CUT
- ↑ GUY WIRE
- IRON PIN - FOUND
- LAMP STANDARD
- MANHOLE
- MANHOLE - SANITARY
- MANHOLE - STORM
- METER - WATER
- POLE - HYDRO
- POLE - HYDRO-TELEPHONE POLE
- POLE - TELEPHONE
- SANITARY INSPECTION CHAMBER
- VALVE - WATER
- VAULT
- EXISTING SPOT ELEVATION

Rev	Date	Description	Surv	Drawn	App'd
2	2017-10-27	GENERAL TEXT REVISIONS	JC	VE	GQ
1	2017-10-25	FOR REVIEW	JC	VE	GQ
0	2017-09-15	ORIGINAL ISSUE	JC	LM	GQ

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0 1:100 5

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

McElhanney
 McElhanney Consulting Services Ltd.

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

Approved Sealed

STANDING STONE DEVELOPMENTS INC.

CORVETTE LANDING
 SITE PLAN TO ACCOMPANY
 A RE-ZONING APPLICATION

662 Admirals Rd
 VICTORIA, BC

Drawing No. **03364-V-1**

Project Number	Rev.
2113-03364-00	2