

900 Carlton / 900 Esquimalt
Development Permit &
Development Variance Permit
Application

1. Site Location

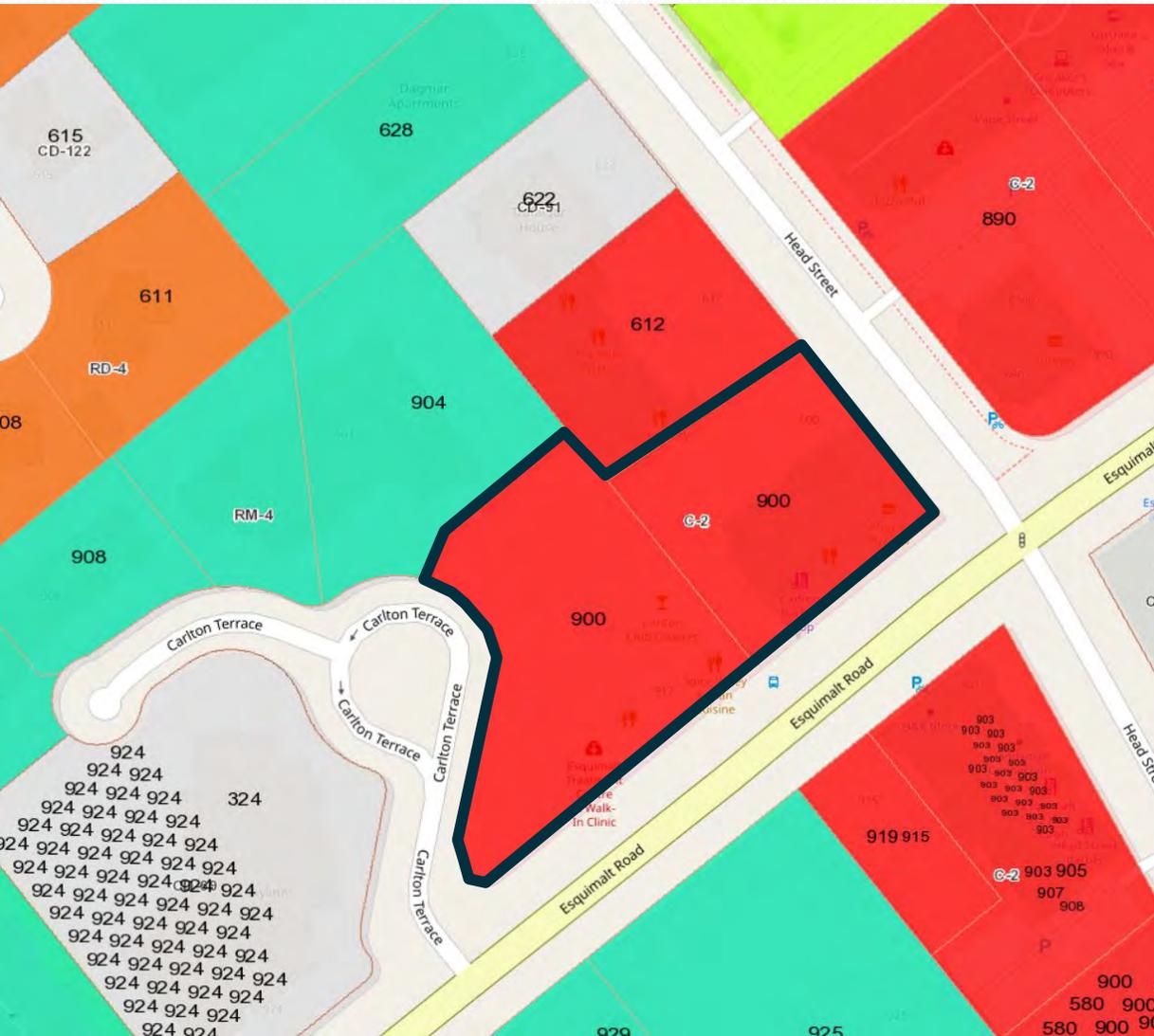


Site Area

3,650 m²

39,288 ft²

2. Zoning

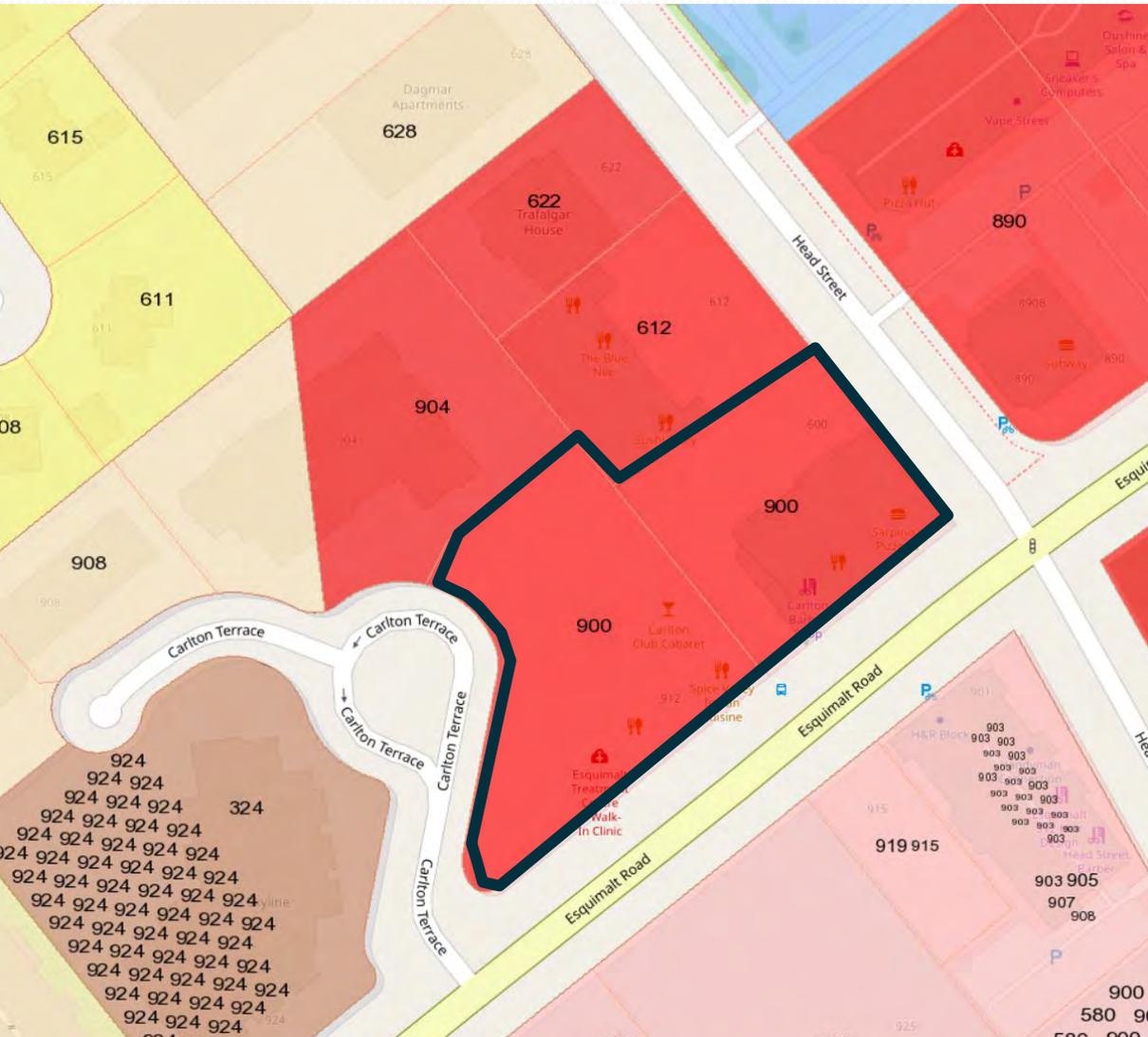


Existing Zoning

C-2 Neighbourhood Commercial

No maximum FAR

2. OCP Proposed Land Use Designation



Proposed Land Use Designation
Commercial/Commercial Mixed Use

Base Residential FAR of 3.0

3. Zoning Regulations - Proposed Density



Floor Area Ratio of 4.7
(Residential 4.5, Commercial 0.2)

272 Dwelling Units

96 rental, 176 condo

- 106 1br (48 rental, 58 condo)
- 40 1br + den (18 rental, 22 condo)
- 74 2br (30 rental, 44 condo)
- 38 2br + den (all condo)
- 6 3br (all condo)
- 4 2br PH (all condo)
- 4 3br PH (all condo)

3. Zoning Regulations - Proposed Height



Height Variance

13m to 84m

26 storeys

3. Zoning Regulations - Proposed Height



Summer Solstice Shadows

8:00 AM

3. Zoning Regulations - Proposed Height



Summer Solstice Shadows

12:00 PM

3. Zoning Regulations - Proposed Height



Summer Solstice Shadows

4:00 PM

3. Zoning Regulations - Proposed Height



Equinox Shadows

8:00 AM

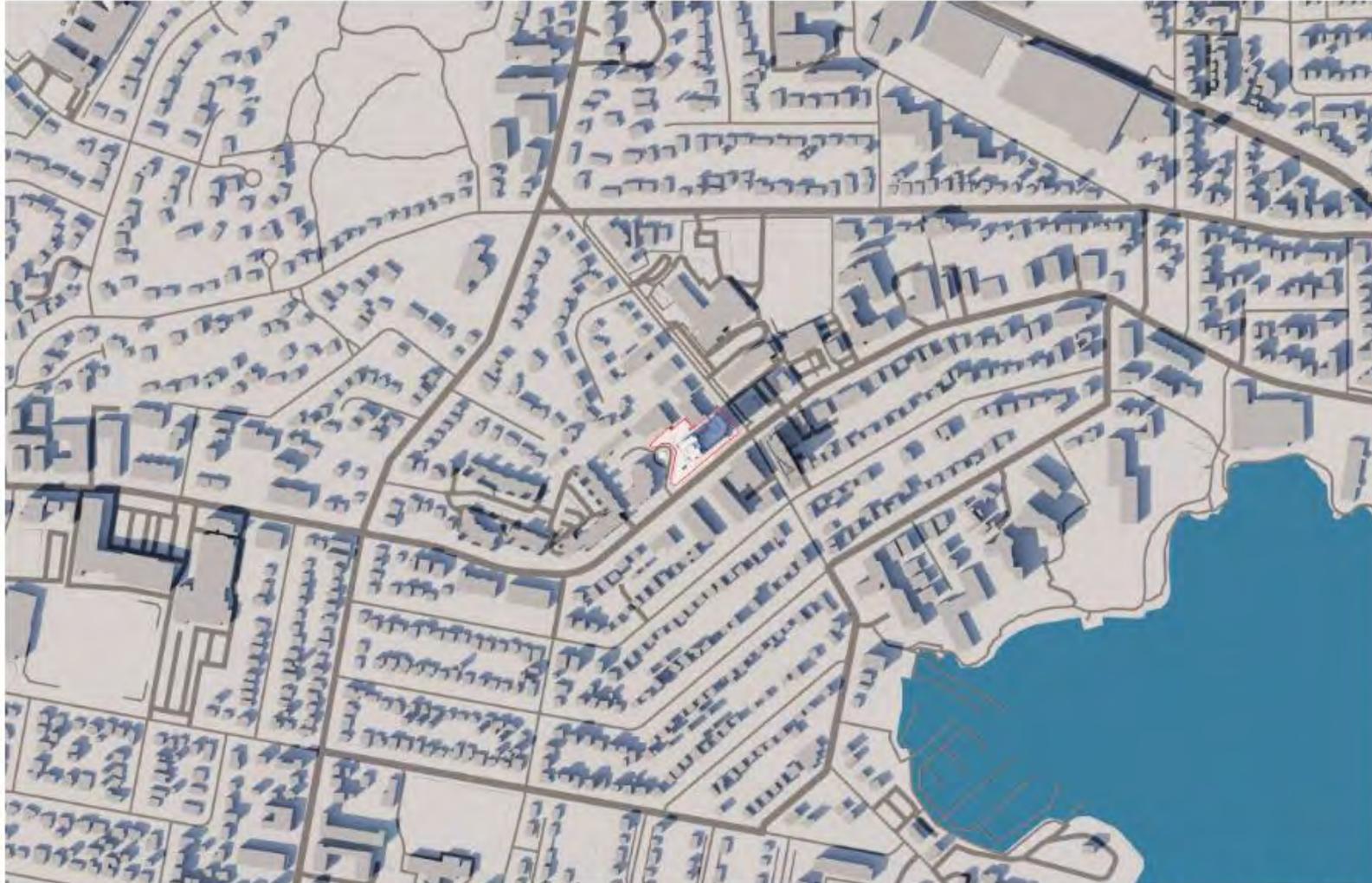
3. Zoning Regulations - Proposed Height



Equinox Shadows

12:00 PM

3. Zoning Regulations - Proposed Height



Equinox Shadows

4:00 PM

3. Zoning Regulations - Proposed Height



Winter Solstice Shadows

9:00 AM

3. Zoning Regulations - Proposed Height



Winter Solstice Shadows

12:00 PM

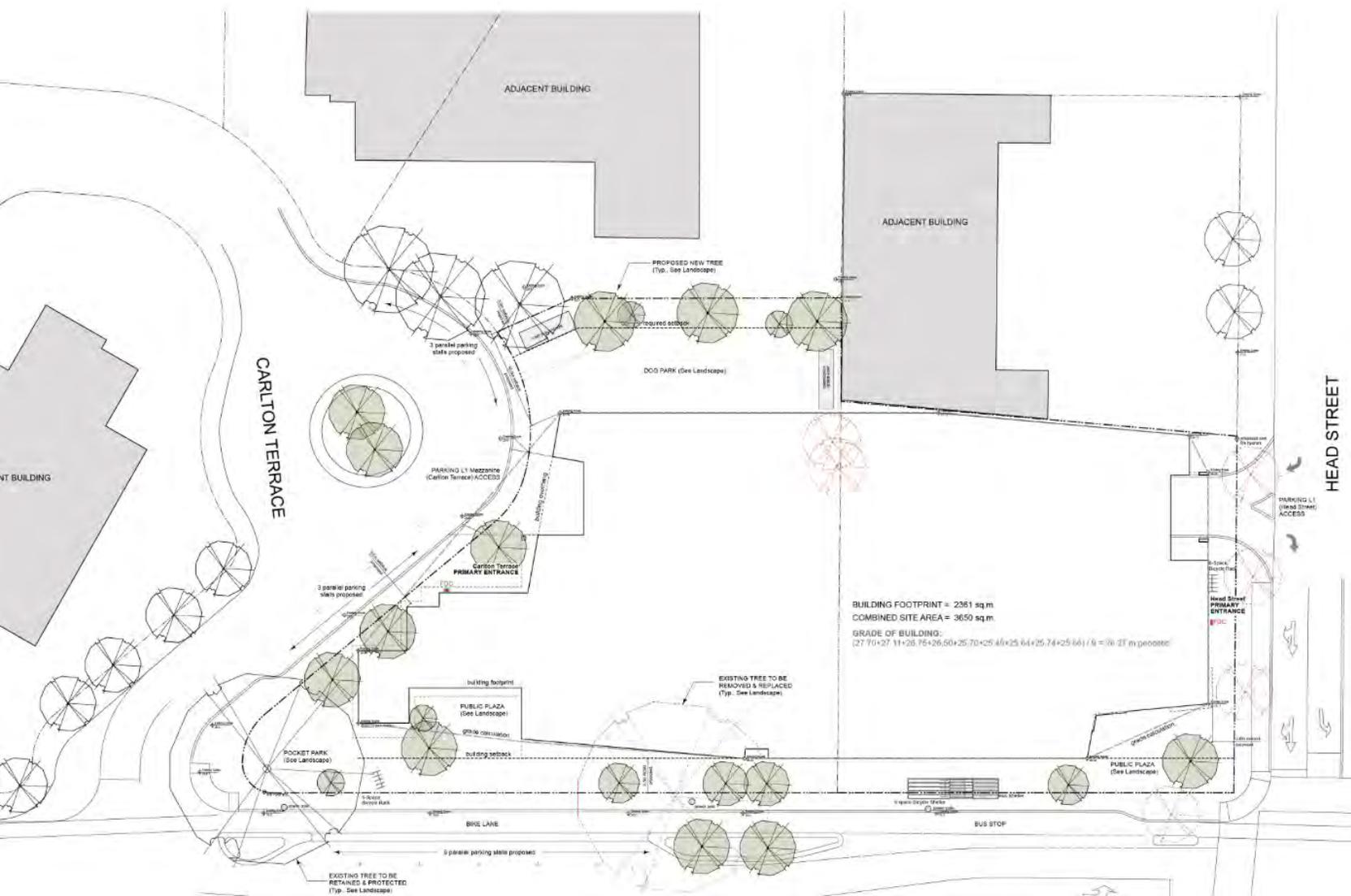
3. Zoning Regulations - Proposed Height



Winter Solstice Shadows

3:00 PM

4. Zoning Regulations – Lot Coverage



Lot Coverage
Proposed: 70%
Permitted: 80%

5. Zoning Regulations - Setbacks

Interior Side – adjacent residential
3m permitted, 10m proposed

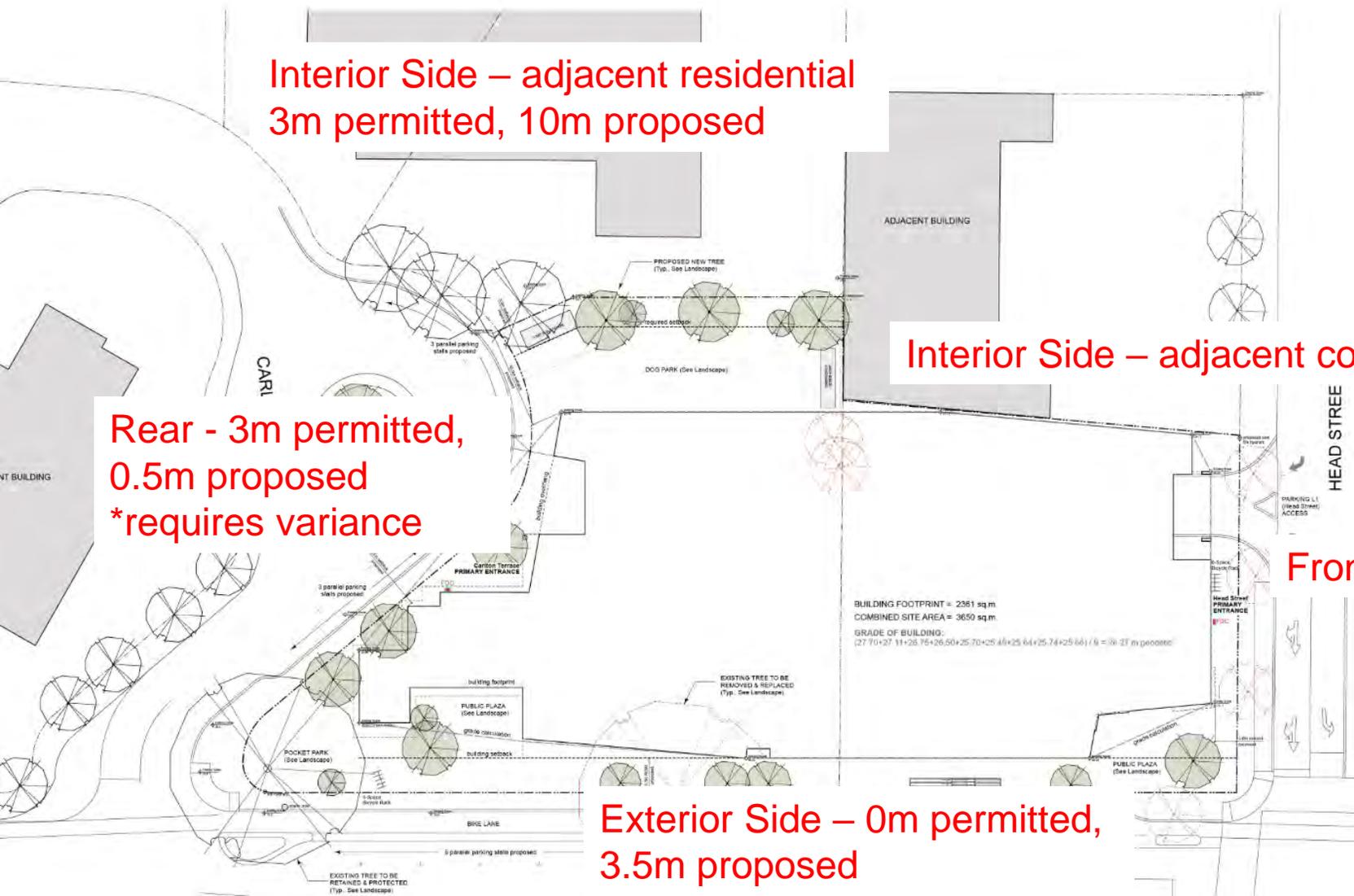
Variance required for rear yard at 0.5m from 3m

Interior Side – adjacent commercial – 0m permitted, 0m proposed

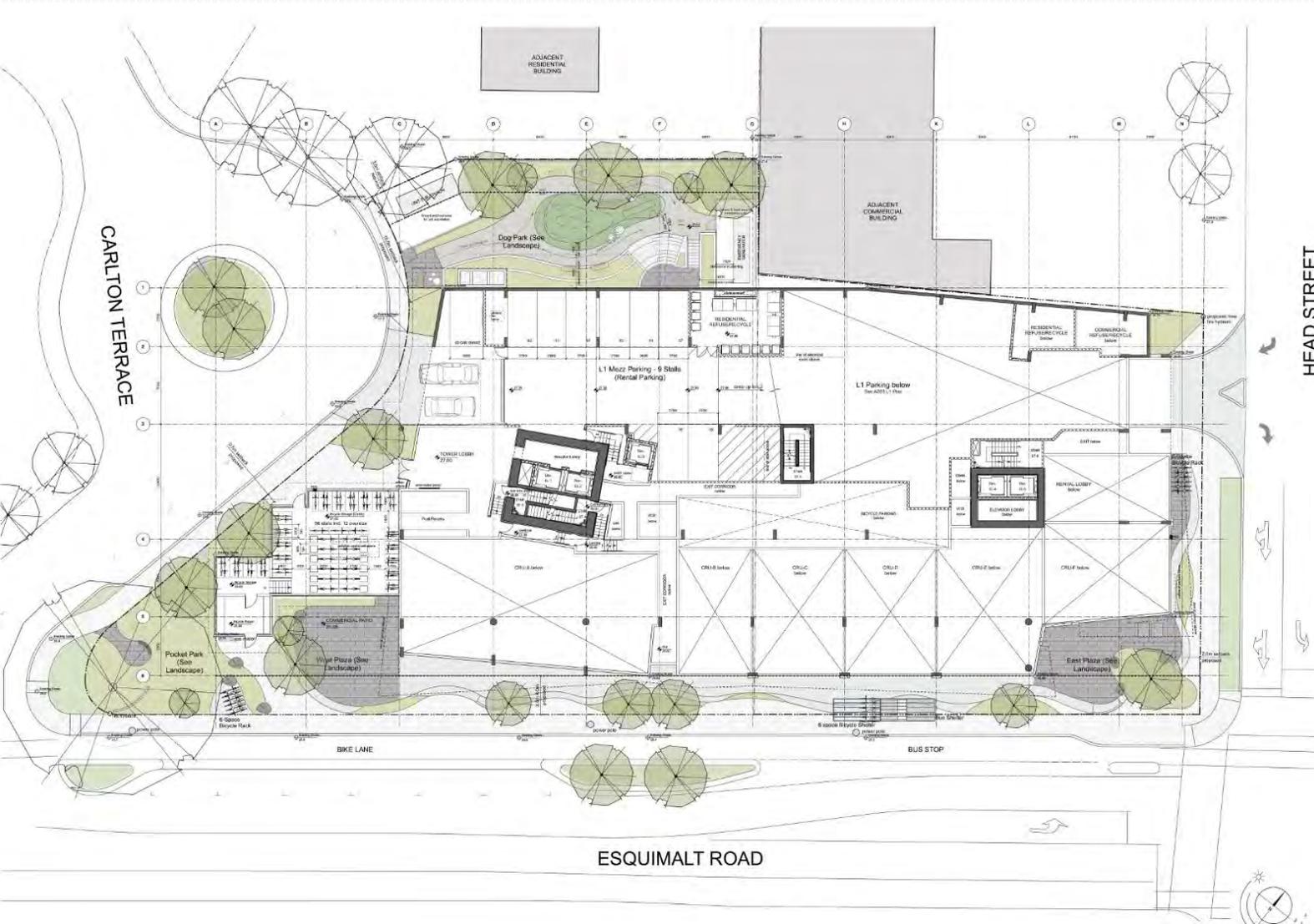
Rear - 3m permitted,
0.5m proposed
*requires variance

Front – 0m permitted, 2m proposed

Exterior Side – 0m permitted,
3.5m proposed

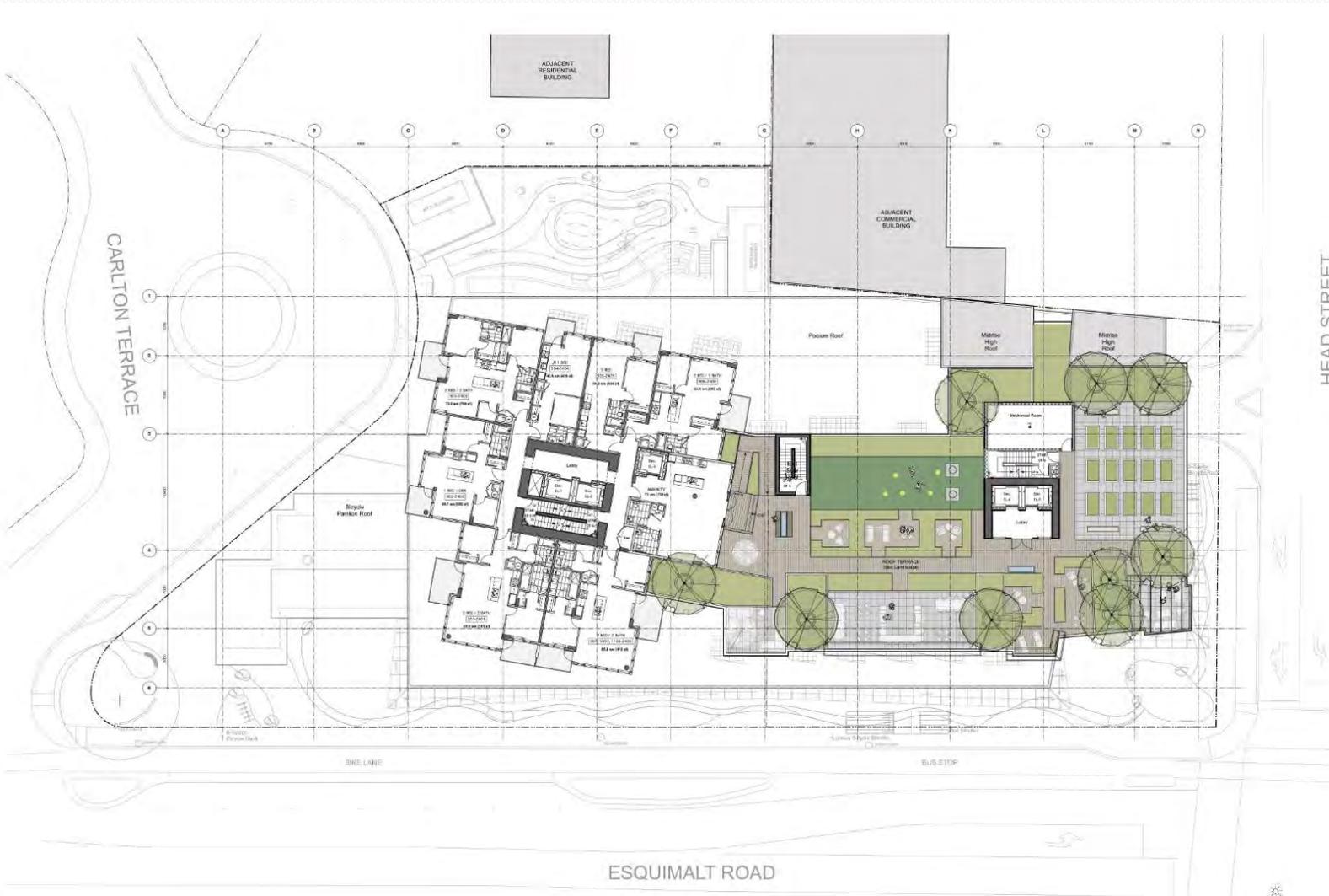


6. Zoning Regulations – Usable Open Space



None is required in zone but significant areas for outdoor gathering and function are provided in the dog park, pocket parks, plazas and rooftop deck.

6. Zoning Regulations – Usable Open Space

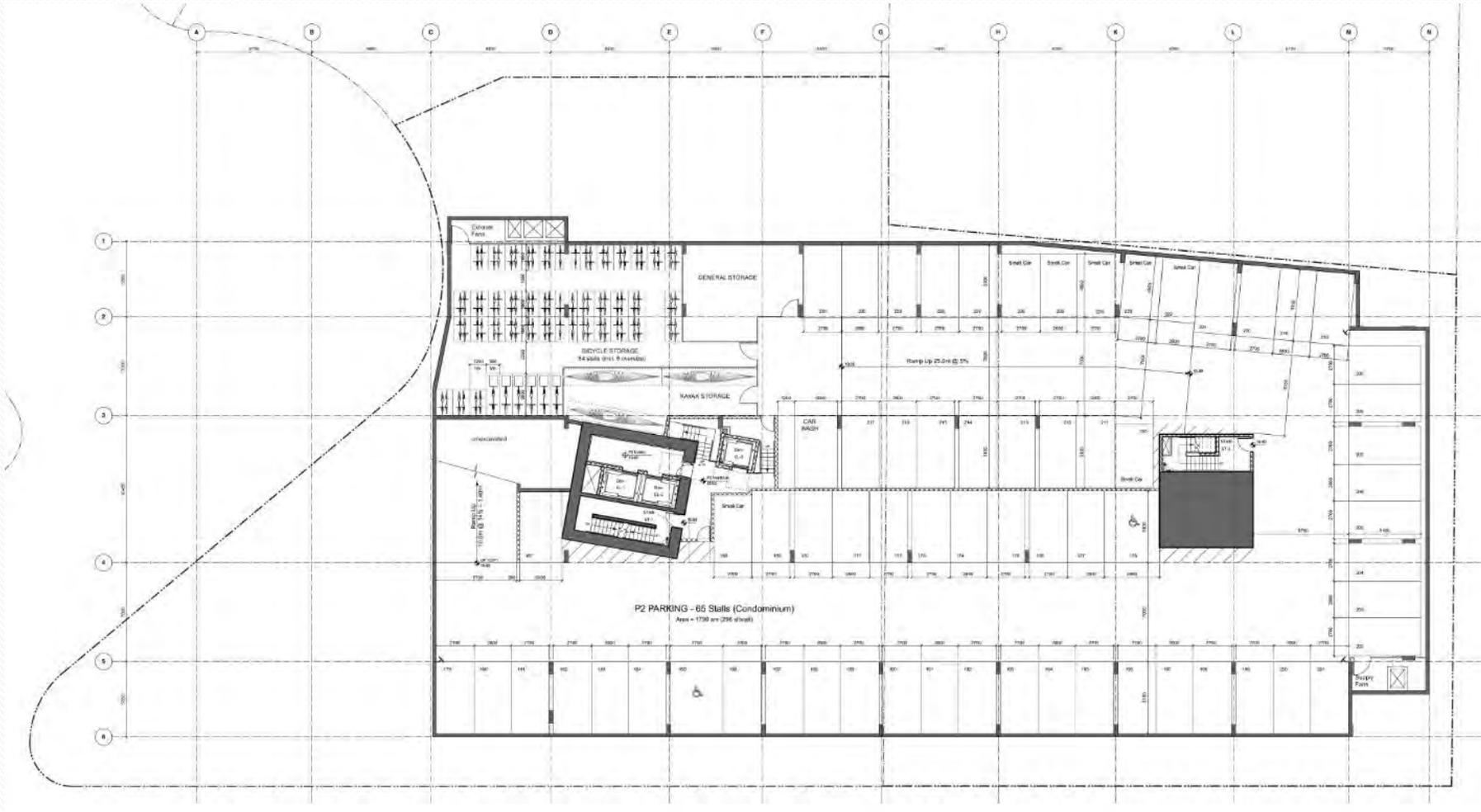


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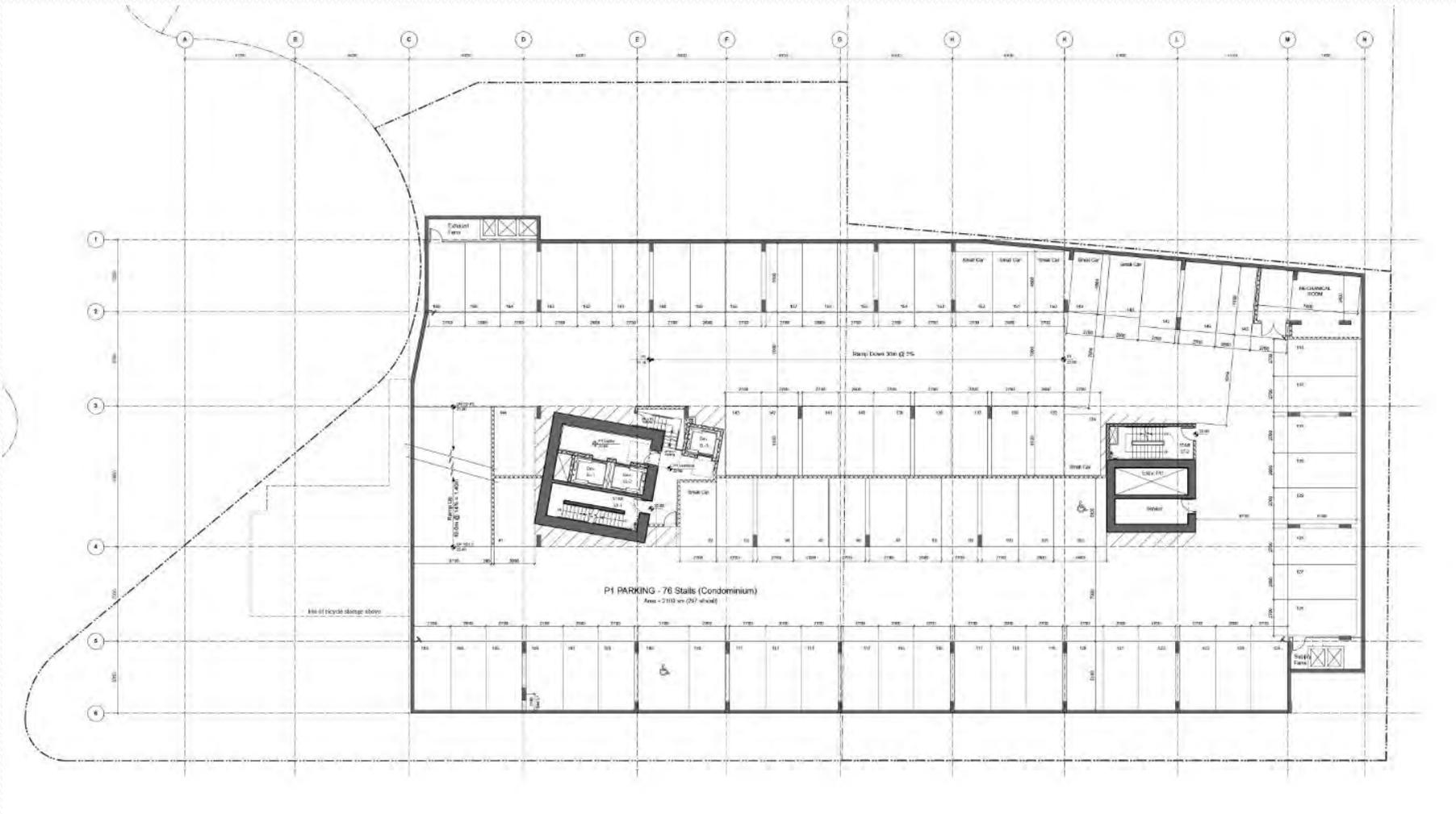
7. Zoning Regulations - Parking

| Parking Category | Current Bylaw Required Spaces | New Bylaw Required Spaces (with TDM reduction) | Proposed Spaces | Current Bylaw Variance | New Bylaw Variance |
|--------------------------|-------------------------------|--|-----------------|------------------------|--------------------------|
| Multiple Family | 354 | 178 | 204 | 150 | -26 (no variance) |
| Commercial | 38 | 20 | 27 | 11 | -7 (no variance) |
| Total Vehicle | 392 | 198 | 231 | 161 | -33 (no variance) |
| Bicycle Regular Spaces | 0 | 341 | 158 | 0 | 165 |
| Bicycle Oversized Spaces | 0 | 36 | 18 | 0 | 18 |
| Total Bicycle | 0 | 377 | 176 | 0 | 183 |

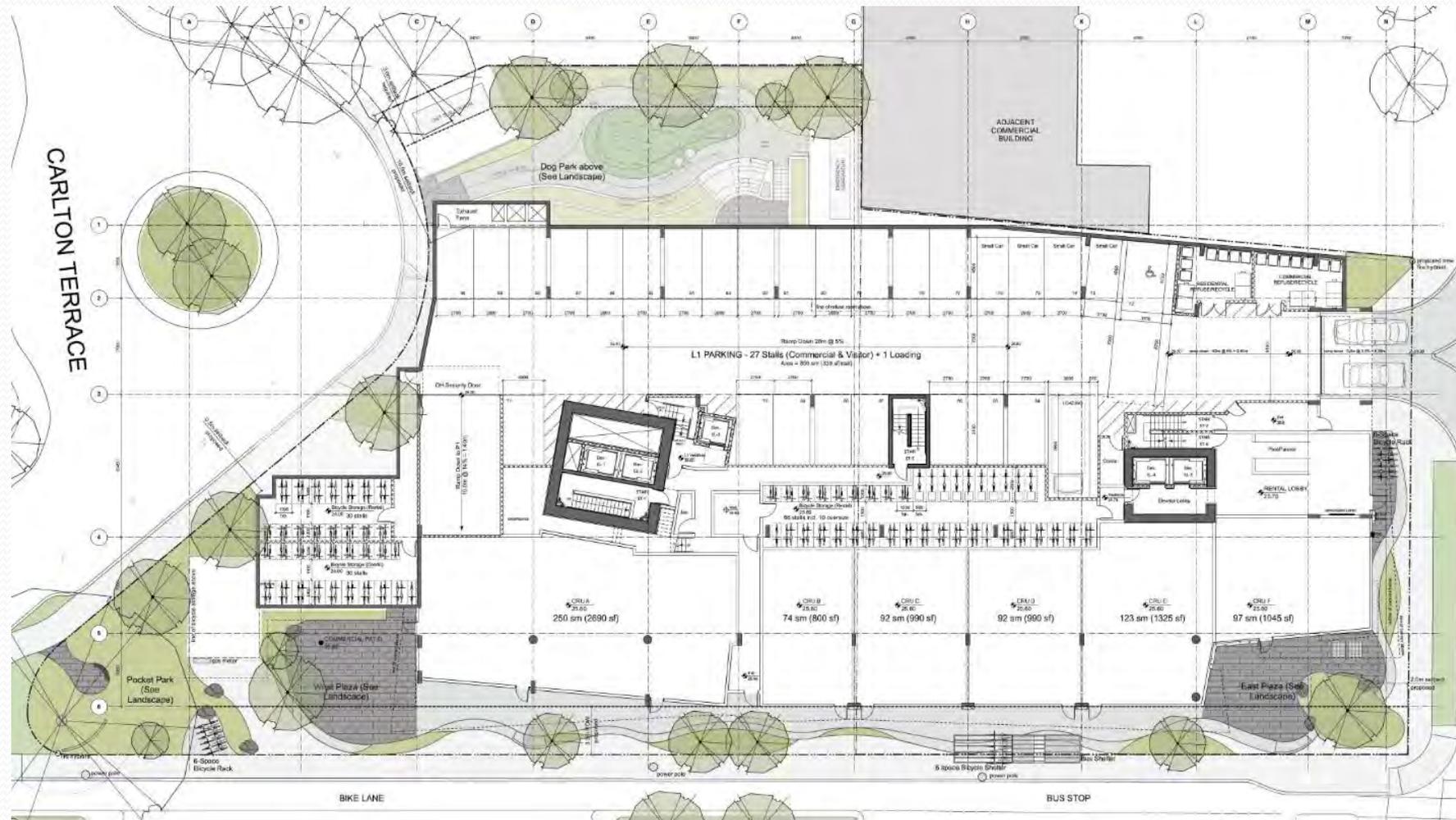
7. Zoning Regulations – Parking P2



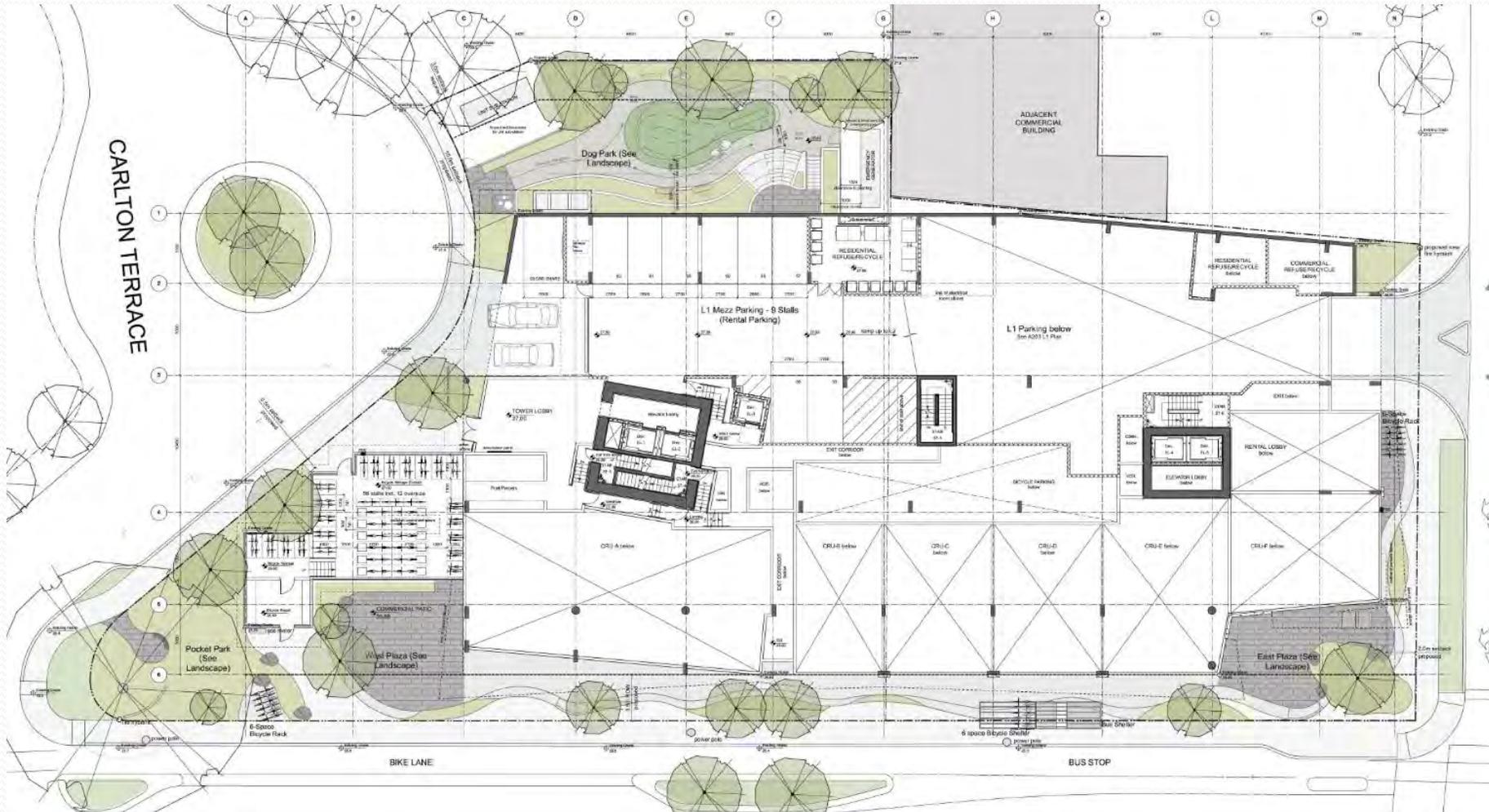
7. Zoning Regulations – Parking P1



7. Zoning Regulations – Parking L1



7. Zoning Regulations – Parking L1 Mezz



8. Form and Character



8. Form and Character



8. Form and Character



8. Form and Character



8. Form and Character



8. Form and Character



8. Form and Character



8. Form and Character



8. Form and Character



SOUTH ELEVATION Esquimalt Road



EAST ELEVATION Head Street

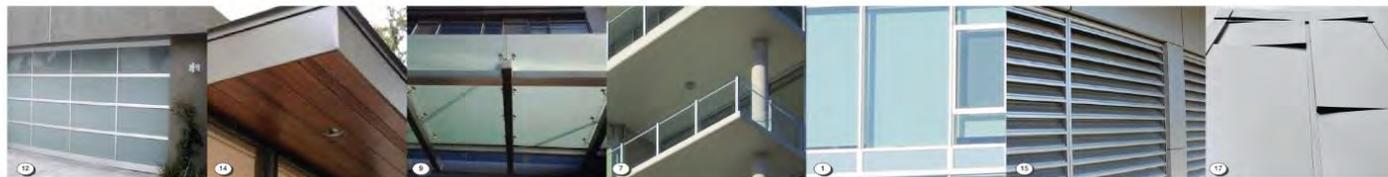
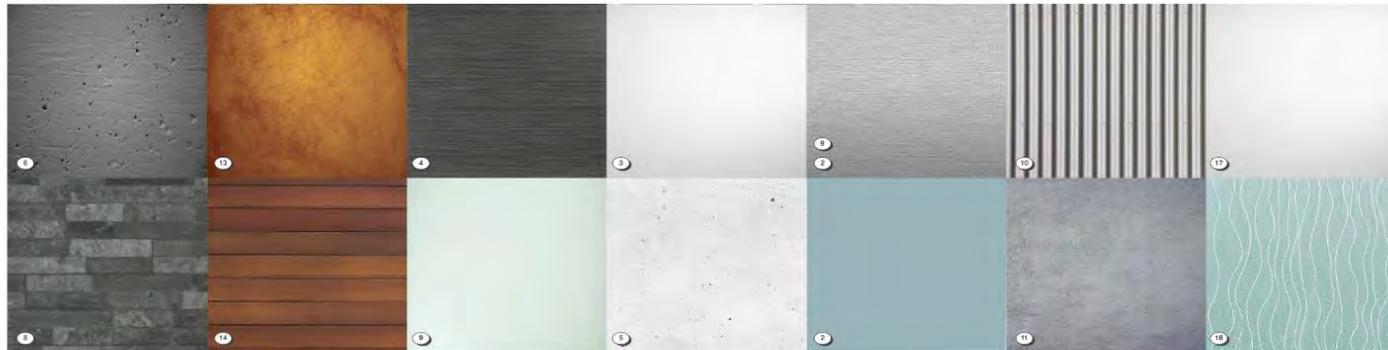
8. Form and Character



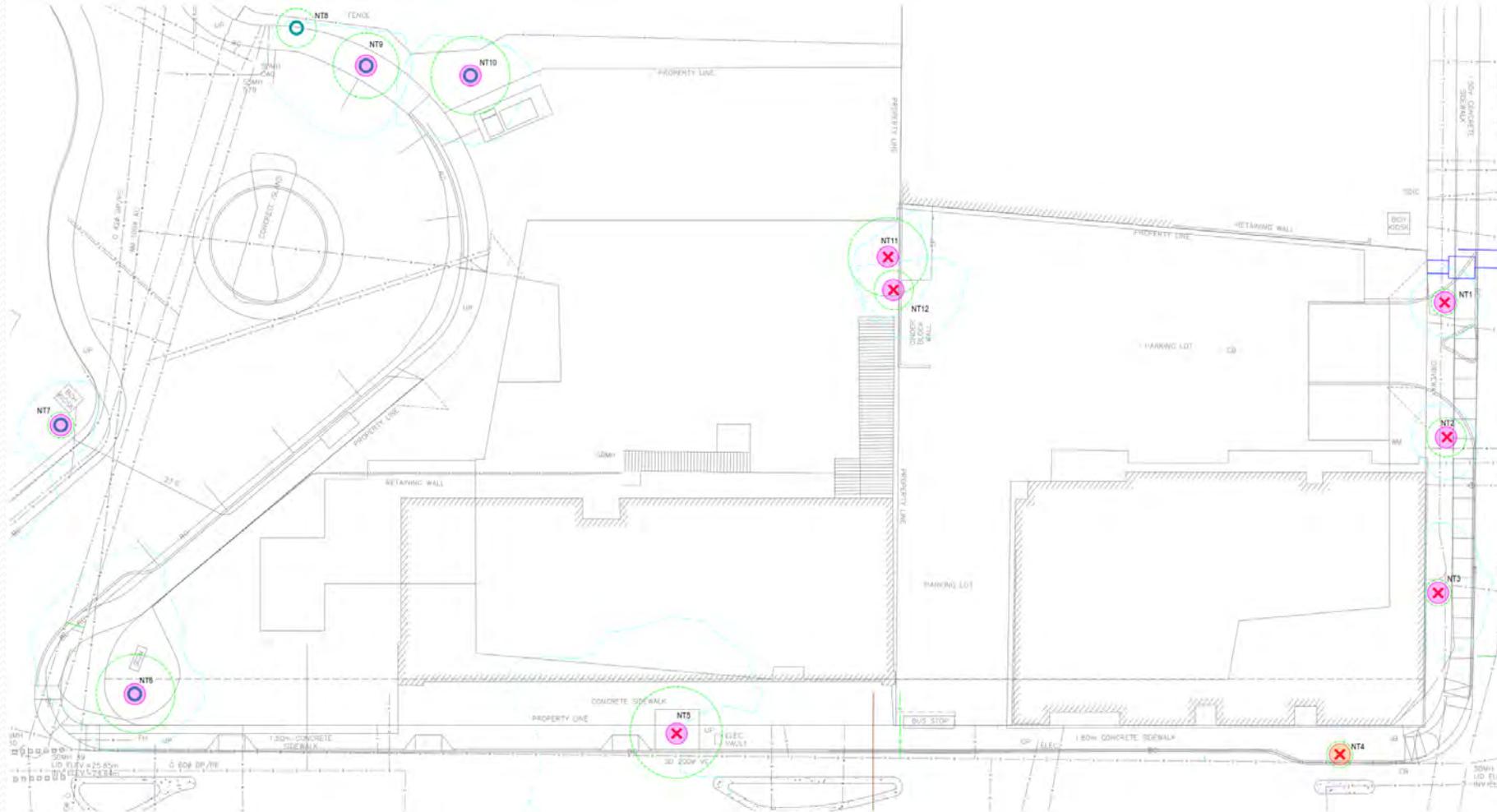
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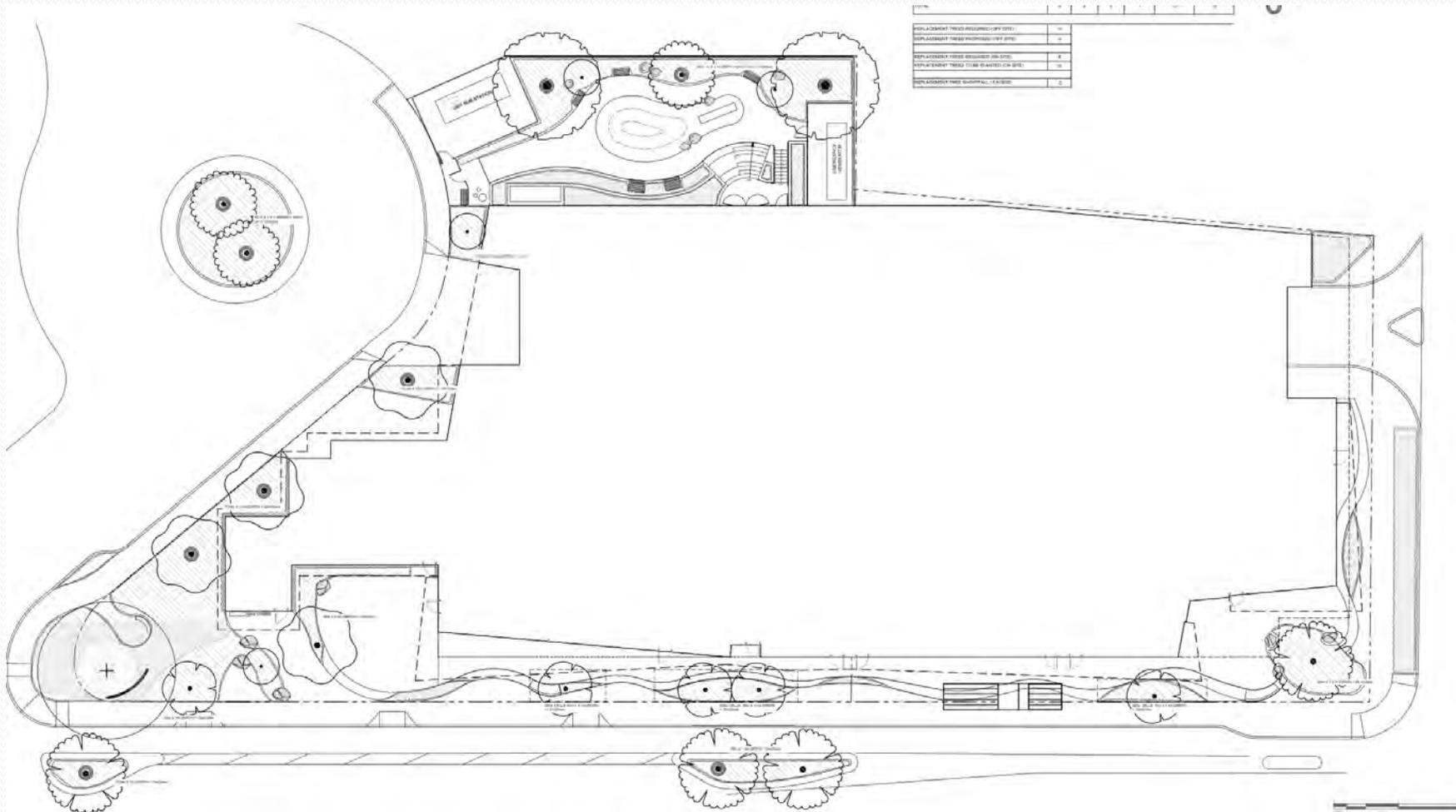
Partial South Elevation at Esquimalt Road
scale: 1:150



9. Landscape Plan – Trees Existing



9. Landscape Plan – Trees Proposed



9. Landscape Plan – Site Plan



10. Density Bonusing Provisions

- A one-million-dollar (\$1,000,000) contribution to affordable housing (\$100,000 will be given to the Esquimalt First Nation and \$100,000 to the Songhees First Nation for affordable housing (see correspondence in Appendix “FF”). This money would also be used to cover the rental difference for existing tenants who wish to move back into the new building at a 20% rent reduction (Appendix “Y”)
- Public plazas along Esquimalt Rd
- Publicly accessible dog park at the rear of the building
- Commercial vehicle EV charging
- Enhanced sidewalk amenities
- Enhanced bus stop amenities

11. Staff Recommendation

That Council approve Development Permit No. DP000221 and Development Variance Permit No. DVP00138; and

- instruct the Director of Development Services not to issue either permit until the Section 219 Covenant, which will secure the amenities and the transportation demand management (TDM) measures, as described in staff report DEV-24-013, is registered on title.



900 ESQUIMALT RD & 900 CARLTON TERRACE DEVELOPMENT PERMIT APPLICATION



DISCOVER.
DEVELOP.
LOVE.
LIVE.
REPEAT.



VALUES & OBJECTIVES

VISION.EXCELLENCE.RESULTS.

COMMUNITY



DIVERSE HOUSING



SUSTAINABILITY



ADAPTABILITY



AFFORDABILITY

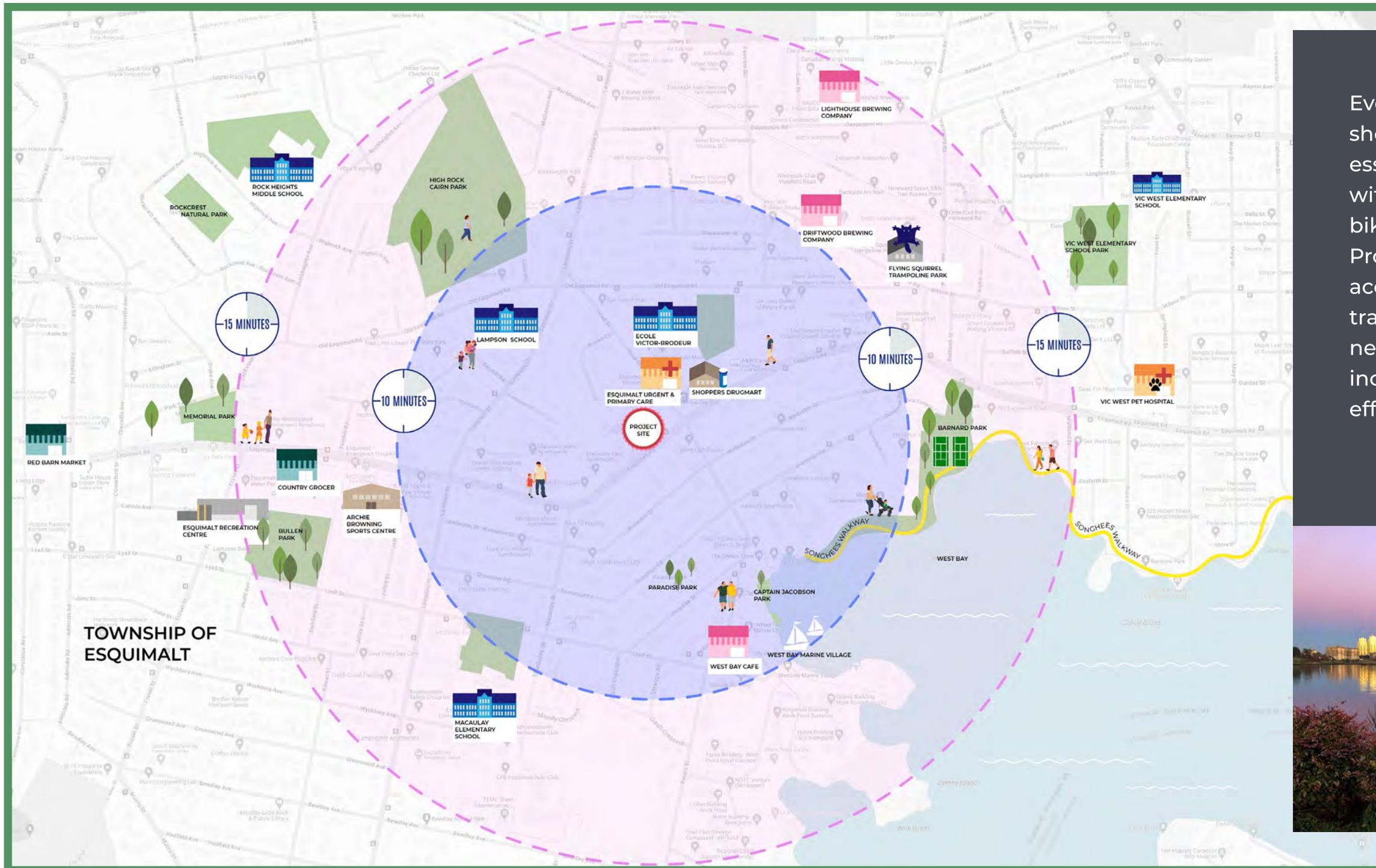


REVITALIZATION



15 MINUTE CITY

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Everyone living in a city should have access to essential urban services within a 15 minute walk or bike. The 15-Minute City Project is designed to help access-focused urban transformations be what we need them to be: ambitious, inclusive, measurable and effectively implemented.

- 15minutecity.com



PROJECT STATS

Density

4.70 FAR (Residential 4.50 & Commercial .20)

Commercial = 0.20 FSR

Residential Tower = 3.15 FSR

Residential Mid-rise = 1.35 FSR

Parking

231 stalls total;

204 residential stalls (27 visitor stalls shared with commercial)

27 commercial stalls

Height

26 floors

24 residential condo & 6 rental above 2 storey podium

Homes Count

Condo – 176 new homes for strata ownership

22 Junior One Bed (445 sf)

58 One Bed (585-633 sf)

86 Two Bed (727-912 sf)

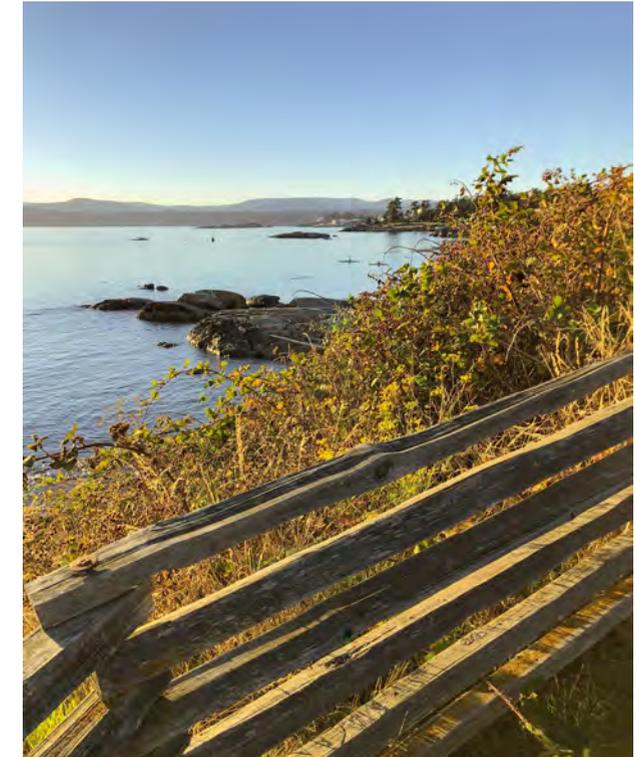
10 Three Bed (990-1,290 sf)

Rental – 96 new rental homes

36 Junior One Bed (445 sf)

30 One Bed (455-565 sf)

30 Two Bed (609-936 sf)



Amenity Cost Summary

| | Estimated Value | \$/ft above OCP Base Density |
|--|--------------------|------------------------------|
| Land Value - Privately Owned Public Space (POPS) | \$1,023,432 | \$17.37 |
| Construction Cost - POPS | \$354,322 | \$6.01 |
| Transportation & Public Realm Improvements | \$159,000 | \$2.70 |
| Life Cycle Maintenance - POPS | \$1,600,000 | \$27.15 |
| Affordability | \$1,000,000 | \$16.97 |
| 96 Units of rental housing | — | — |
| Mural Art | — | — |
| Zero Carbon Step Code | — | — |
| Total Value-Based on 58,934 square feet of additional density | \$4,136,753 | \$70.19 |

SITE/L1 PLAN/HEAD STREET ENTRANCE

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272 new homes – rental & condo

New permanent protected bike lane

MODO car share stall

8000+ sqft commercial space

\$1M contribution to affordability

gym & fitness studio

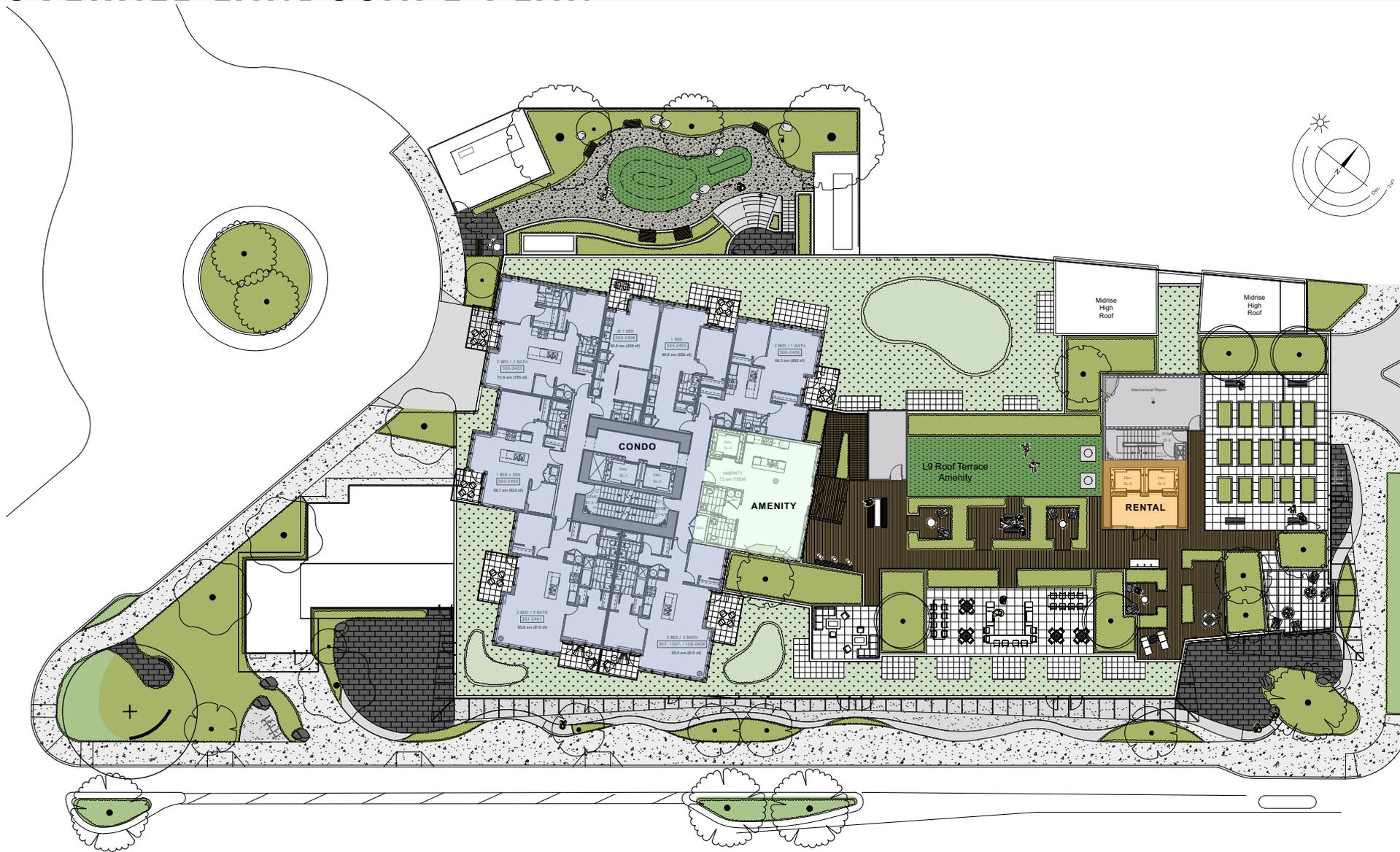
Visitor & commercial parking and EV chargers

290 bicycle parking stalls with bike repair lounge

Dog lounge & dog wash room

OVERALL LANDSCAPE PLAN

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Vastly improved public realm

More than 26% of site becomes privately-owned public space

2 public plazas (east & west corners)

Dog park and parklet

Indoor amenity spaces for residents such as music room, makers room, meeting room, and lounge with socialization space, kitchen and games area

Over 9,000 sf rooftop terrace with BBQ and dining areas, games pitch, communal gardening plots, socialization spaces & green spaces



CARLTON TERRACE DOG PARK

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LOOKING SOUTH TOWARD INNER HARBOUR

VISION.EXCELLENCE.RESULTS.



LOOKING WEST ALONG ESQUIMALT ROAD & BIRD'S EYE VIEW

VISION.EXCELLENCE.RESULTS.



SOUTHEAST CORNER PLAZA AT ESQUIMALT RD. & HEAD ST.

VISION.EXCELLENCE.RESULTS.



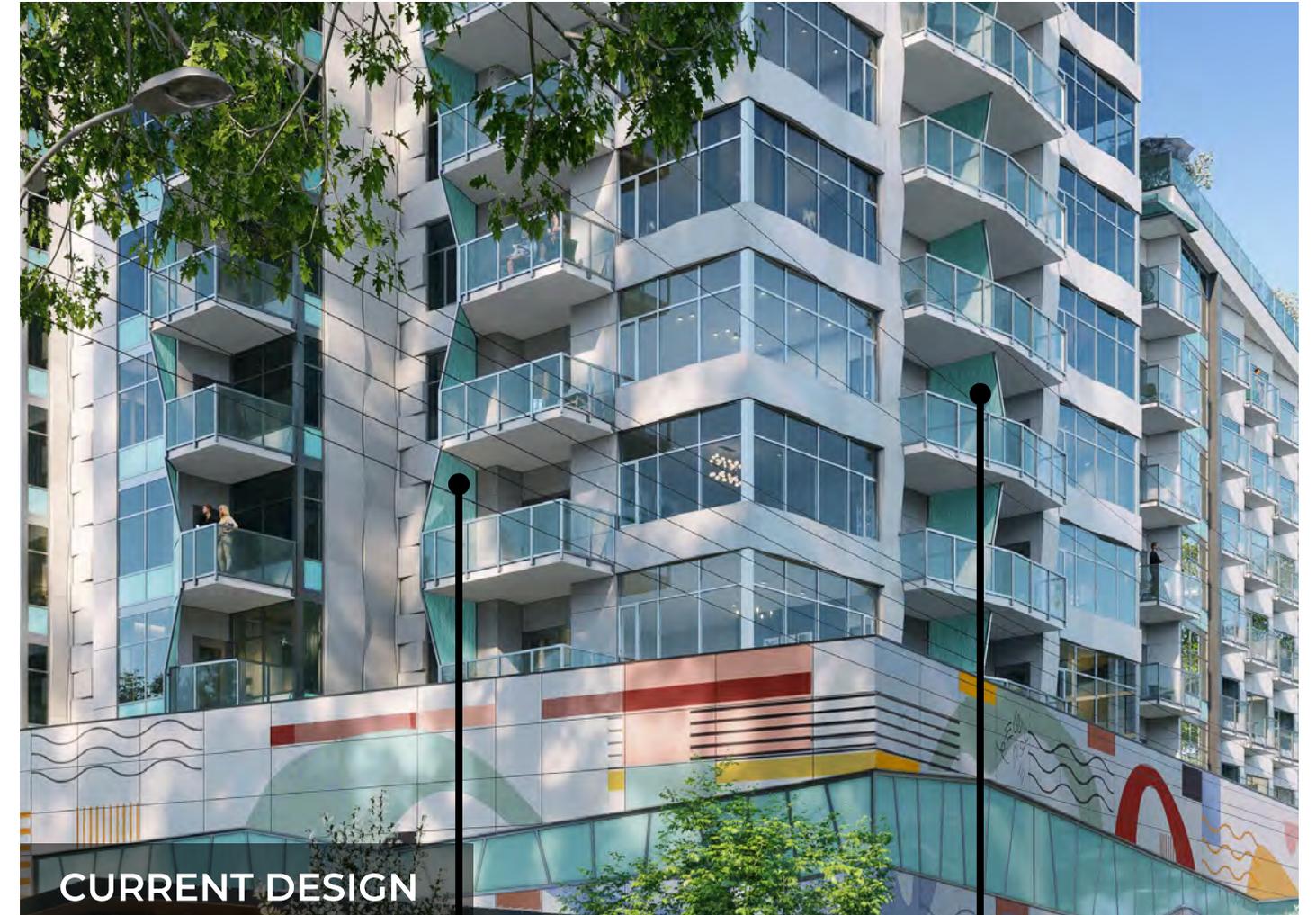
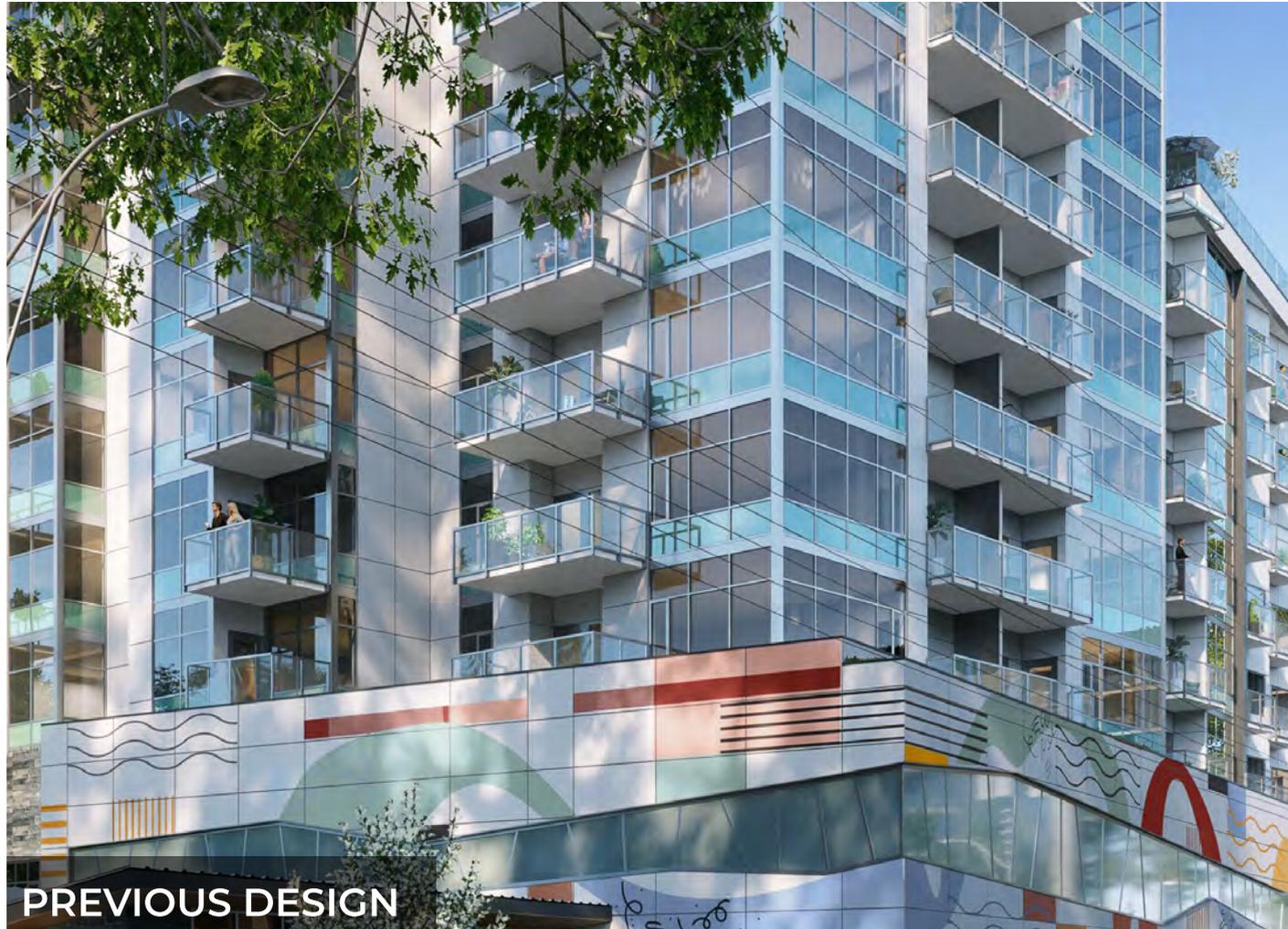
SOUTHWEST CORNER PLAZA

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ARCHITECTURAL CHANGES

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CURRENT DESIGN

wave-like articulated panels, oriented to curve vertically and horizontally



custom conceptual kelp graphics on vertical undulating glass privacy screens



HEAD STREET LOOKING SOUTH

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VIEW FROM HIGHROCK PARK

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SHADOW STUDIES

VISION.EXCELLENCE.RESULTS.

SUMMER SOLSTICE



8:00 AM



12:00 PM



4:00 PM

EQUINOX



8:00 AM



12:00 PM



4:00 PM

WINTER SOLSTICE



9:00 AM



12:00 PM



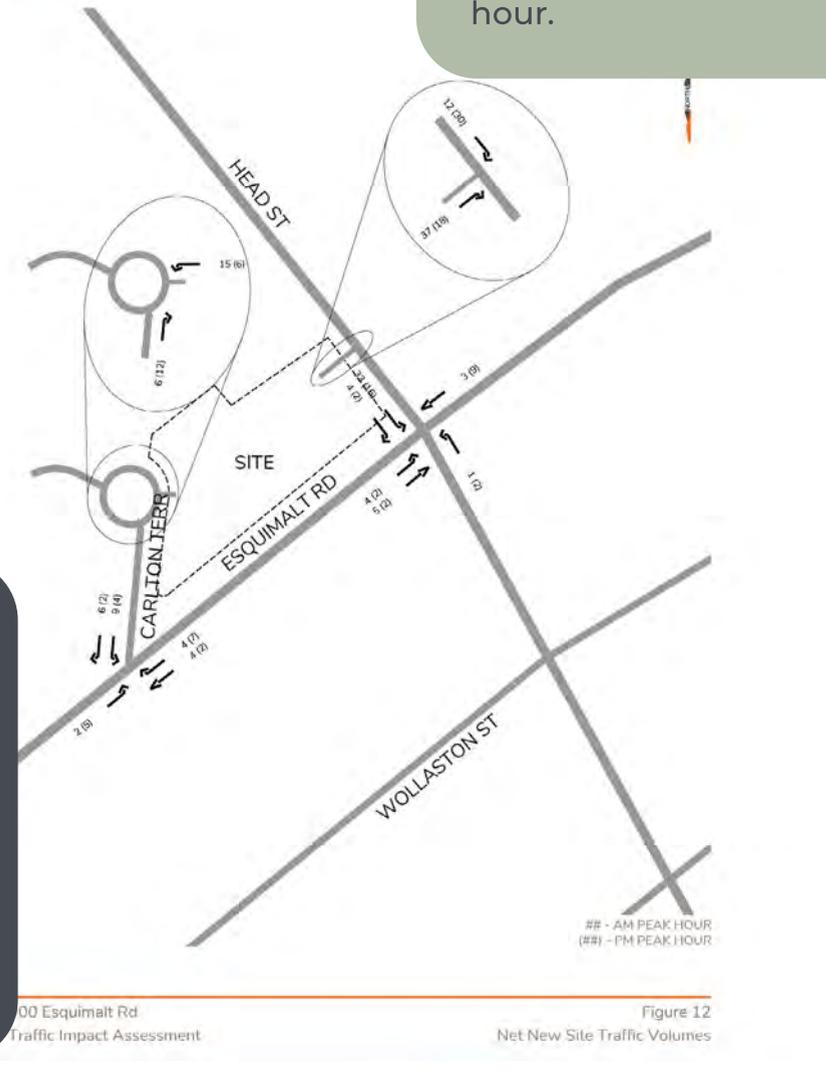
3:00 PM

50 AM / 33 PM net new cars at Esquimalt/Head

1 more car every 1.2 minutes in the morning, and 1 more car every 1.8 minutes in the afternoon rush hour.

25 AM / 20 PM net new cars at Esquimalt/Carlton

1 more car every 2.4 minutes in the morning, and 1 more car every 3 minutes in the afternoon rush hour.



6.3 TDM Summary

Table 9 is a summary of the recommended TDM measures and their potential impact on parking demand. The TDM measures only apply to the residential parking demand. It is estimated that the resident parking demand at the proposed development could be reduced by 35 spaces if the applicant committed to the recommended TDM measures.

Table 9. Summary of TDM Measures + Parking Demand Reductions

| TDM Option | Parking Reduction | |
|--|--------------------------------|---|
| | Approx. Reduction (Percentage) | Approx. Reduction (Number of resident spaces) |
| Carsharing (vehicle) | 5% | 35 |
| Carsharing (memberships) | 5% | |
| Oversized Bicycle Parking + Bicycle Maintenance Facility | 5% | |
| Transit Stop Contribution | N/A | |
| Total | 15% | |
| Expected Resident Parking Demand | | 235 |
| Approx. Reduction with TDM Measures | | -35 |
| Adjusted Resident Parking Demand | | 200 (235 - 35) |
| Commercial / Residential Visitor Parking Demand | | 27 |
| Total Parking Demand | | 227 (200 + 27) |
| Proposed Supply | | 231²¹ |
| Difference | | +4 |

²¹ Note: if the applicant can secure a MODO vehicle, it will require a parking stall and therefore one of the 231 proposed parking stalls will need to be dedicated to the vehicle.

New Parking By-Law not adopted as yet:

Car parking requirement: 209 (with Watt calculated TDM) -22 less than proposed.
 Bike Parking Requirement: 341 (long term) -69 more than proposed.

TENANT ASSISTANCE & COMMUNITY ENGAGEMENT

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Residential Tenant Assistance Policy



Commercial Tenant Assistance Policy



“Without a sense of caring, there can be no sense of community.”

– Anthony J. D’Angelo

COMMUNITY ENGAGEMENT SUMMARY

750+

Minimum total engagements made with the community

250+

Neighbours met with at meetings and at events

2999

Total visits to dedicated project website

84

Engagements with existing tenants through written correspondence and in-person meetings

84

Neighbour responses to surveys

30+

Outreach to business community

12

Presentations to the community

2

Surveys open to the public



85% of respondents think housing diversity is important or very important

79% see public access to plazas and dog park as important or very important

Food/Beverage & Financial Institution most important for commercial

82% see affordability contribution as important or very important

Concerns about height, infrastructure, parking, existing tenants

Enthusiasm for housing diversity, landmark building, affordability, public spaces

OCP ALIGNMENT

Adopted June 25th, 2018

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This proposal aligns with Esquimalt's OCP, and responds directly to several of its policies, including:

5.1 - Anticipated Housing Needs

Policy:

Support the development of a variety of housing types and designs to meet the anticipated housing needs of residents. Policy: Encourage the development of rental accommodation designed for a variety of demographic household types, including young families.

6.4.1 - Head Street and Esquimalt Road

Policy:

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

6.2 - Revitalization

Policy:

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

6.1 - General

Policy:

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

5.6 - Family & Child-Friendly Housing

Policy:

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

11.4 - Public Transit

Policy:

Support densification along frequent and regional transit routes.

6.1 - General

Policy:

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

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

6.1 - General

Policy:

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

5.4 - Affordable Housing

Policy:

Consider bonus density, parking relaxations or other development variances where a development proposal includes affordable, special needs or seniors housing. This may apply to both market and non-market housing, and mixed-use proposals.

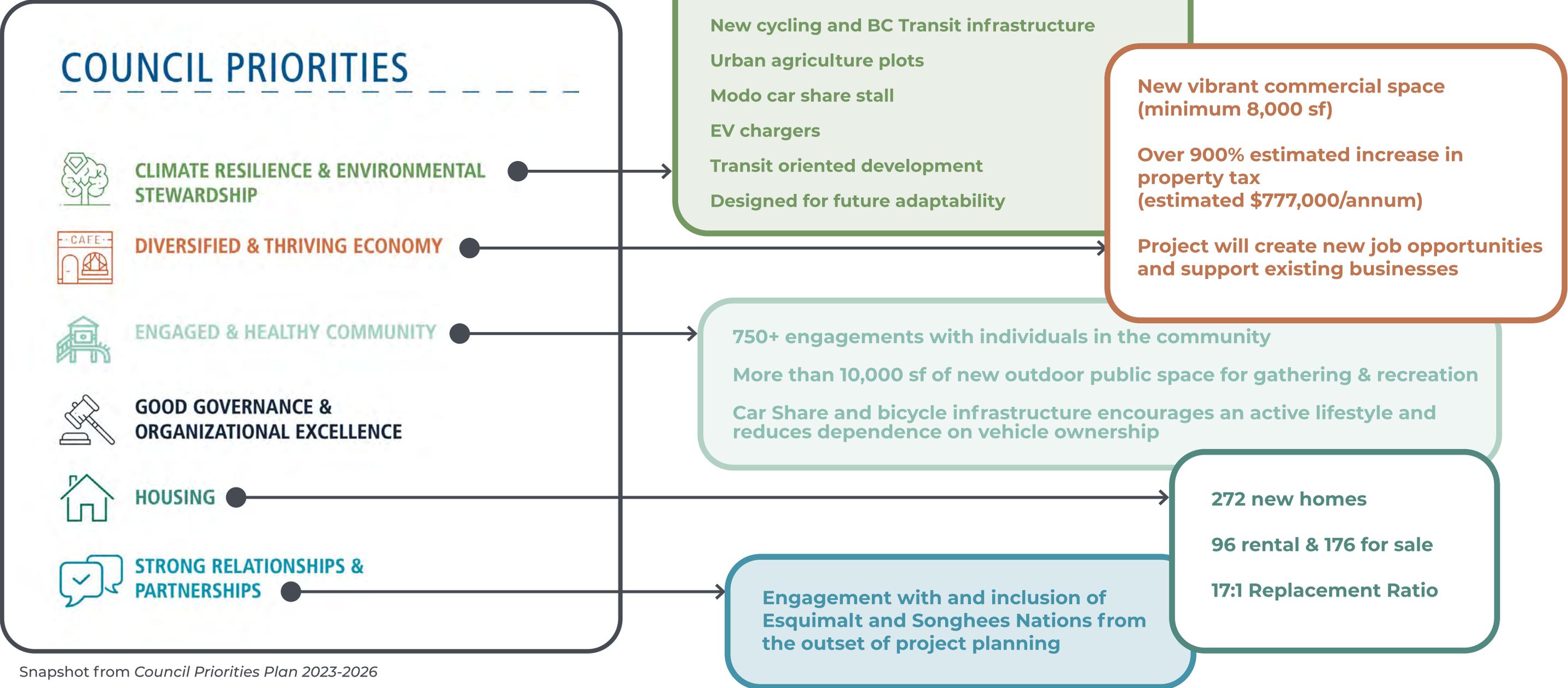
11.3.1 - Public Cycling Infrastructure

Policy:

Consider improving and expanding cycling infrastructure to an All Ages and Abilities standard to encourage cycling as a healthy form of transportation.

COUNCIL STRATEGIC PRIORITY ALIGNMENT

Adopted June 25th, 2018



Snapshot from Council Priorities Plan 2023-2026

CHALLENGES & OPPORTUNITIES

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