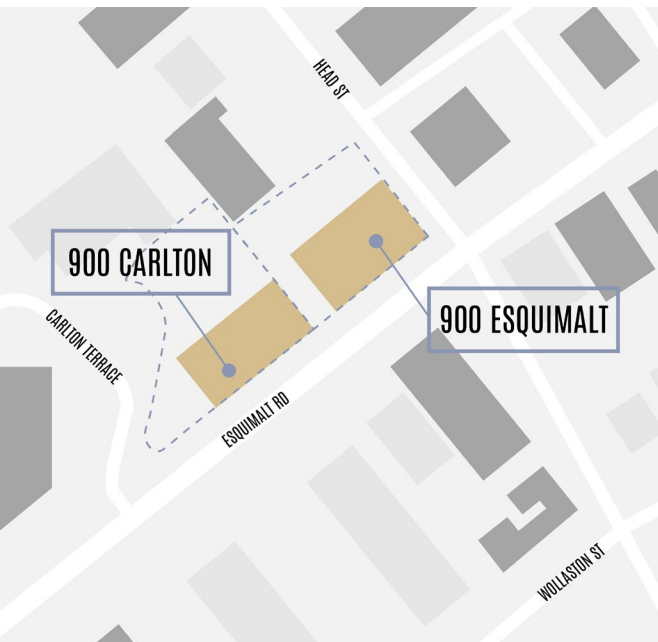




900 ESQUIMALT RD & 900 CARLTON TERRACE DEVELOPMENT PERMIT APPLICATION



DISCOVER.
DEVELOP.
LOVE.
LIVE.
REPEAT.



VALUES & OBJECTIVES

VISION.EXCELLENCE.RESULTS.

COMMUNITY



DIVERSE HOUSING



SUSTAINABILITY



ADAPTABILITY



AFFORDABILITY

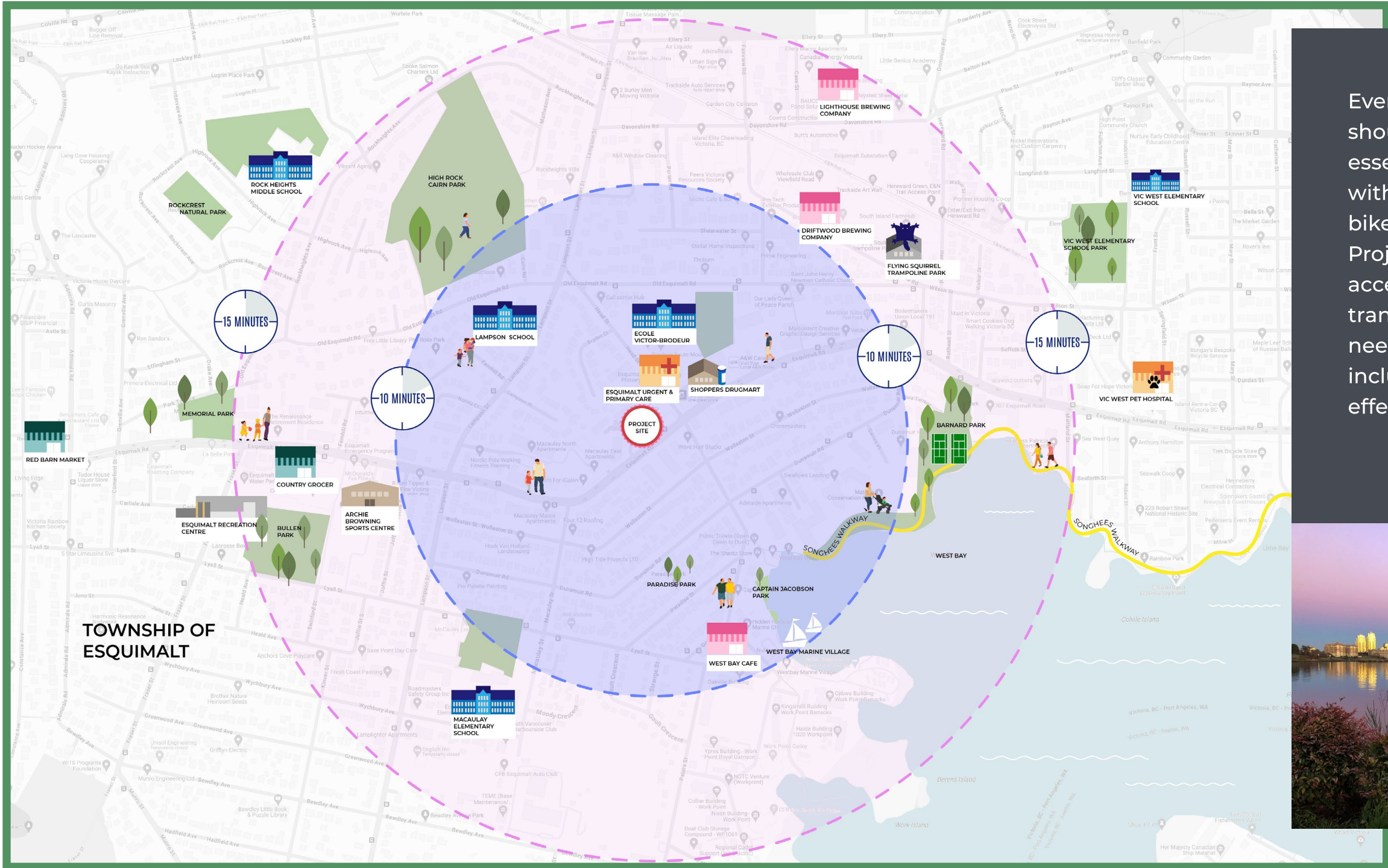


REVITALIZATION



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

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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)

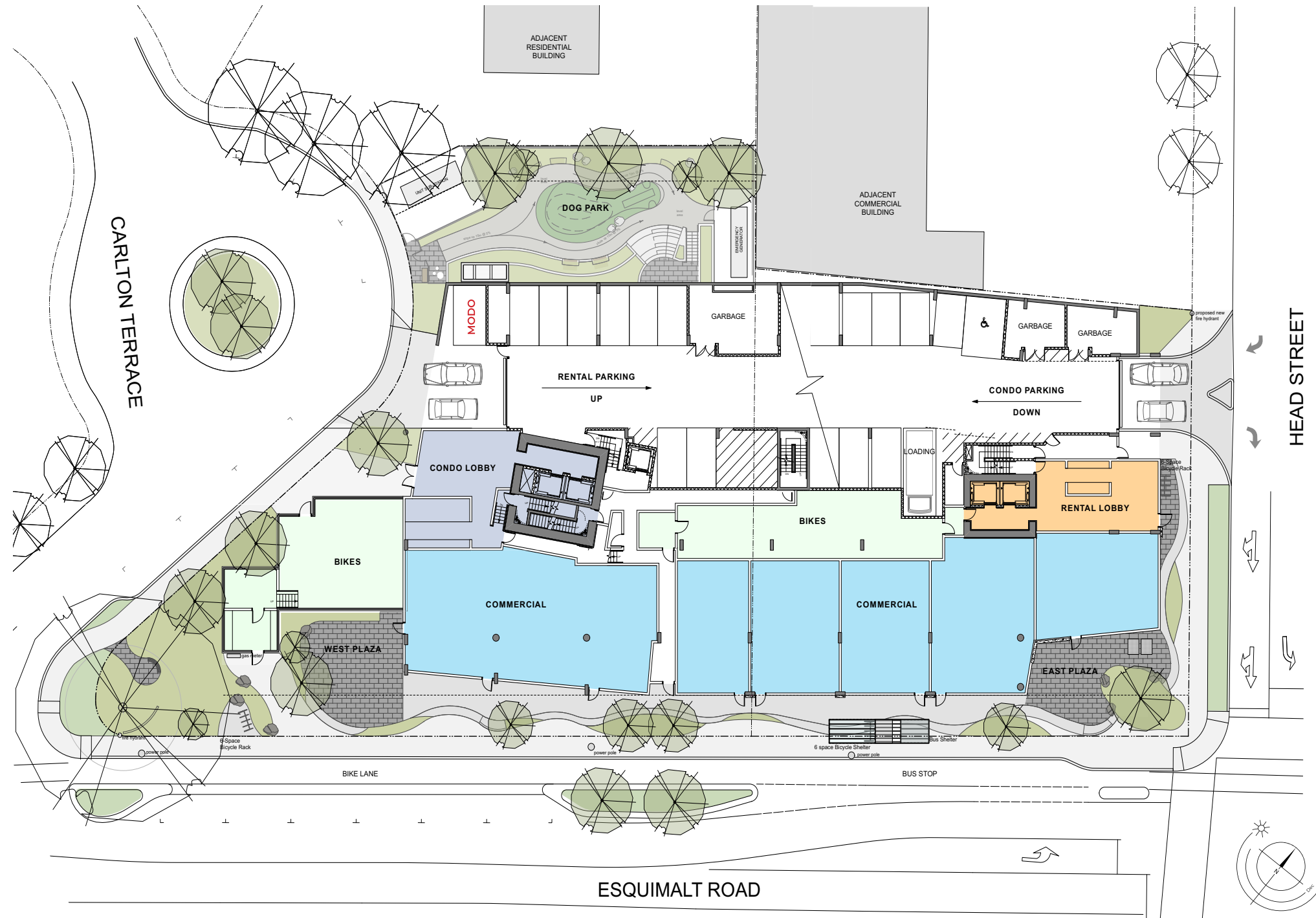


Amenity Cost Summary

	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

VISION.EXCELLENCE.RESULTS.



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

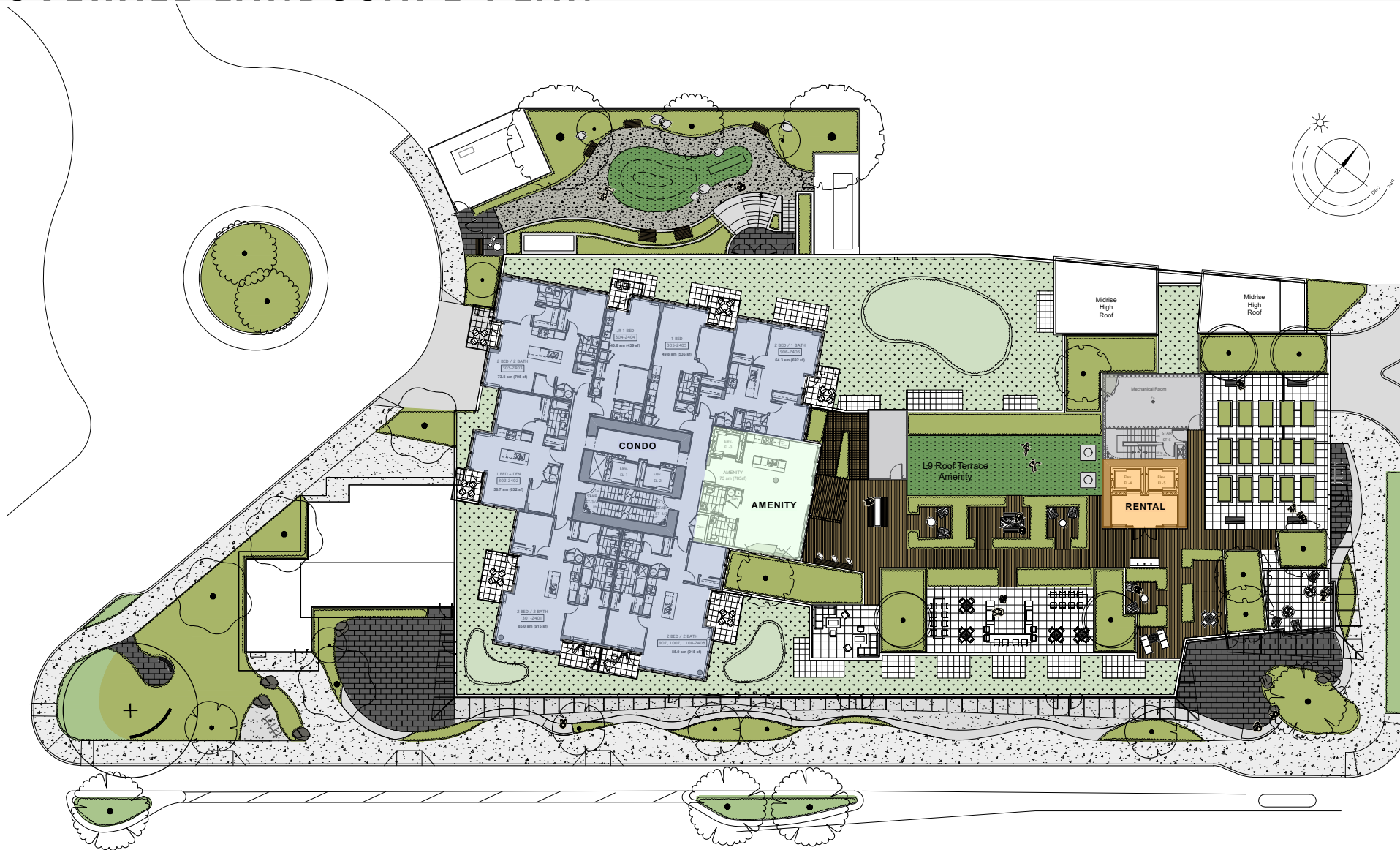
Visitor & commercial parking and EV chargers

290 bicycle parking stalls with bike repair lounge

Dog lounge & dog wash room

OVERALL LANDSCAPE PLAN

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Vastly improved public realm

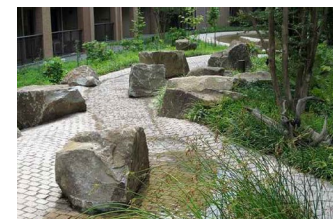
More than 26% of site becomes privately-owned public space

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

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SOUTHEAST CORNER PLAZA AT ESQUIMALT RD. & HEAD ST.

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SOUTHWEST CORNER PLAZA

VISION.EXCELLENCE.RESULTS.



ARCHITECTURAL CHANGES

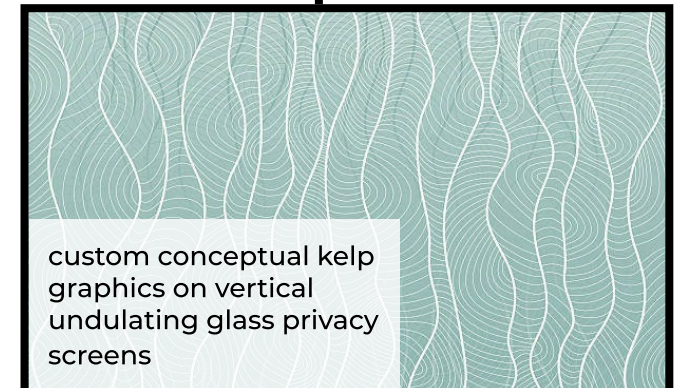
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wave-like articulated panels, oriented to curve vertically and horizontally



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

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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.

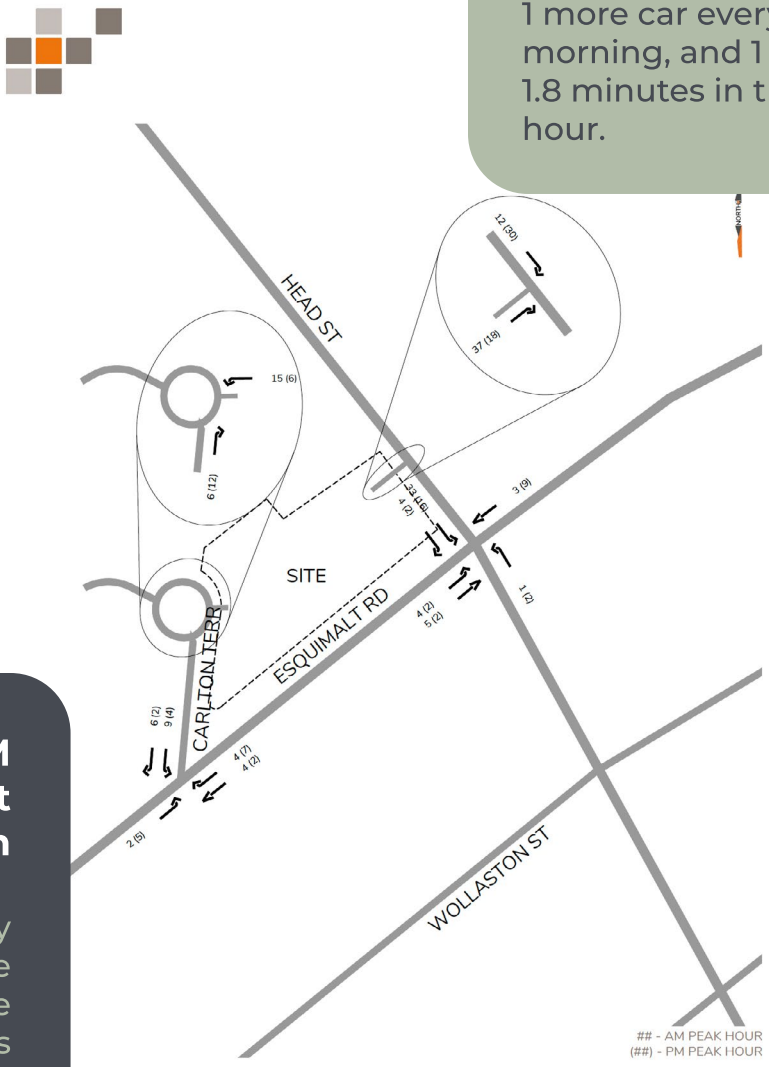


Figure 12 Net New Site Traffic Volumes

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		231 ²¹
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

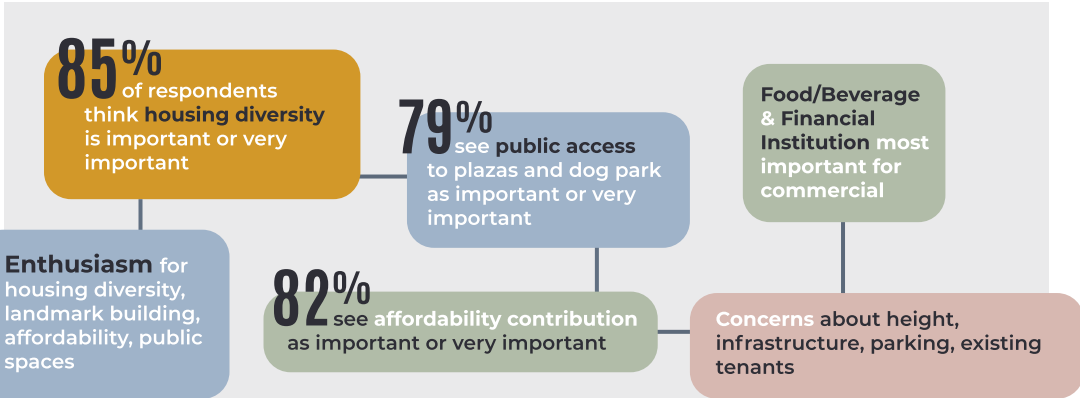
84 Engagements with existing tenants through written correspondence and in-person meetings

84 Neighbour responses to surveys

30+ Outreach to business community

12 Presentations to the community

2 Surveys open to the public



OCP ALIGNMENT

Adopted June 25th, 2018

VISION.EXCELLENCE.RESULTS.

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

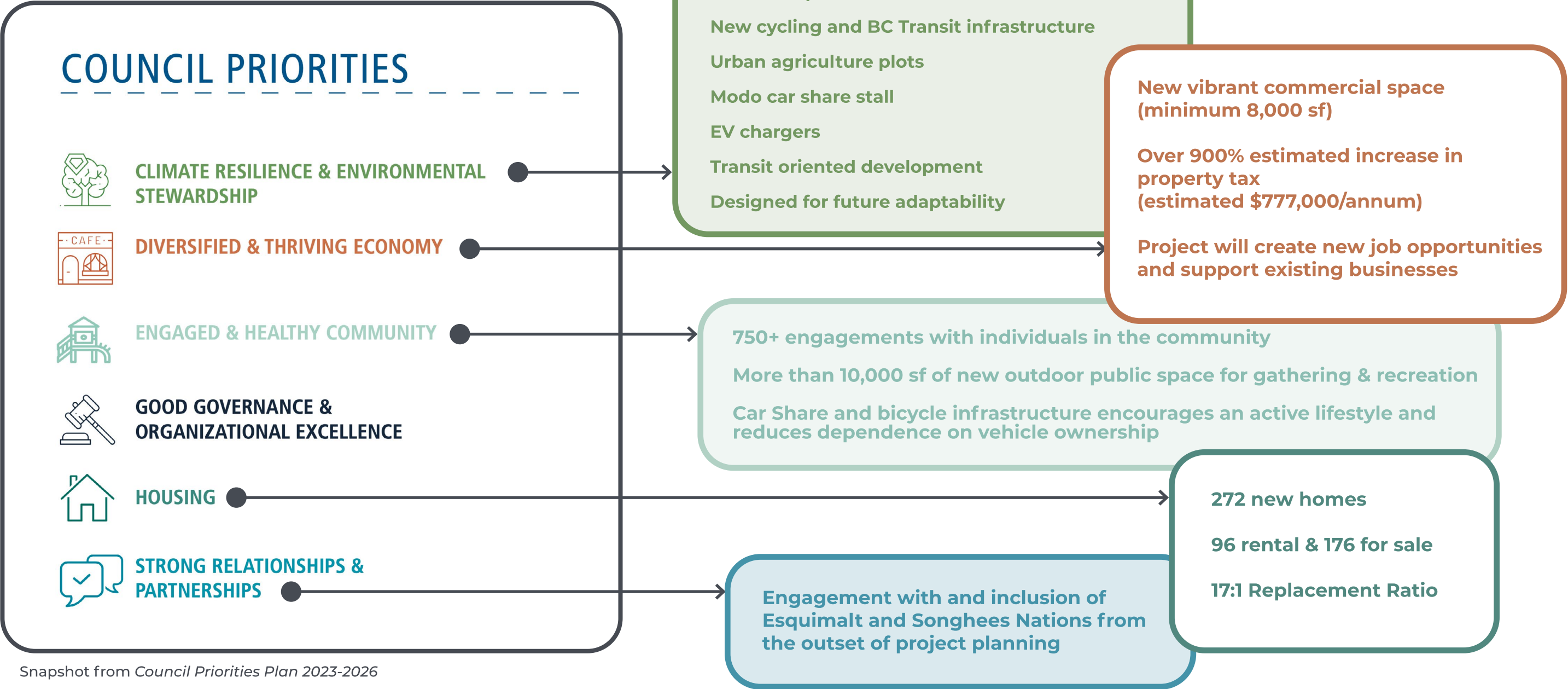
Policy:

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

VISION.EXCELLENCE.RESULTS.

Adopted June 25th, 2018



Snapshot from Council Priorities Plan 2023-2026

CHALLENGES & OPPORTUNITIES

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