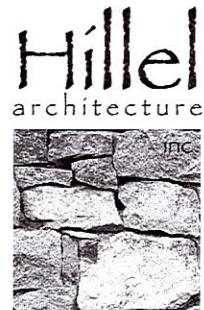


15 March 2017

Mayor and Council  
c/o Trevor Parkes, Senior Planner  
Development Services  
Township of Esquimalt



**RE: Westbay Triangle Development Permit**  
Redevelopment of 468 Head Street, Westbay, Esquimalt, BC



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Mayor and Council,

We are pleased to submit the final drawing package for your consideration for the award of a Development Permit for the Westbay Triangle. This drawing package presented for the Development Permit application for the Westbay Triangle, is for the amalgamation of, and development of lots located:

468 Head Street [Triangle Estates],  
PID 001-843-991 Lot 8, Block H, Section 11, Esquimalt District, Plan 292 [468 Head Street];  
PID 006-720-439, Lot 5, Block H, Section 11, Esquimalt District, Plan 292 [470 Head Street];  
PID 000-036-722, Lot 4, Block H, Section 11, Esquimalt District, Plan 292 [472 Head Street];  
PID 009-175-024, Lot 1, Block H, Section 11, Esquimalt District, Plan 292 [515 Gore Street];  
PID 009-175-016, Lot 2, Block H, Section 11, Esquimalt District, Plan 292 [509 Gore Street];  
PID 000-704-580, Strata Lot 1, Section 11, Esquimalt District, Strata Plan 509, together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on Form 1 [922 Lyall Street];  
PID 000-704-598, Strata Lot 2, Section 11, Esquimalt District, Strata Plan 509, together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on Form 1 [920 Lyall Street];  
PID 009-175-008, Lot 6, Block H, Section 11, Esquimalt District, Plan 292 [918 Lyall Street];  
and PID 009-174-885, Lot 7, Block H, Section 11, Esquimalt District, Plan 292 [912 Lyall Street].

#### Enclosures

1 copy 11x17" complete printout of The Triangle at Westbay

digital copies of same

Correspondance to Mayor and Council.

Hillel Architecture was pleased to hear the compliments expressed by members of the design review committee on the development as a whole, general statements regarding form and character, and a few mentions of appreciation for specific elements of the Westbay Triangle in our presentation of February 9<sup>th</sup> and again March 8th. The panel members have approved this design, and at the presentation had three considerations that were discussed in detail:

- surface parking at Gore and Lyall Street,
- perimeter streetscape landscaping,
- that consideration be given to enclosing the "Triangle" of the Westbay Triangle.

## **Surface Parking at Gore and Lyall Streets**

This surface parking area is located within the triangle at the intersection of Gore Street and Lyall Streets, located behind an area of significant plantings, and a voluntarily protected heritage tree.

This surface parking area was formerly enclosed with low perimeter walls and DRC felt at that time that the parking was best openly expressed, with an increase in perimeter landscaping elements permitting a greening in this vicinity. In its most recent review, the members of the DRC requested its location to be reconsidered. The rezoning application, that received that broad support mentioned earlier, demonstrated this parking in this location which is now integral to multiple legal agreements, and setbacks. In reviewing its programmed purpose, we find this location still well suited for its proposed use;

In a typical "building" development the community design guidelines correctly "discourage" visible surface parking. In developing a village however, a larger composition, and one designed to attract newcomers to this new town centre, consideration must be given to providing hints as to the location of public parking. This is a service to the village, and newcomers must be able to understand that parking is available for them to feel both welcomed, and at ease. Portions of this guest parking are purposefully placed in close proximity to the HC entry of the multifamily building and with onsite pathways that feed these patrons towards the village, or residents towards the more private onsite pathways through the developments interior greenspaces.

In response to the concerns noted, Hillel Architecture, Esquimalt Planning, Esquimalt Civil Engineering, and Esquimalt road and Traffic Engineering reviewed Lyall Street road design which has resulted in approximately 2.3 meters of additional landscaping buffer space be placed between the road and this surface parking along Lyall Street. This additional Landscaping buffer aids the second phase of this development known as Marinaview. As this landscaping wraps around the corner transitioning from Lyall to Gore Street, this significant increase in greenspace continues. Overall the commentary from the DRC encouraged multiple departments within Esquimalt, and this consulting team, to develop a significant change benefiting all neighbours and visitors alike.

## **Consideration of Perimeter Streetscape Landscaping**

The notes from the planning staff had drawn DRC members attention to the requirement for the site plan to be amended to provide the mandatory 11 street trees, with their requisite tree grates and tree collars. In response to the concerns noted, Hillel Architecture, Esquimalt Planning, Esquimalt Civil Engineering, and Esquimalt Road and Traffic Engineering reviewed the design parameters of all three streets, which included sidewalk and road edge locations on all three sides, but significantly on the Lyall Street road design also mentioned previously.

- The redevelopment of the street edge along Lyall Street has realized a significant additional landscape buffer. Sidewalks on all three sides were increased to a width in excess of the 2m standard referred to in the WBCDG.
- 12 street trees are now demonstrated with 11 being placed in tree collars, with tree grates as now bound by legal agreement, with the 12th tree on Head Street being within a planting bed.
- Gore and Head Street sidewalk meeting is graphically rebuilt with symmetry and the reintroduction of the compass rose.
- with permission from Esquimalt, each parking entry will now have a twin of street trees and low maintenance planting bed to each side of vehicle entries, increasing their attractiveness, yet also providing screening from view of vehicles.
- combined with the second phase of this development known as Marinaview, the perimeter streetside parking has increased from 19 stalls to 23 stalls.

## **Consideration for the infill of the “Triangle” at the Westbay Triangle**

The open “Triangle” of the Westbay Triangle has been a design feature since this project's inception, and has proven to be a valued design consideration throughout its various presentations (17) with the exception of only the DRC. In our most recent presentation to the DRC it was only at the meeting's conclusion that a member recognized two benefits to the lower level. This was a critical issue for us as consultants to realize. That in our presentations we have insufficiently outlined the programming needs of the lower public level. The DRC members were using their experience to improve a design outcome for a building, but in isolation. The design consultant was designing a village, with a multi-faceted purpose to each design component of this composition.

### **Technical items first:**

The rezoning application was based on this triangle being open, and disclosed data, agreed to at the public hearing, would significantly change with this enclosure. This roof enclosure will result in building area growing 691.8 m<sup>2</sup> or 7437 ft<sup>2</sup>, generating an increase in site coverage, and horizontal building area used to determine fire fighting characteristics by building codes.

### **Project Costing:**

This long span structure would impose significant costs by itself, and in addition would create the need for CO<sub>2</sub> monitoring and exhaust systems serving that newly created 7437 ft<sup>2</sup> underground parkade. These exhaust units would therefore be located above in the central triangle. DRC members also acknowledged that light entering the parkade below could be achieved by the use of skylights which was their admission that light to below was important. As a result, this portion of the development is two buildings. The joining of these two independent buildings into one floor plate risks the exterior finishes along Head Street being changed to all non-combustible finishes greatly affecting the very design elements - most valued by all - along this Head Street commercial frontage.

The design of the “Triangle” of the Westbay Triangle, was to achieve a multi-faceted programmed outcome. For residents, those returning home had a sun flooded entry to their “home” if returning by bike or car. An open, welcoming, wind protected entry to all bike rooms, and maintaining an outside entry to the underground parking of the multifamily building for as long as possible. This benefit however is to far fewer people than other programmed needs to service the patrons, visitors, and employees of the Village. This open space of the ground floor benefits not only the residents of 73 residential units above, but more so, to the hundreds of visitors to the village. The drive through, well lit and open to above, will provide an attractive draw to pull visitors in and aid in those newcomers realizing there is additional parking and services within.

In response to the DRC commentary on increasing greenspace in this location, we have illustrated an elevated vine garden suspended across the “Triangle”. This vine garden is grown on stainless steel cables strung across the opening in a triangular grid, semi obscuring the parking below from elevated residential units above, yet providing the necessary sun to the floor below, with the addition of greenery and the resultant summer shading to this space.

## **Summary**

We appreciate the thoroughness and care taken to review this Development Permit, the many subtle changes realized over time to improve this development for the benefit of all. Both to the future residents, but more importantly when designing a village setting, improving the development for the greater community and making this a future destination for many outside of the community, while at the same time being true to the original design intent so well supported by neighbours throughout this process.

Regards  
Peter Hardcastle  
Hillel Architecture Inc.