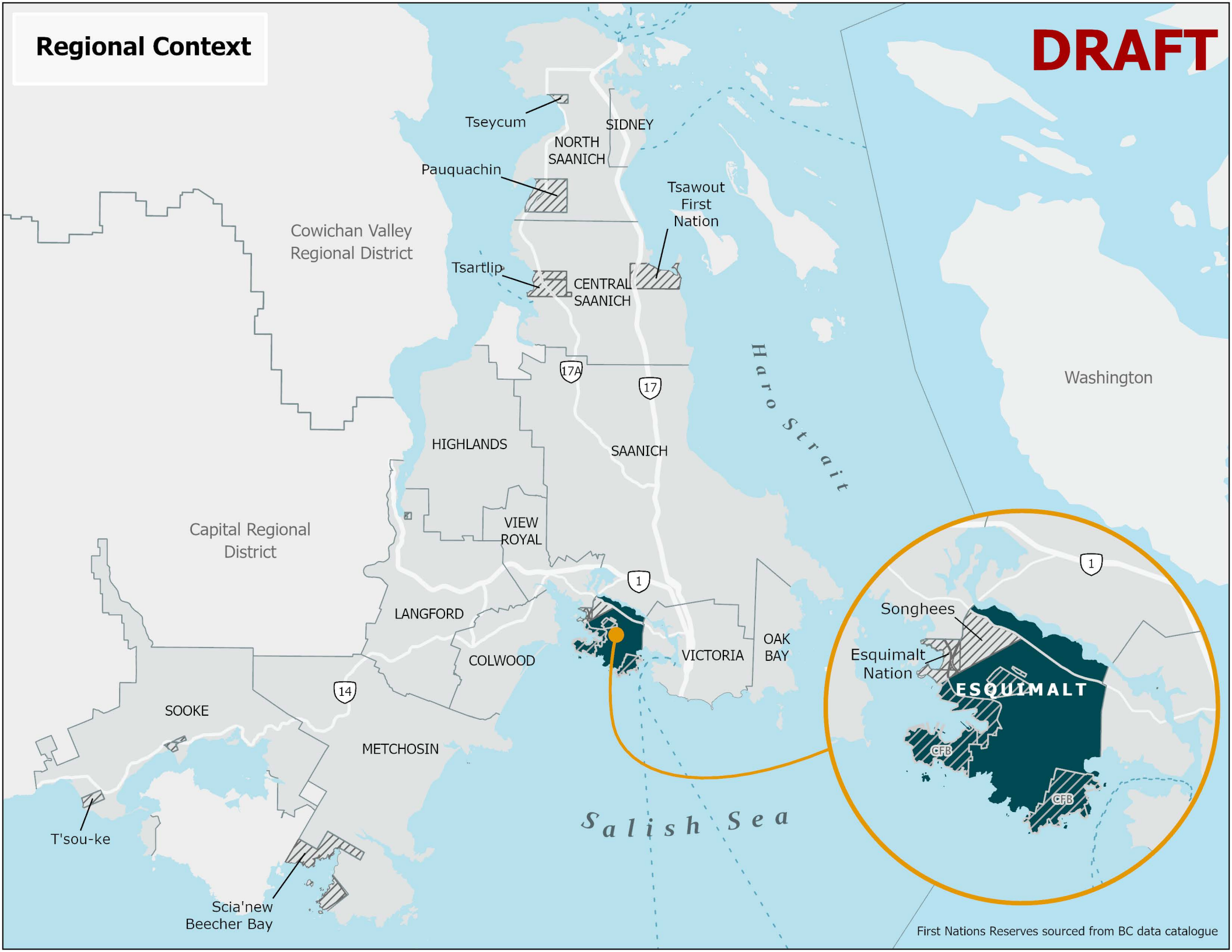


Regional Context

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Esquimalt Population Density (2024)

The majority of Esquimalt has relatively low population density, with pockets of relatively higher density in the north east and on the west end of Esquimalt Road.

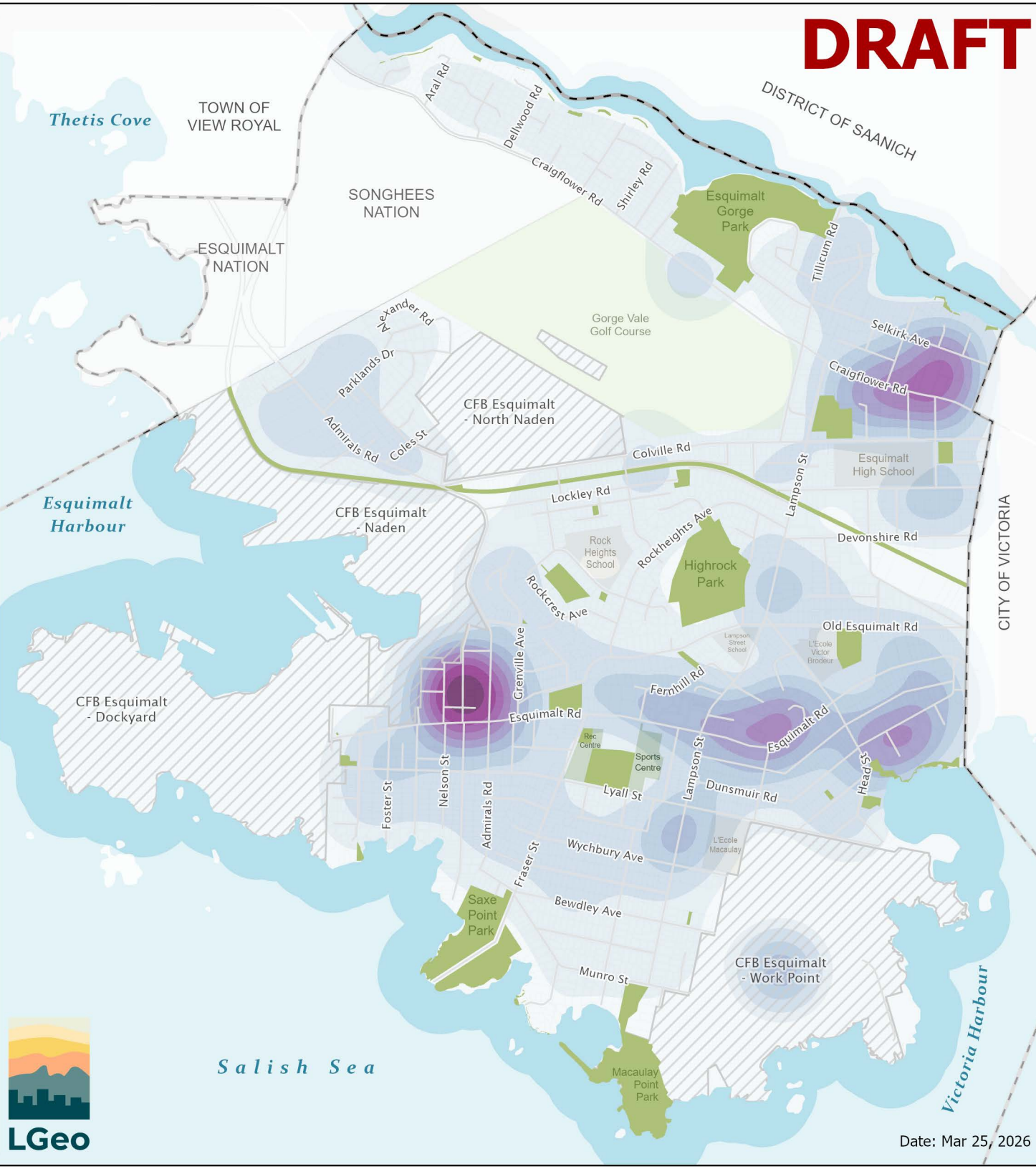
Low density in this context is defined as fewer than 15 people per hectare, while high density is greater than 145 people per hectare.

Population Density



- Municipal Boundaries
- Canadian Forces Base Esquimalt
- Parks

2021 census persons per dwelling by structural type scaled to the 2024 BC Assessment data.



Official Community Plan Land Use Designation

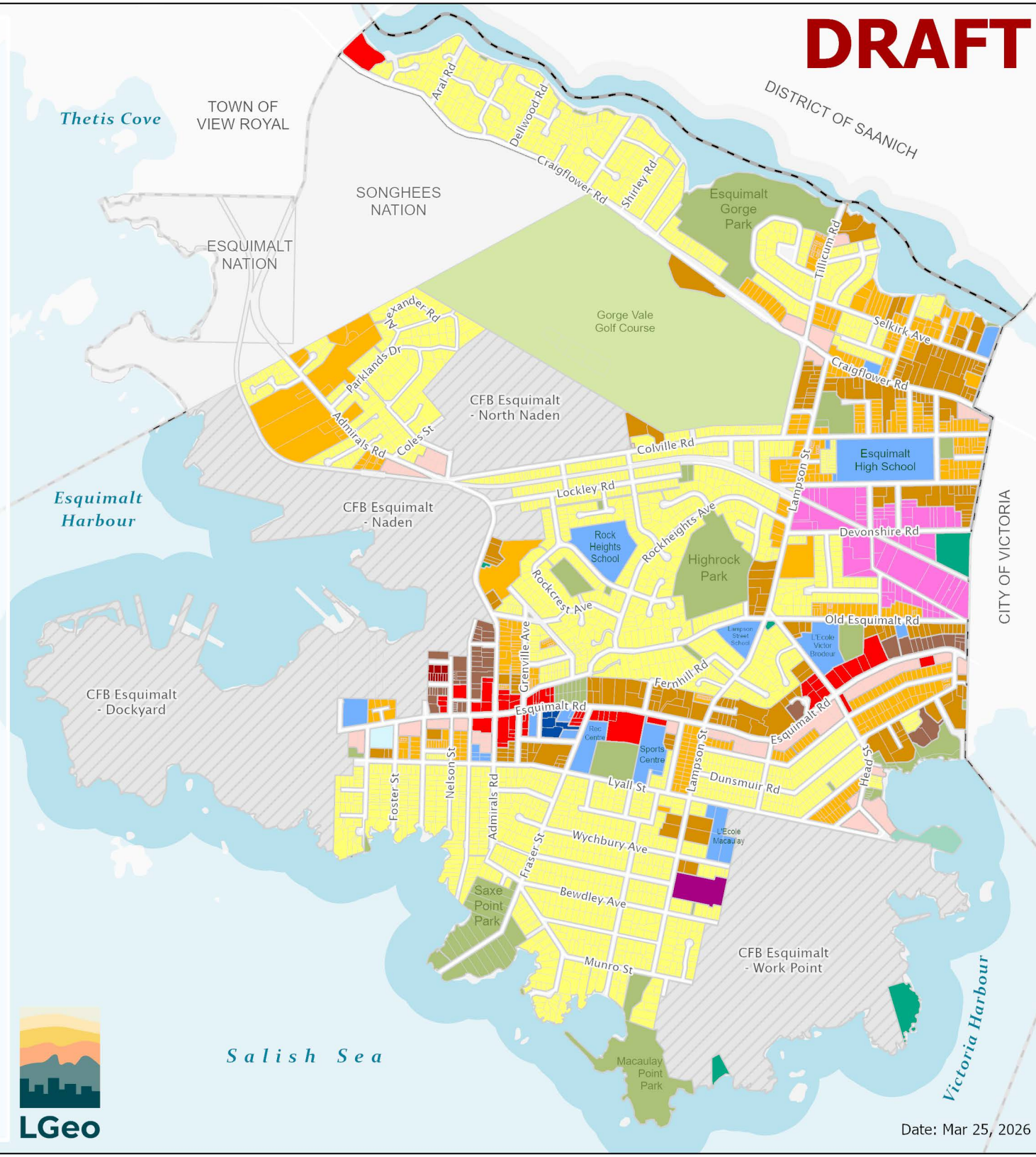
Esquimalt land use is primarily Low Density Residential. Townhouse and Medium Density are located around CFB Naden, Gorge Park and along Lampson Road and Esquimalt Road. High Density Residential areas also are located on Esquimalt Road, and tend to be adjacent to Commercial/Mixed-Use areas.

 Municipal Boundaries

Designation

-  Low Density Residential
-  Townhouse Residential
-  Medium Density Residential
-  High Density Residential
-  Parks and Open Space
-  Agricultural Land Reserve
-  RV Park Commercial
-  Neighbourhood Commercial Mixed-Use
-  Commercial/Commercial Mixed-Use
-  Commercial/Commercial Mixed-Use-Tall
-  Business
-  Public Utilities
-  Institutional
-  St. Peter and St. Paul
-  Federal Land
-  English Inn Mixed-Use
-  Esquimalt Town Square

Proposed land use designation provided by Esquimalt staff in October 2025.



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Date: Mar 25, 2026

Absolute Capacity

This map shows the estimated maximum number of units allowed on a parcel under proposed OCP land use. Absolute capacity is a reflection of density designated by land use.

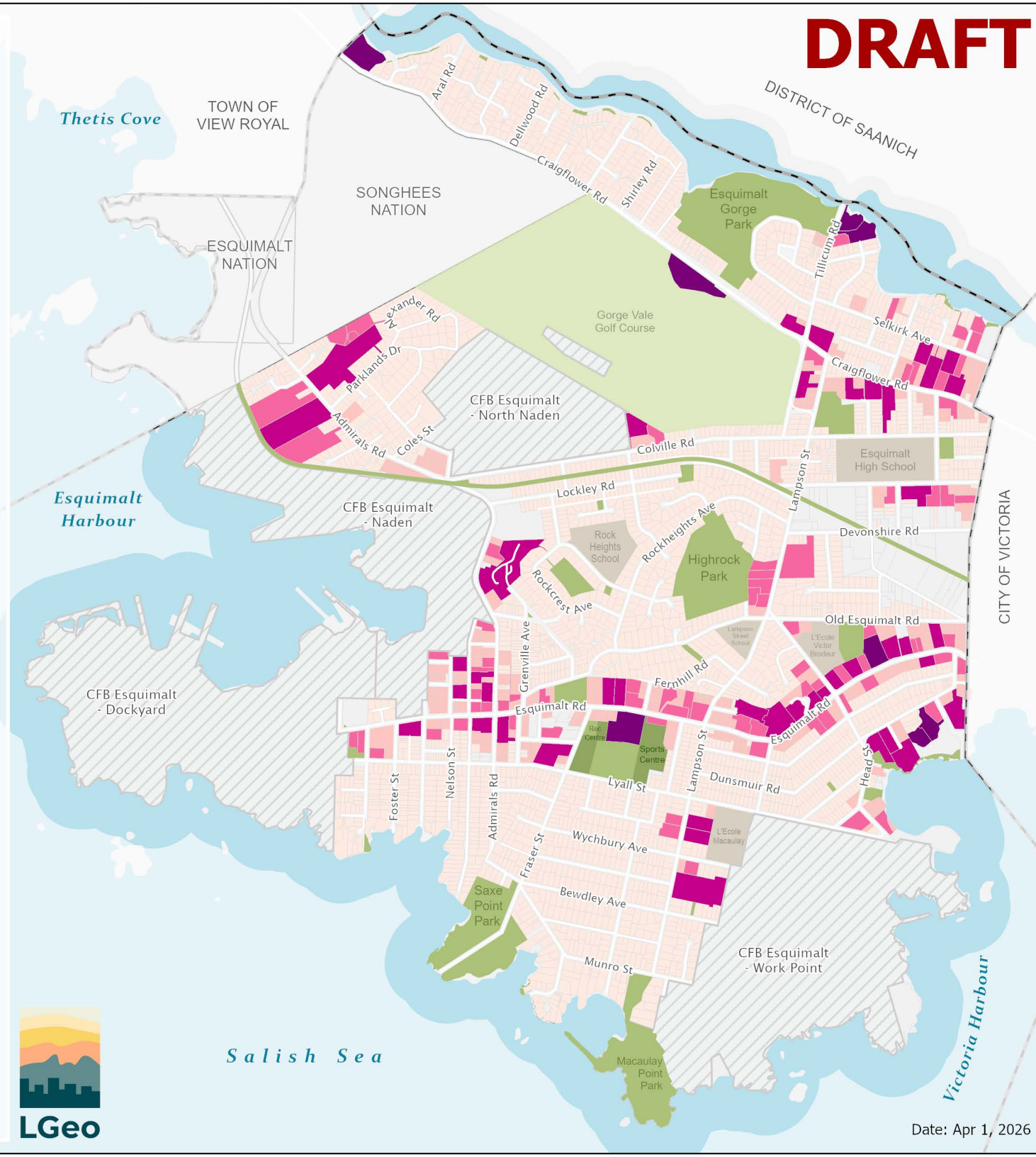
Absolute Units

- Non Residential Land Use
- 1 - 10 units
- 11 - 50 units
- 51 - 100 units
- 101 - 250 units
- > 250 units
- Municipal Boundaries
- Canadian Forces Base Esquimalt
- Parks

Absolute units calculated from allowed density of proposed land use, provided by the Township of Esquimalt, 2025



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Date: Apr 1, 2026

DRAFT

~58% of Esquimalt's additional capacity is in the Low Density (27%) and Medium Density (30%) land uses.

At Capacity *

1 to 4 additional units

5 to 50 additional units

51 to 100 additional units

101 to 150 additional units

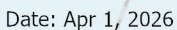
More than 150 additional units

Municipal Boundaries

Canadian Forces Base Esquimalt

Parks

Absolute units calculated from allowed density of proposed land use, provided by the Township of Esquimalt, 2025



Constraints and Developments in Pipeline

~820 units built since 2015.
~2,190 units in the development pipeline.

- Municipal Boundaries
- Canadian Forces Base Esquimalt
- Parks

Constraint

- Tsunami Hazard Area
- Recent Construction (Since 2015)

Type

Type

- Active*
- Constructed**

Number of Units

- 1 - 5
- 6 - 15
- 16 - 75
- 76 - 250
- 251 - 500

*Active: parcel has a development permit, but no record in the 2024 Building Information Report (BIR) from BC Assessment.

**Constructed: parcel has a development permit and a record in the 2024 BIR.

Data sources: Building Permit Tracker as of January 11, 2026 and Housing Matrix Table 1 refined by Esquimalt Staff input.



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Date: Apr 1, 2026

Redevelopment Potential Density

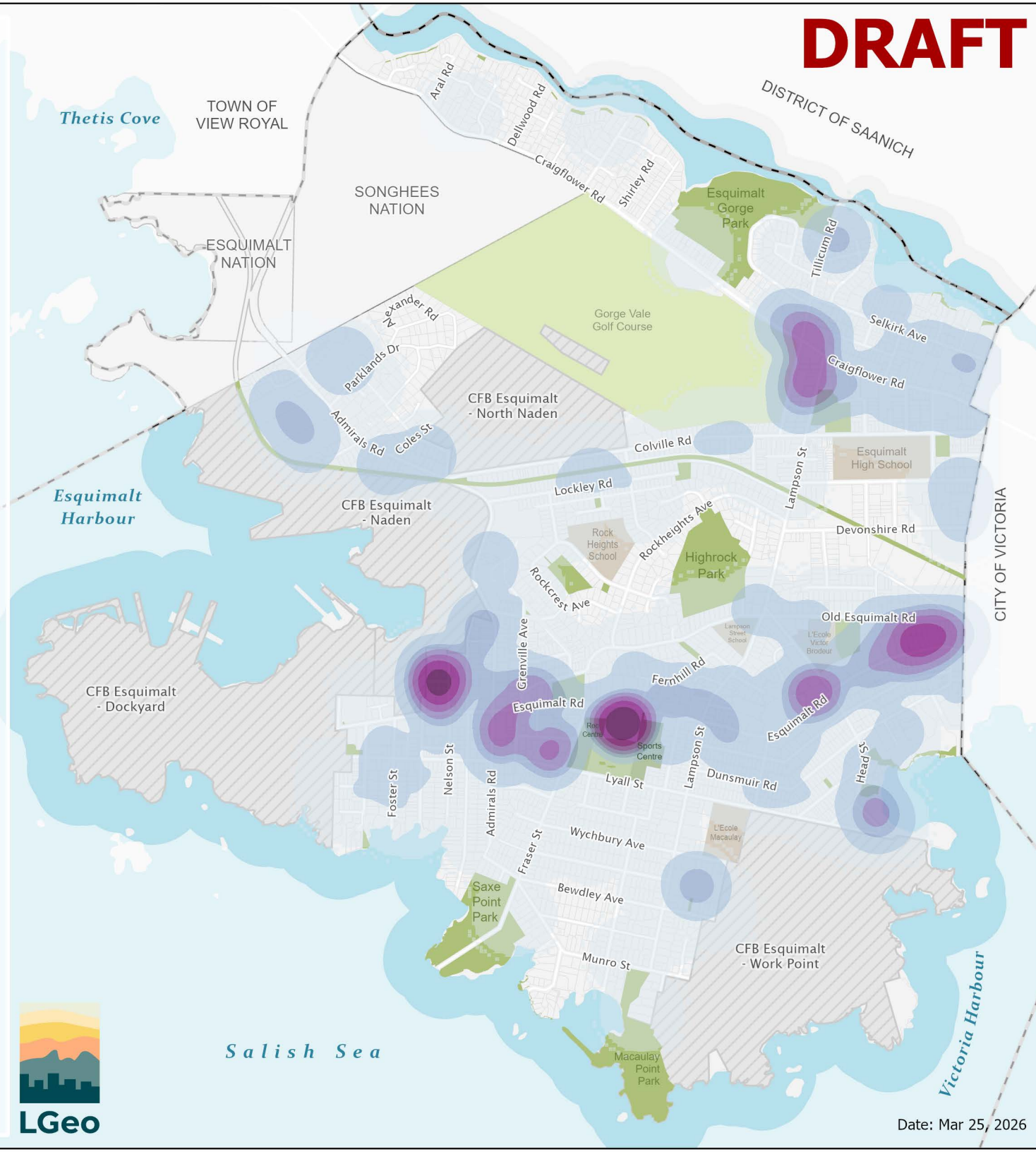
This map shows where additional density could be expected when considering the relative redevelopment likelihood across the Township. These are areas where development pressures may occur in the nearer future. The lowest density areas range from 1 to 5 new units, while the highest density areas range from 250 to 500 new units.

New Units



- Municipal Boundaries
- Canadian Forces Base Esquimalt
- Parks

The redevelopment score is a composite score derived from four core components: floor area ratio, density gap, improvement to land ratio and year built. The redevelopment score shows relativity to all other parcels within the township. Component data was sourced from BC Assessment data (2024).

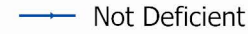
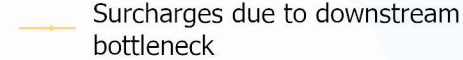


Sanitary Sewer Constraints to Development

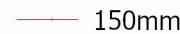
Development may be limited in parcels in red due to the capacity of the downstream gravity mains.

 Growth Limited

Gravity Main Status

-  Deficient
-  Not Deficient
-  Surcharges due to downstream bottleneck

Gravity Main Diameter

-  150mm
-  151mm - 200mm
-  201mm - 300mm
-  301mm - 400mm
-  401mm - 525mm

Esquimalt Pump Station Status

-  Deficient
-  Not Deficient

Other Pump Stations

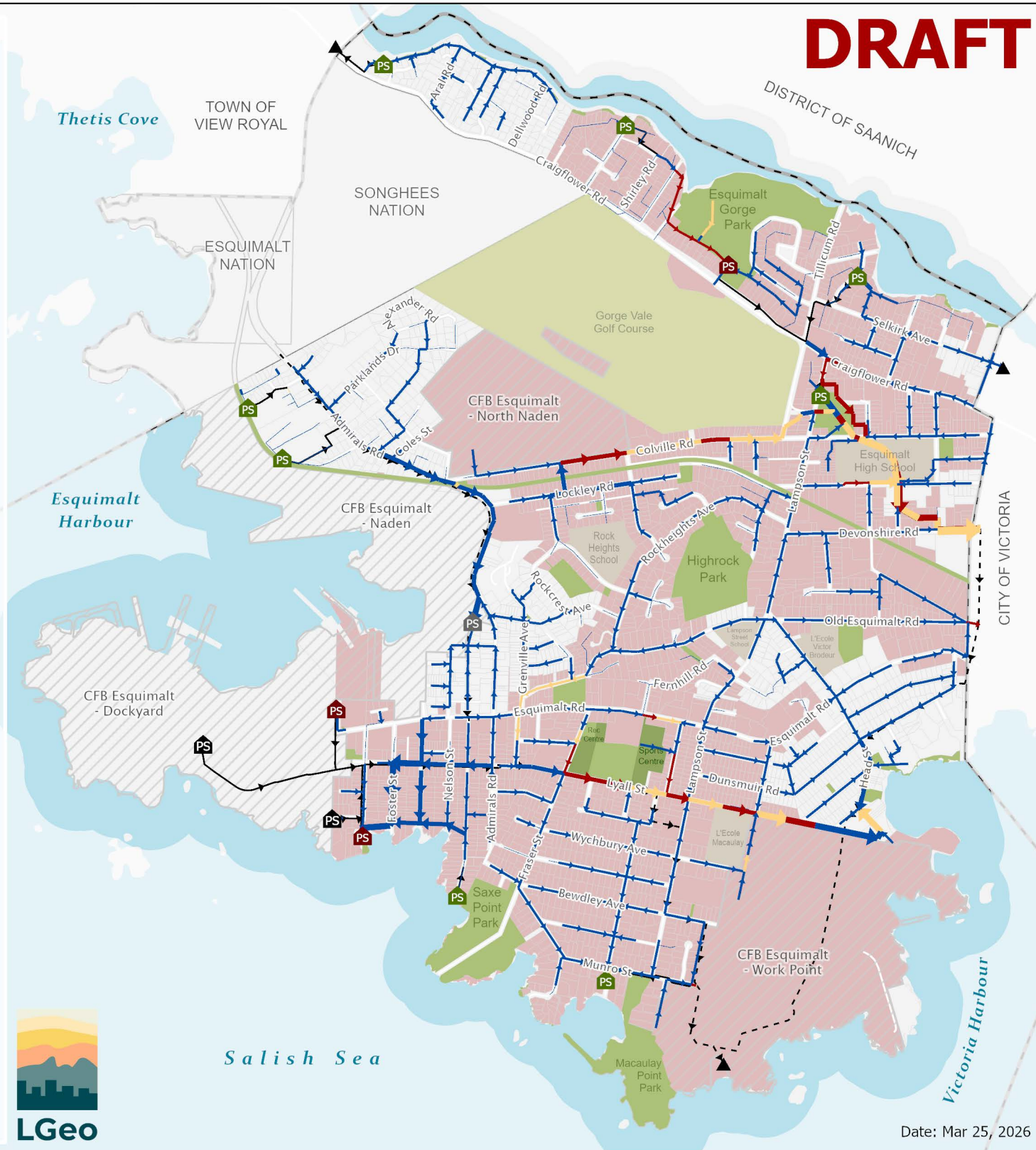
-  CRD
-  DND

Force Mains

-  CRD
-  Esquimalt
-  CRD Outfall

-  Municipal Boundaries
-  Canadian Forces Base Esquimalt
-  Parks

Data and modelling provided by GeoAdvice 11-03-2026, using the same deficiency criteria as the Sanitary Sewer Asset Master Plan.



Sanitary Sewer Constraint Severity

This map shows the level of difficulty associated with addressing infrastructure deficiencies required to unlock full development capacity.

Low difficulty areas in the south and east are driven by relatively minor downstream bottlenecks. The northern and western areas of Esquimalt are the most difficult primarily due to downstream constraints and upgrade requirements.

Difficulty to Address Deficiencies

- High
- Medium
- Low
- No Constraint

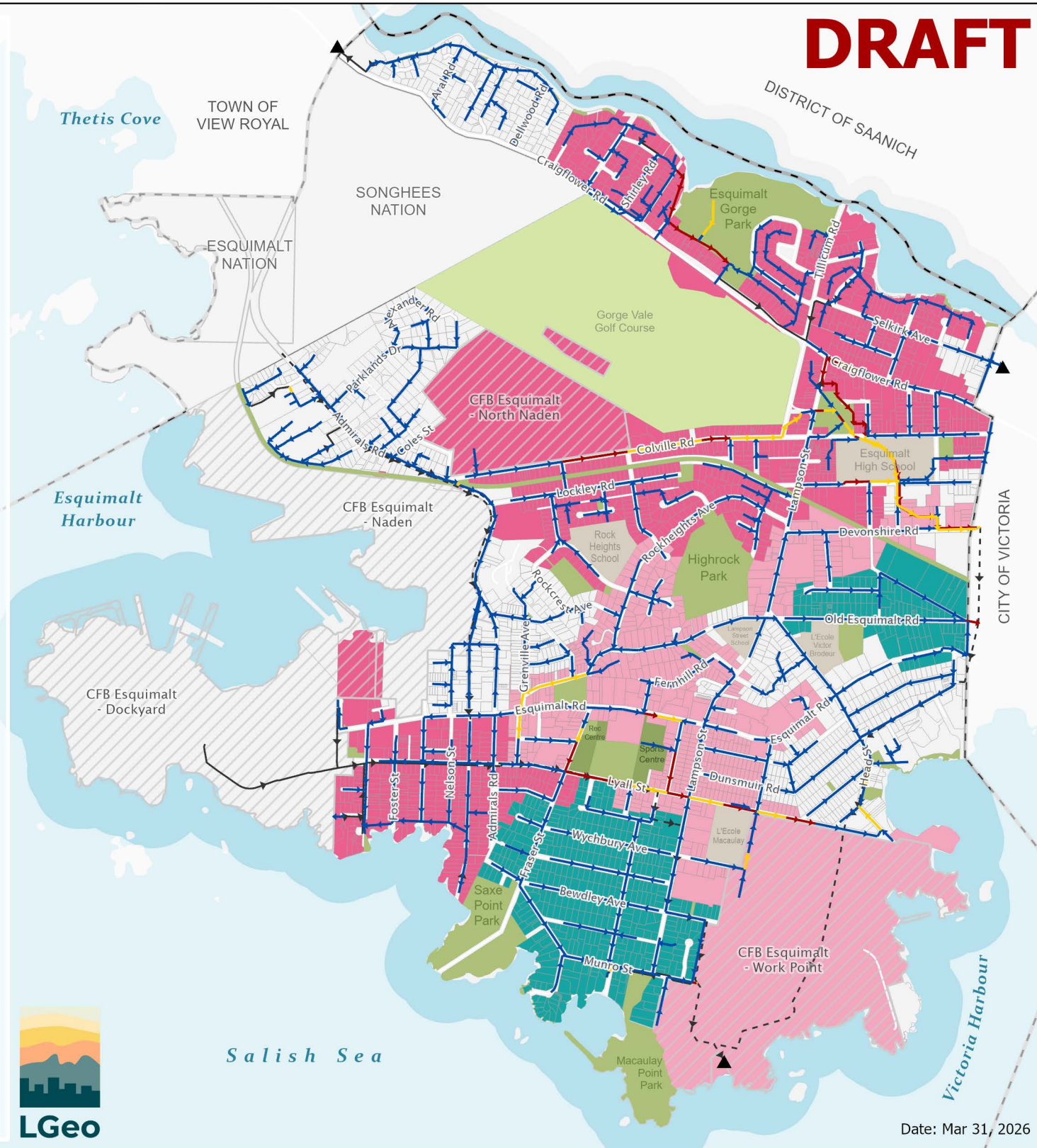
Gravity Main Status

- Deficient
- Not Deficient
- Surcharges due to downstream bottleneck

Force Mains

- CRD
- Esquimalt
- CRD Outfall
- Municipal Boundaries
- Canadian Forces Base Esquimalt
- Parks

Data and modelling provided by GeoAdvice 11-03-2026, using the same deficiency criteria as the Sanitary Sewer Asset Master Plan.

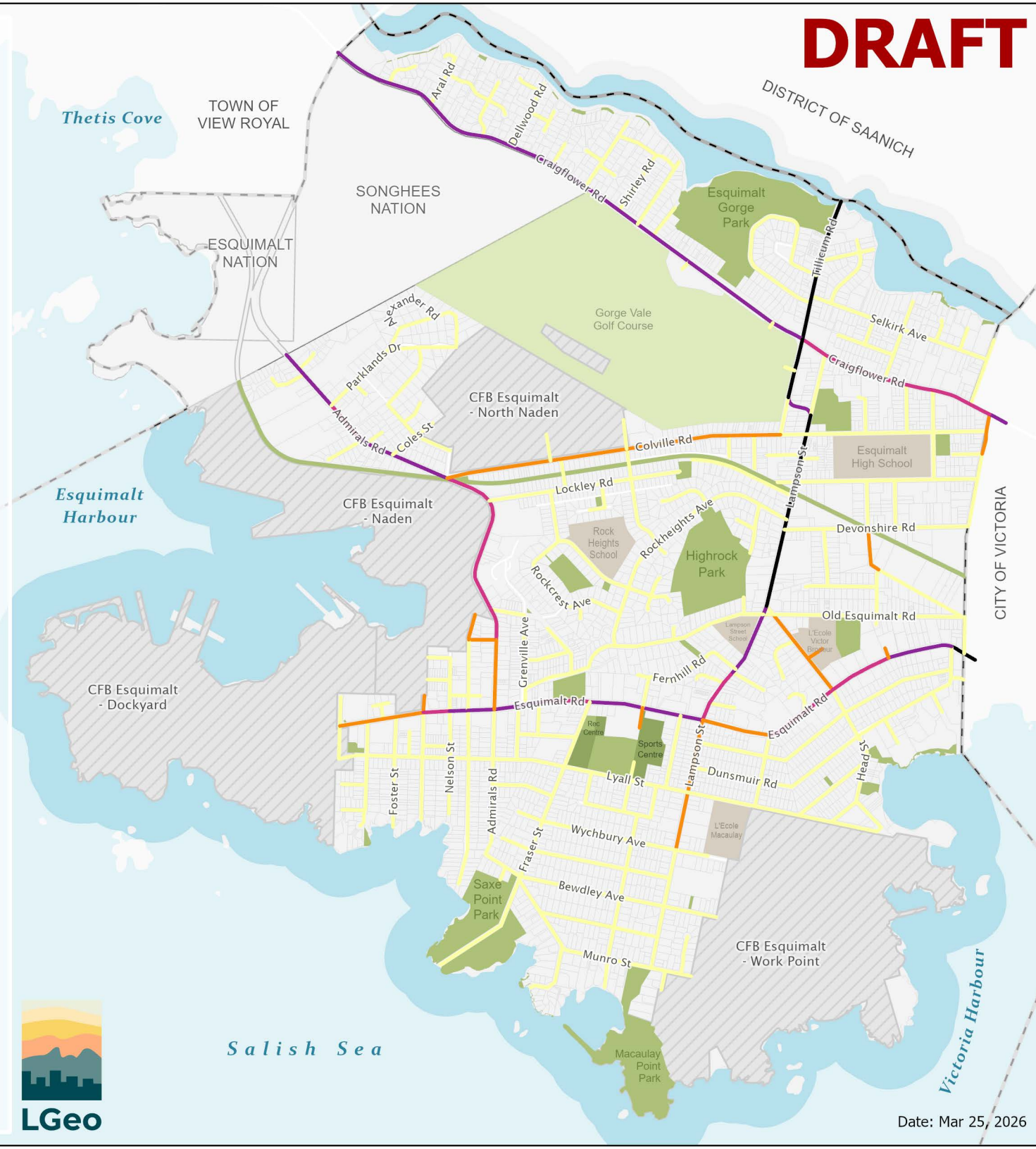


Current Traffic Volume

Currently the highest traffic volume in Esquimalt occurs on Lampson Street, followed by Craigflower Road and Esquimalt Road.

Average Daily Traffic

- Less than 2,500 vehicles
- 2,501 - 5,000 vehicles
- 5,001 - 7,500 vehicles
- 7,501 - 10,000 vehicles
- More than 10,000 vehicles
- Municipal Boundaries
- Canadian Forces Base Esquimalt
- Parks

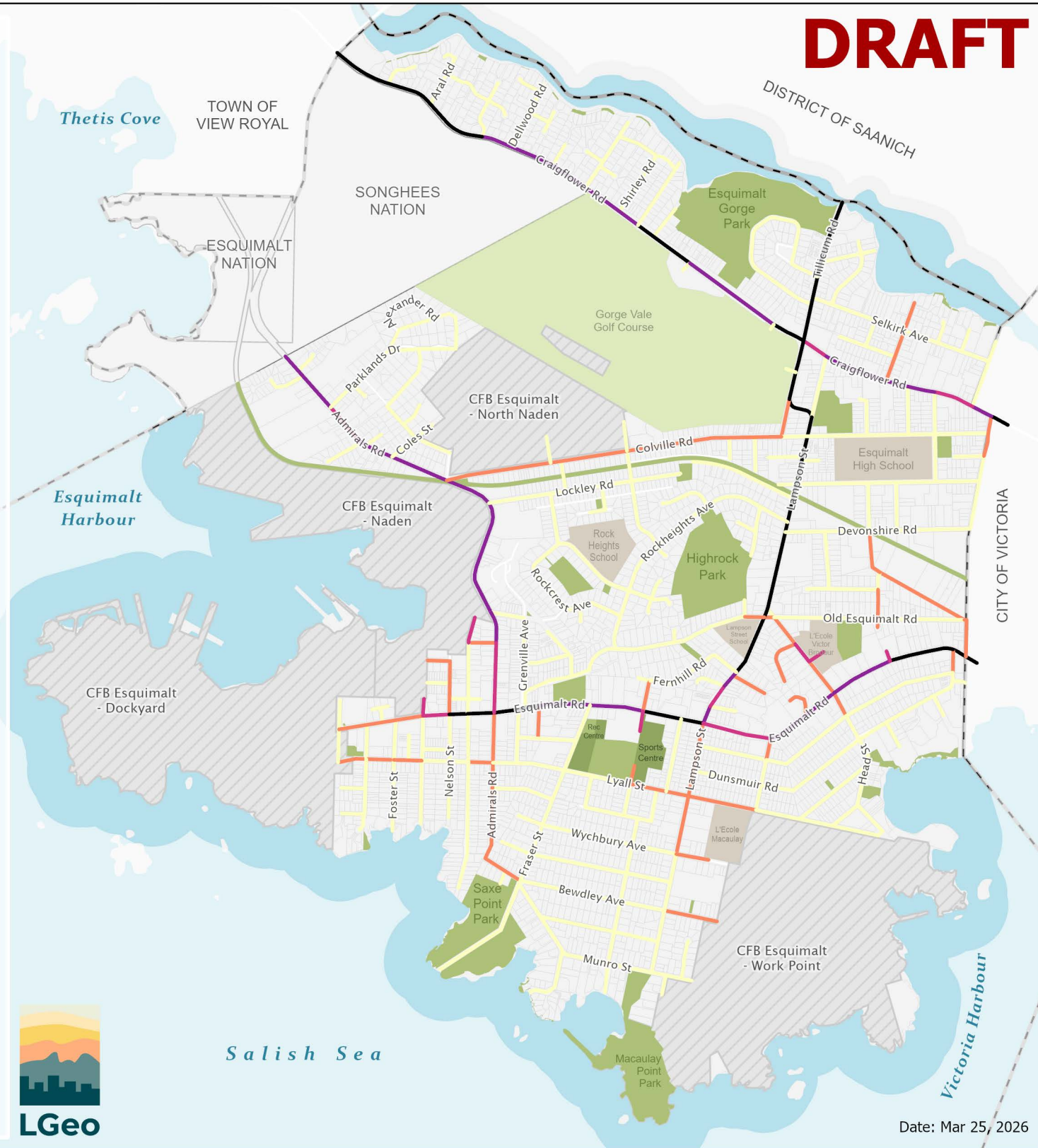


Predicted Traffic Volume

The greatest change in expected traffic volume as a result of development would occur along Esquimalt Road and Admirals Road.

Predicted Average Daily Traffic

- Less than 2,500 vehicles
- 2,501 - 5,000 vehicles
- 5,001 - 7,500 vehicles
- 7,501 - 10,000 vehicles
- More than 10,000 vehicles
- Municipal Boundaries
- Canadian Forces Base Esquimalt
- Parks



Distance to Nearest Bus Stop

~94% of current units in Esquimalt are within 400m of a bus stop along the road network, with an average distance from the nearest bus stop being just over 200m.

• Bus Stops

Distance to Nearest Bus Stop

- < 200 m
- 200 m - 400 m
- 401 m - 600 m
- 601 m - 800 m
- > 800 m

Route Type

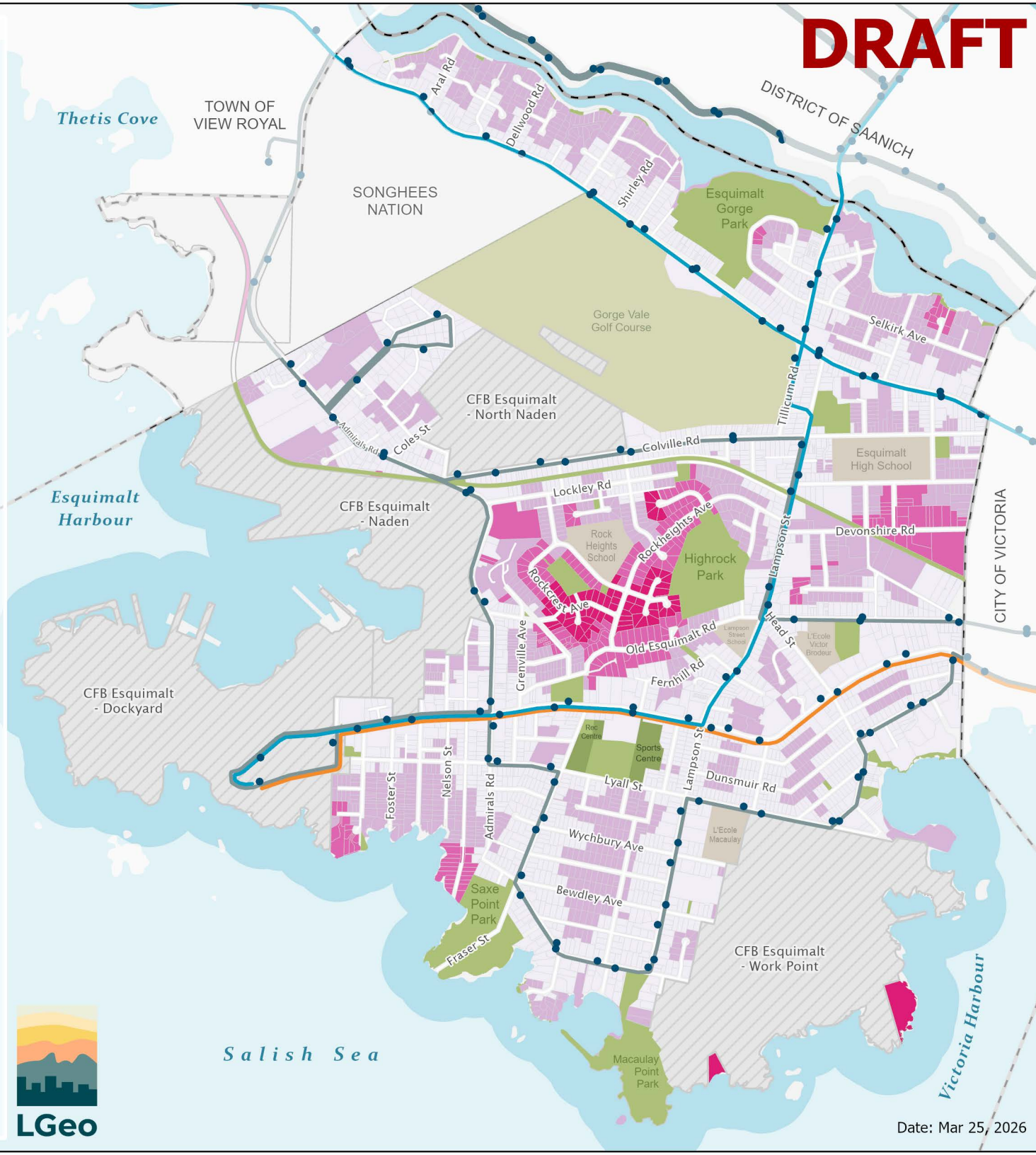
- Local Route
- Regional Route
- Frequent Route

- Municipal Boundaries
- Canadian Forces Base Esquimalt
- Parks

All areas in Esquimalt are within an 800m walk from a bus stop. The area with the least ease of access is in the middle of Esquimalt around Rock Heights Avenue.

This analysis did not include bus stops outside of the Township of Esquimalt, such as those in Saanich or Victoria.

Distance to the nearest bus stop was determined using the road network in the absence of an active transportation network. This analysis does not include pedestrian paths. Transit data was provided by the township of Esquimalt (2025), the road network was sourced from the Digital Road Atlas (2021).



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Distance to Nearest Recreation Facility

~60% of current units in Esquimalt are within 1km of a recreation facility along the road network, with the average distance being ~1.1kms.



Recreation Facility

Distance To Recreation Facility

< 500 m

500 m - 1,000 m

1,000 m - 1,500 m

1,500 m - 2,000 m

> 2000 m

Regional Trail - E&N Rail Trail

Municipal Boundaries

Canadian Forces Base Esquimalt

Parks

The areas with the least ease of access to local recreation facilities are north of Craigflower Road.

Recreation facilities were digitized by LGeo, and do not include facilities that are exclusively arenas. Network analysis was done on a road network sourced from the Digital Road Atlas (2021).



Regional Recreation Facilities

 Recreation Facility

Regional Trail

-  E&N Rail Trail
-  Galloping Goose
-  Galloping Goose/E&N Rail Trail
-  Lochside

Other Bicycle Infrastructure

-  Bike trail or lane
-  Shared roads
-  Canadian Forces Base Esquimalt

Recreation facilities were digitized by LGeo, and do not include facilities that are exclusively arenas. Other Bike Infrastructure is a subset of all features in dataset from CRD open data.

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Access to Greenspace in Esquimalt

Greenspace is generally well distributed within Esquimalt; ~76% of units are within 400m from greenspace.

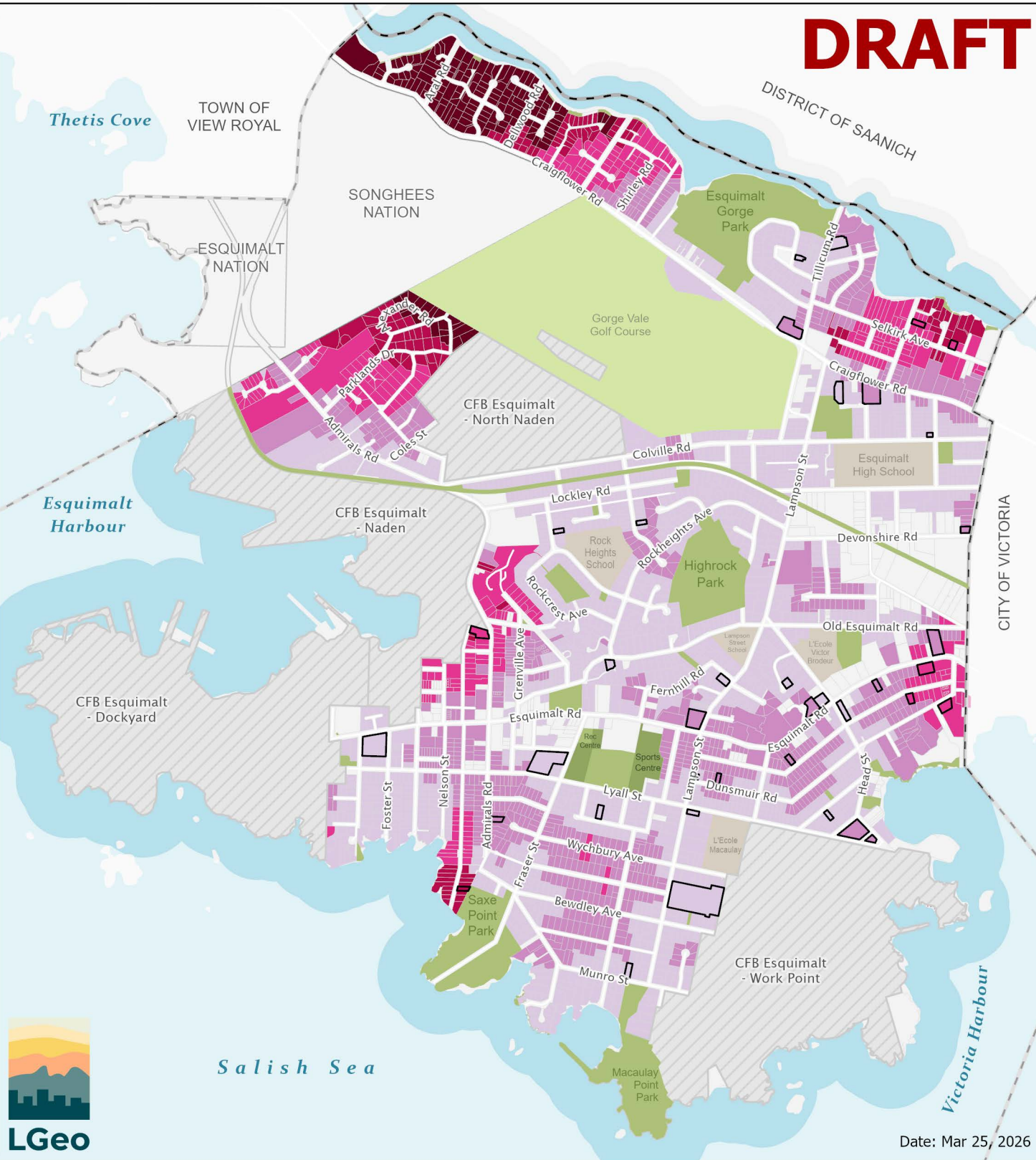
Distance to Nearest Greenspace

- < 200 m
- 200 - 400 m
- 400 - 600 m
- 600 - 800 m
- 800 - 1,360 m
- Parks
- Non-Residential Parcels
- Developments in the Pipeline
- Municipal Boundaries
- Canadian Forces Base Esquimalt

There is greenspace dispersed throughout the township of Esquimalt. In this context greenspace includes parks and school fields.

There is slightly greater distance to the nearest greenspace for the parcels in the North, however this does not include access to greenspace in neighboring communities, such as Saanich and Victoria.

This analysis used parks and school field locations, provided by the Township of Esquimalt, 2025. Distance was measured from parcel centroids along the road network. The road network was sourced from the Digital Roads Atlas (2021).



Destination Parks

There are many destination parks accessible to the residents of Esquimalt within a 30 minute drive.

As well, the regional trail network along with public transit increase the accessibility of regional destination parks to residents of Esquimalt using different travel modes.

Regional Trail

- E&N Rail Trail
- Galloping Goose
- Galloping Goose/E&N Rail Trail
- Lochside

Destination Parks by Access Mode

- Accessible by road network
- Accessible by regional trail
- Accessible by transit
- Accessible by both regional trail and transit
- FerryLines

Destination parks include national, provincial and regional parks located near Esquimalt and with an area above 50,000 sqm.



Distance to Nearest Greenspace and Absolute Unit Gap

Areas in coral show where there is high development capacity and lower proximity to greenspace

- Absolute Unit Gap
- Distance to Greenspace
- High Gap and Distance

High Gap - Short Distance



Low Gap - Farther Distance

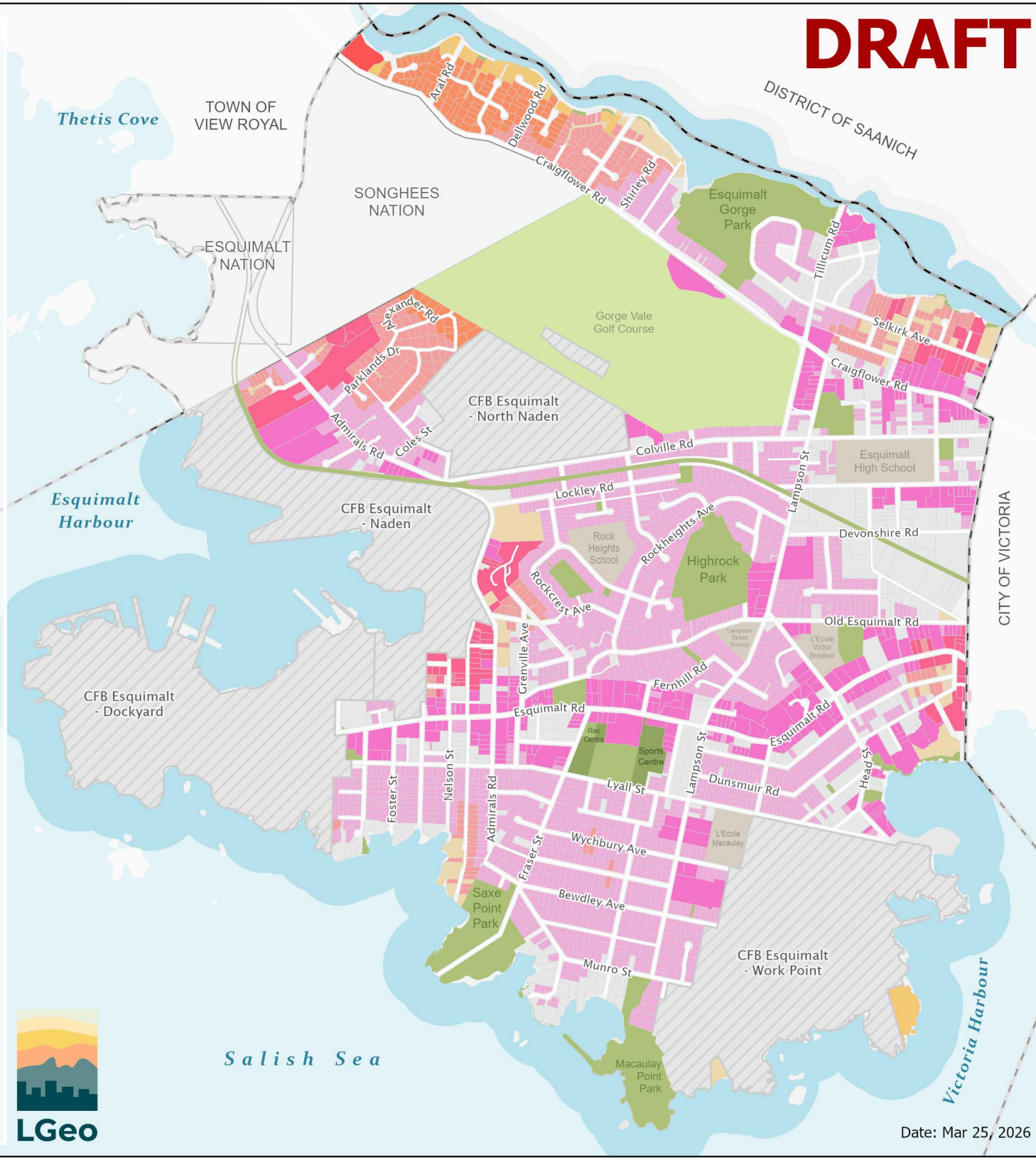
Low Gap and Distance

- Parks
- Municipal Boundaries
- Canadian Forces Base Esquimalt

Areas in pink show areas with high development capacity that are more proximal to greenspace

Areas in yellow show a lower capacity (fewer additional units) and lower proximity to green space.

Greenspace data was provided by the Township of Esquimalt. Distance to greenspace was calculated along a road network. Network sourced from the Digital Roads Atlas (2021). Absolute units calculated from allowed density of proposed land use, provided by the Township of Esquimalt, 2025



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Percent Canopy Cover by Parcel

This map shows the percent canopy cover of each parcel in the Township of Esquimalt.

Percent Canopy Cover

- 0 - 20 %
- 20 - 40 %
- 40 - 60 %
- 60 - 80 %
- 80 - 100 %

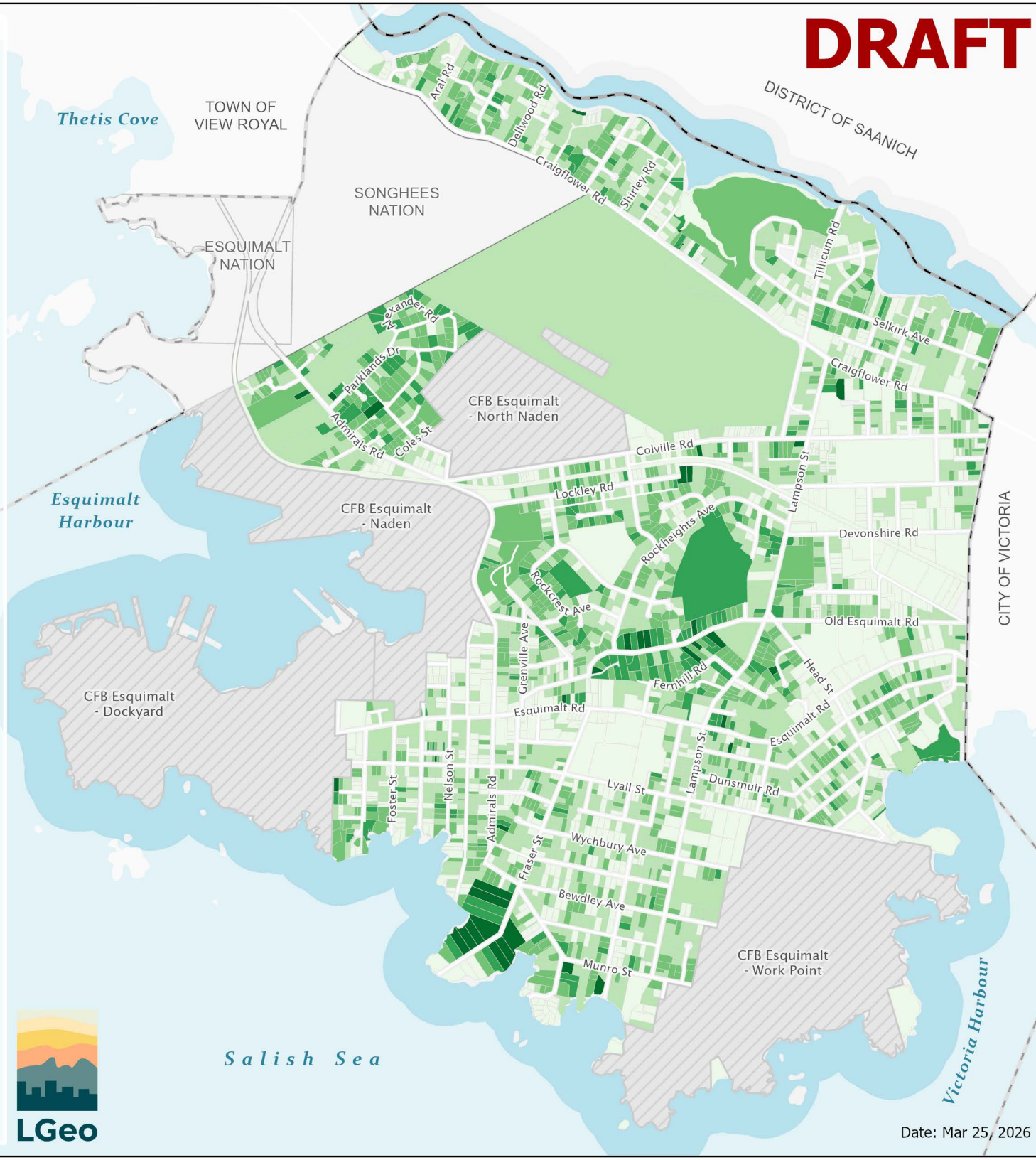
 Municipal Boundaries

 Canadian Forces Base Esquimalt

Tree canopy provided by Township of Esquimalt, 2019



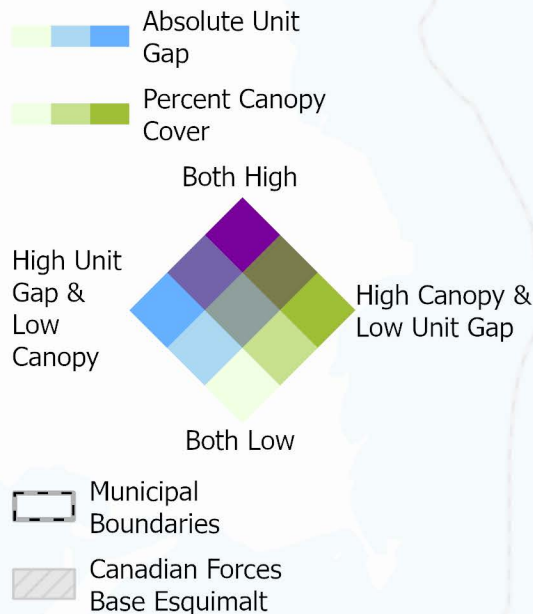
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Date: Mar 25, 2026

Absolute Unit Gap & Canopy Cover

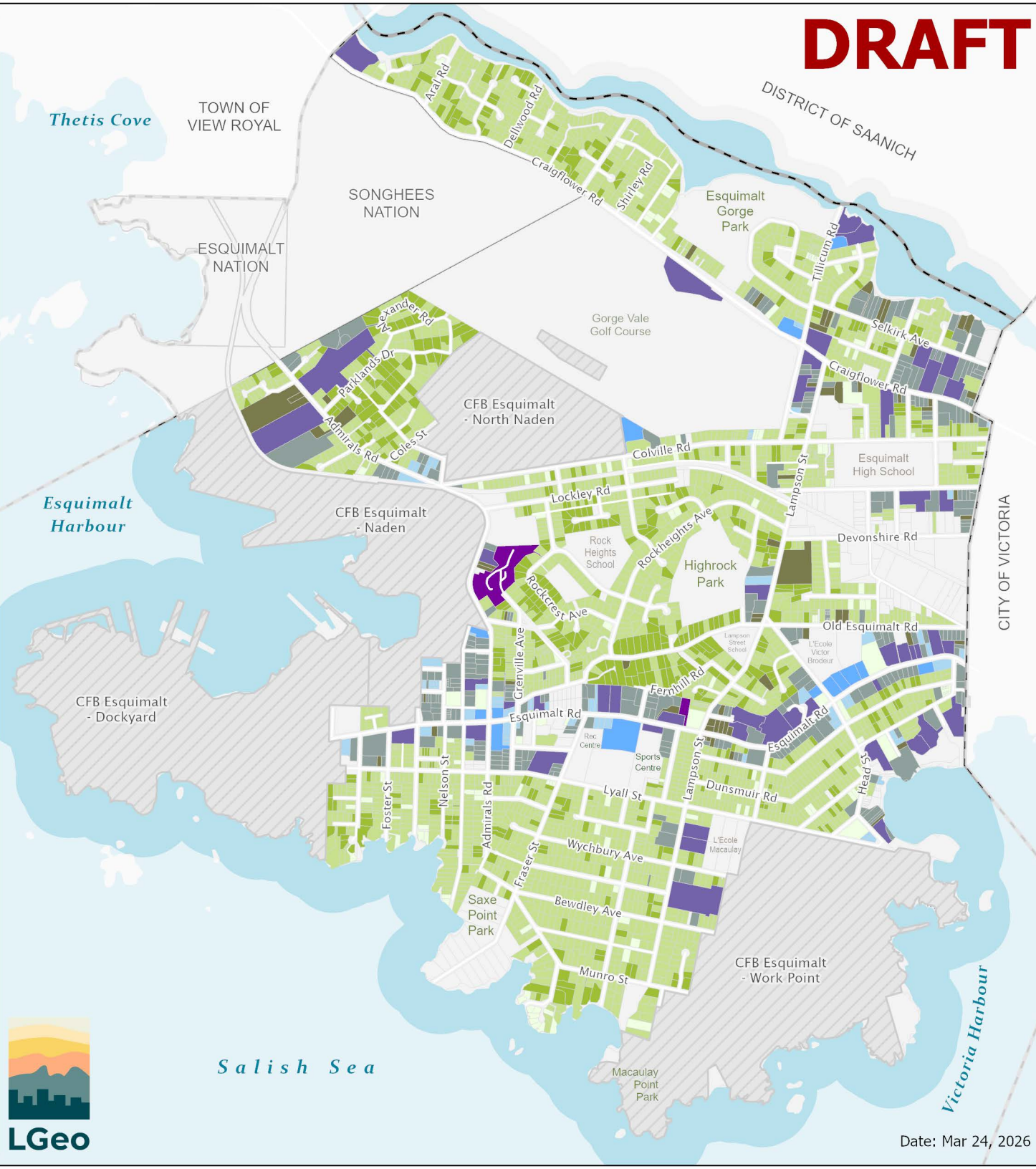
Areas with a high increase in unit capacity and high canopy cover (in purple) may have a disproportionate impact on the canopy if developed.



This map shows the relationship between percent canopy cover and the estimated maximum number of new units allowed on a parcel if they were to be developed to absolute capacity.

Areas in blue show where significant quantities of units could be delivered without a potential loss of canopy, whereas purple areas could experience significant canopy loss if developed to maximum capacity.

Tree canopy provided by Township of Esquimalt, 2019



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Date: Mar 24, 2026

Percent Canopy Cover & Redevelopment Potential

Areas in purple have both high canopy cover and high redevelopment potential. These areas have the highest potential to impact canopy due to development.

- Municipal Boundaries
- Canadian Forces Base Esquimalt
- Redevelopment Score
- Percent Canopy Cover

High Canopy Cover and Redevelopment Score



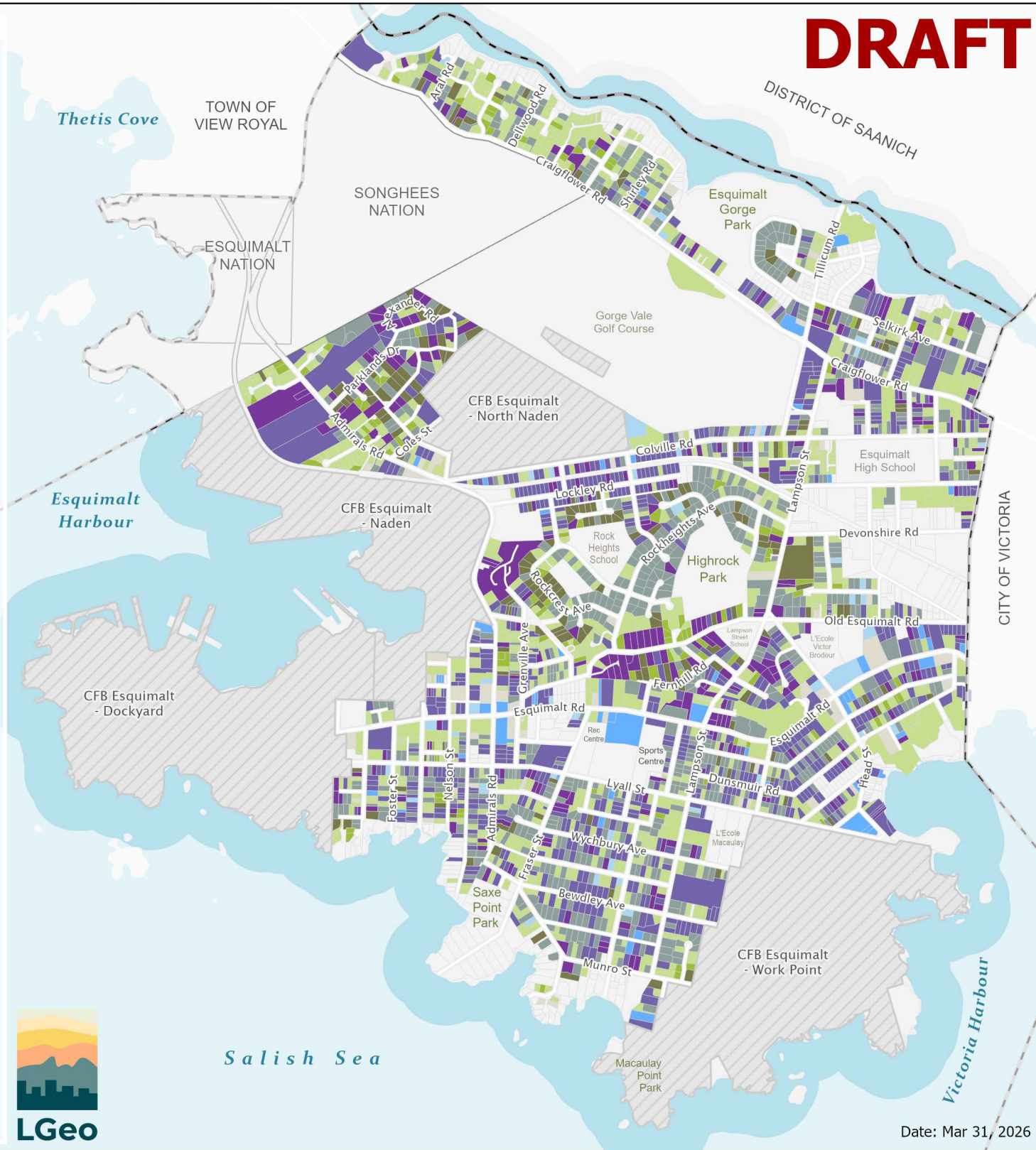
This map shows the relationship between percent canopy cover and the estimated redevelopment potential of a parcel based on development history and environmental limitations of the parcel.

Areas with high redevelopment potential and high canopy cover (in purple) may be more likely to have a disproportionate impact on the canopy.

Tree canopy provided by Township of Esquimalt, 2019



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Date: Mar 31, 2026

Emergency Services Accessibility: Fire

All target parcels are situated within 5km of the nearest station, and 89% of units are within 2.5km.



Fire Stations

Distance to the Nearest Fire Station

< 1 km

1 km - 2.5 km

2.5 km - 4 km

Municipal Boundaries

Canadian Forces Base Esquimalt

Parks

Development will not impact the Township's ability to meet its targets related to Fire Services.

The target for multi unit residential, commercial, and industrial structures is 5km, with a preferred distance of 2.5km from a fire station, while the target for single-family dwellings is 8km.

All parcels in Esquimalt are within 5km of a fire station.

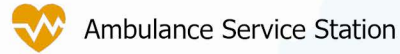
This analysis was conducted using distance from parcel centroids to the fire stations along the road network. The fire station locations were provided by Esquimalt (2025). The road network was sourced from the Digital Road Atlas (2021).



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Emergency Services Accessibility: Ambulance

There are no areas within Esquimalt that are located outside of the 9-minute response time boundary.

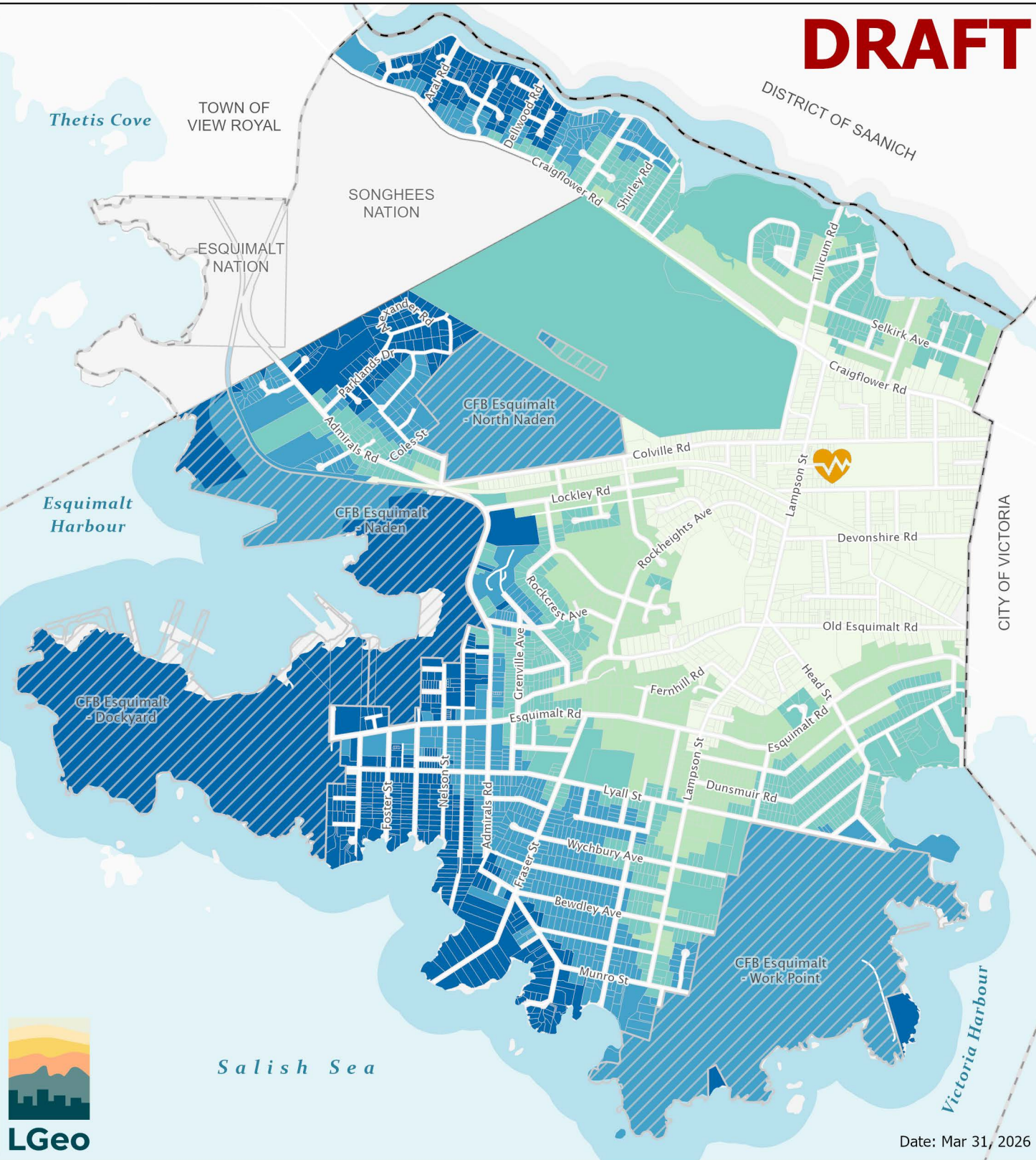


Ambulance Drive Time

- < 3 minutes
- 3 - 4 minutes
- 4 - 5 minutes
- 5 - 6 minutes
- 6 - 8 minutes
- Canadian Forces Base Esquimalt
- Municipal Boundaries

This analysis uses drive times based on currently set speed limits. Understanding that ambulances are legally permitted to exceed such limits, this analysis may be a conservative estimate compared to actual response times.

This analysis calculated drive time from the ambulance dispatch to parcel centroids along to road network. Ambulance service station location was sourced from the BC data catalogue (2026), the road network was sourced from the Digital Road Atlas (2021).



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