

17 May 2017

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



RE: Westbay Marinaview
Redevelopment of 460 and 464 Head Street, Westbay, Esquimalt, BC

Rezoning Application Summary



Mayor and Council, c/o Trevor Parkes, Senior Planner

Please find enclosed a redevelopment proposal for phase 2, of the Westbay Triangle lands, known here as Westbay Marinaview, a proposal for a comprehensive redevelopment of the following two single family home lots being amalgamated into one land holding:

PID 009-174-851 Lot 10, Block H, Section 11, Esquimalt District, Plan 292 [460 Head Street];

PID 009-174-869, Lot 9, Block H, Section 11, Esquimalt District, Plan 292 [464 Head Street];

Hillel Architecture was retained in August of 2014 to chart a new course for the Development of the Westbay Triangle. Hillel Architecture engaged in a comprehensive community consultation process, involving neighbouring residents, Esquimalt Planning and Development staff, Esquimalt Engineering staff, the Esquimalt Chamber of Commerce, and numerous one on one interviews which defined an outcome for the Westbay Triangle as a whole. From this body of work, and within that consultation process, a rezoning and development proposal was illustrated for one portion of the land holdings known as the Westbay Triangle, and partially developed for the remaining half to be submitted at a later date, now known as Marinaview.

The first half of this land area development received broad based support from residents and Esquimalt Staff. At that same time Esquimalt engaged in a separate and independent neighbourhood consultation to create the Westbay Community Development Guidelines. As a new document, it was expected that the Westbay Triangle Development Proposal would conform to that independently developed guideline. It has been stated that it clearly did so.

Through its own consultation with Neighbours, Esquimalt Staff, and later with the members of APC, DRC, the proposal evolved subtly, each time improving, and each time not waivering from its original form as developed with, and supported by those earlier participants, the neighbours. The Westbay Triangle went on to receive its Public Hearing in the summer of 2016, without one voice of objection.

In anticipation of that Rezoning successfully being concluded, the second half of that same land holding, known herein as Westbay Marinaview, had its graphics finalized for its own rezoning application. This submission is in keeping with - and conforming with - those same principals established in the Westbay Community Development Guidelines produced by Esquimalt, and through Hillel Architecture's own consultation process.

Westbay Marinaview is different

The Marinaview design objectives differ from the Westbay Triangle. The Westbay Triangle establishes a dynamic village shopping district, respects the location of, and architectural style of, the neighbouring heritage homes and businesses. The architectural style, its materiality and detailing, respects not only the local heritage of buildings but also the practical hard working nature of buildings serving our marine industries along the coastal edge. The Triangle also at this street level has a series of design instruments which define the perceived boundaries of this village.

The Triangle's deep front yard setbacks are designed to provide a leisurely outdoor shopping area where one can be surrounded by, and walk through a display space enlivened with the wares and services of those retailers. This outdoor village concludes at one end facing Gore by its purposeful interruption by a glazed staircase enclosure (to interrupt sound) and parking entry (interrupting pedestrians) and protecting the quiet residential nature of Gore Street.

In the direction of Marinaview, the wide front yard setback concludes with planters which feed pedestrians into a narrower pedestrian walkway. Marinaview steps forward subtly indicating the end of the dynamic village, provides a generous walking path in front of its own commercial tenants, each noticeably smaller than those of the Triangle shopping district, and then again is enlarged to a generous outdoor social space at the conclusion of the block – as the view opens towards the water.

Marinaview has a different focus.

Marinaview has a different focus. Marinaview has a different perspective. Quite literally Marinaview, has a differing view. Where the Triangle focuses its attention internal to the village scene, and benefitting all local businesses, Marinaview's sightlines are outward, far in nature, and wide open. Out from under the canopy of mature trees and substantive canopies of the Triangle, one step removed from the heritage setting of the village, towards the more modern forms of the Westbay Marina, the Westbay Marina contemporary float homes, and the modern lines of power and sail boats. Here in the open, in a location where orientation towards the sun is all day long, is both an area of substantive public seating, and a commercial tenant's outdoor seating surrounding this location reserved for a full service restaurateur.

This context is clean and bright, open, its sightlines far reaching and its social spaces bathed in sun all day long, and conducive to longer leisurely stays. Marinaview is a design extension of the Westbay Triangle, conceived together, and has several design cues joining the two buildings together. Yet Marinaview is the younger sibling. Its materials brighter and more contemporary. Its lines and form decidedly more modern. Where its sighting offers panoramic views the building responds and offers up panoramic vistas for its patrons or residents alike.

Where the triangle offers a coffee shop, perhaps a bakery, and retail spaces for shopping and a much needed neighbourhood service, Marinaview can offer something else. Marinaview has social spaces not looking into a dynamic village, but looking out over a dynamic waterfront. At this "Triangle" corner, that of Head and Lyall Streets, a restaurateur could offer a fuller menu, a longer more leisurely meal. This street corner of Head and Lyall differs from the dynamics of the village at the corner of head and Gore, and the quiet green spaces of the corner at Gore and Lyall Streets.

Westbay Community Development Guidelines

The Westbay Community Development Guidelines were independently prepared, by independent consultants, in conference with, and as directed, by those same neighbourhood members. The similarity of form and character, volume and public open spaces is exceptionally similar to those proposed herein. Close enough in fact that in this proposal, diagrams could have been used, side by side with our own, to aid drawing that opinion, and reassuring reviewers of this proposal, that independently, others have "drawn" the same conclusions.

Project Data Summary

Through consultation with both the APC and DRC Marinaview has evolved, respected that commentary, and the enclosed project data reflects those changes. One uniform comment received was one asking if the original drive through could be filled in with further commercial tenant space ensuring a continuous shopping experience along the Head Street frontage, and what were the issues if this were incorporated. As this was an increase in commercial area being requested, the owner and investment group had no objections.

The proposal submitted respected the number of parking spaces required by this development. It was however noted that as the commercial frontage became continuous, so would the parallel parking opportunities along Head Street. In addition, Esquimalt Road and Traffic Engineers had finalized their conclusions regarding road design along Lyall Street. On both these street frontages parallel parking street side would increase. This is important to Hillel Architecture. As part of our consultation process we assured the neighbours that no parking variance would be requested. We intended to honour our parking obligations. Therefore if the "on site" parking needs were increased by 3 stalls to honour the increased commercial tenancy area requests, it was important that Hillel Architecture refine street side parking until parking on site and the surrounding roads combined were increased by that same number. A solution doing so was generated, and the resultant changes incorporated into the rezoning application.

Proposal Data	Current Zoning
Permitted uses of C-7 respected	Proposal conforms to permitted and prohibited uses.
Site Area 1207.7m ²	
Lot Coverage 38%	No ground floor maximum specified, second floor and higher deemed not to exceed 80%
Floor Space Ratio 1 : 1.31	No FSR stated
Building Footprint 456.2 m ²	No ground floor maximum specified, second floor and higher deemed not to exceed 80% or ±966.16 m ²
12 ocean view residences	
± 4 ground floor commercial tenancies (divisible)	
Building ht. 5 stories / 17.7m	13 m by current zoning (±4 stories), 5 stories permitted by WBCDG
Building setback front yard <ul style="list-style-type: none"> • Head Street: 2.4m bldg. face / 1m balcony • Head at Lyall St: 2.8m bldg face / 1.2m Balcony • Lyall Street: 2.8m bldg. face / 1.8 balcony 	0m by current zone, 2m implied by WBCDG 0m, no mention in WBCDG 0m, no mention in WBCDG
Building setback exterior side yard	0m, no mention in WBCDG
Building setback rear yard to residential uses <ul style="list-style-type: none"> • over 21m shown, unit to unit along Head Street • respects 12m no build setback along Lyall Street 	3m by current zoning 3m by current zoning
Independent entry provided	In mixed use buildings, residential suites are to be serviced by an independent entry

Marinaview is a five storey mixed use, voluntarily non-combustible building hosting 12 ocean view residences and 3-4 ground floor commercial tenancies, one of which is specifically designed to attract a full service restaurateur. The project meets the Schedule C Parking Bylaw without seeking a variance (revision: through the provision of on site, and increased street side parallel parking, with approval from the APC and DRC).

The Schedule C Parking Bylaw does not differentiate between commercial parking for patrons or commercial parking for employees & leaseholders which are both critical. The public needs parking in closest proximity to the businesses, and

employees need to trust that they can find parking regularly. Of the 18 commercial parking stalls on site, 10 are demonstrated above grade for patrons, combined with 9 new street side parallel parking stalls (not counted), and 8 stalls are demonstrated below grade for employee & leaseholder designated use (two per lease holder). These commercial stalls are not available for residential use, or available for sale to others. Serving the needs of the employees & leaseholders below grade ensures that surface parking is: *always available for, and used by patrons in the high turnover manor the Bylaw had intended* - without a series of employee vehicles that become more permanent daily parked vehicles, and likely occupying prime spaces.

In the surface parking area for commercial patrons, stall 4 is a proposed location for an electric charging station.

Street side parking discussion

The original Westbay Triangle contributed 14 street side parallel parking stalls safely recessed from traffic flow to three sides of the Triangle, outside of Sch C parking requirements. Marinaview originally contributed 5 additional Street side parallel parking stalls outside of its Sch C requirements. These street side parking stalls, formerly 19 in number, contribute a significant number of high turnover public stalls benefitting the new and existing businesses of the Westbay and Westbay marina area. With the refinement of the road bed design along Lyall Street, and along Head Street through both the DP process for the Triangle, and the rezoning process to date for Marinaview, this street side parking stall count has now increased to 23 stalls. 1 additional stall evolved in front of the Triangle portion of the development, and 3 evolved into the parking surrounding Marinaview.

In addition, it is important to note that the Westbay Village area is well served by bus routes, community linking pedestrian walkways and ocean side trails – The Songhees Walkway - leading to the downtown core. It must also be remembered that here, in Westbay, a large portion of the neighbourhood resides off shore. Their parking has already been provided. To this village setting they will gladly walk.

Summary

Most importantly, the design of both Westbay Marinaview enclosed here, and the formerly submitted Westbay Triangle grew out of the same consultation process. The design solution evolved after many conversations and multiple contributions from a neighbourhood that deeply cares about its character today. Members of the neighbourhood clearly stated that they were ready for a new village center in Westbay, but that they clearly needed it to be designed carefully by those prepared to listen. Through the consultation with the neighbourhood this design has proven as well received by the neighbours as was the Triangle when it was presented. We again look forward to a public hearing, and expect no a single voice of objection to be present. Most importantly, not only was the total development well received, but the comments now heard most often these days is "when can you start?"

We hope that in the enclosed application package, and in each of the coming presentations, that everyone involved, from neighbours, Esquimalt staff, local businesses, Mayor and Council members, can see a piece of their personal contributions in the now fully realized composition of the Westbay Triangle.

Regards

Peter Hardcastle
Hillel Architecture Inc.