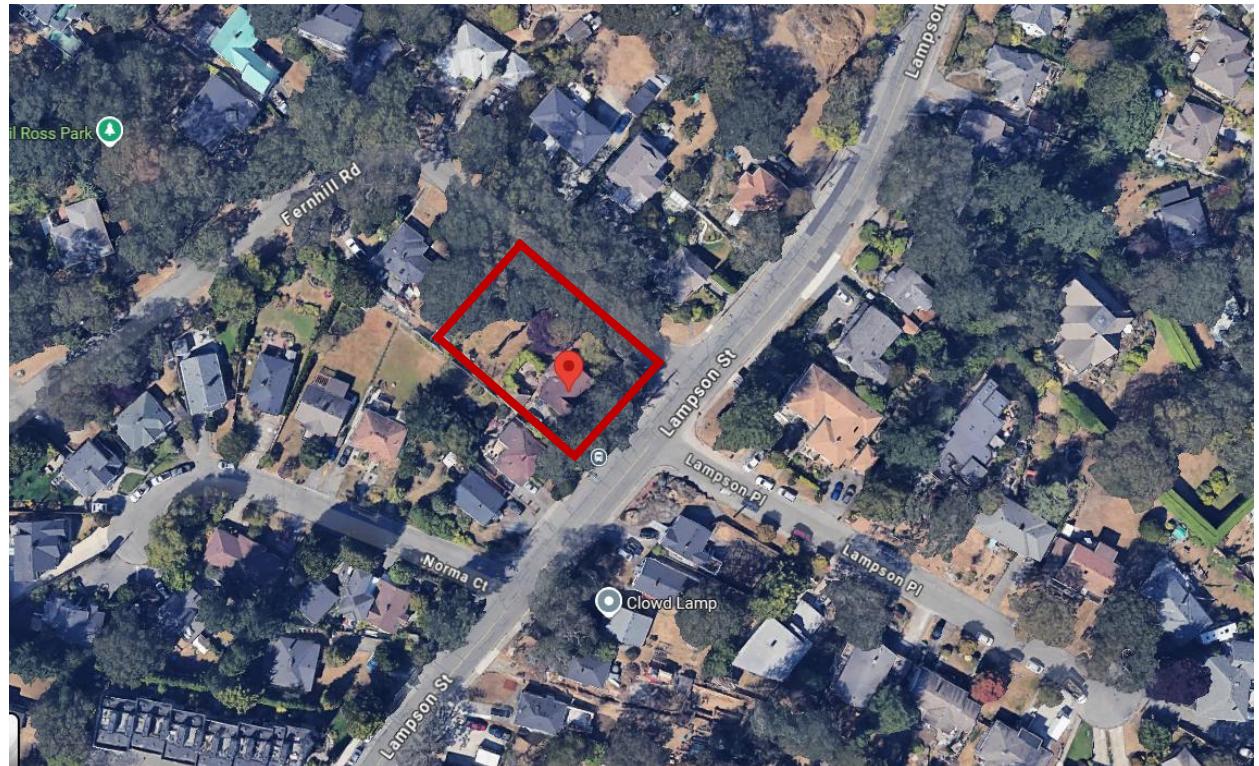
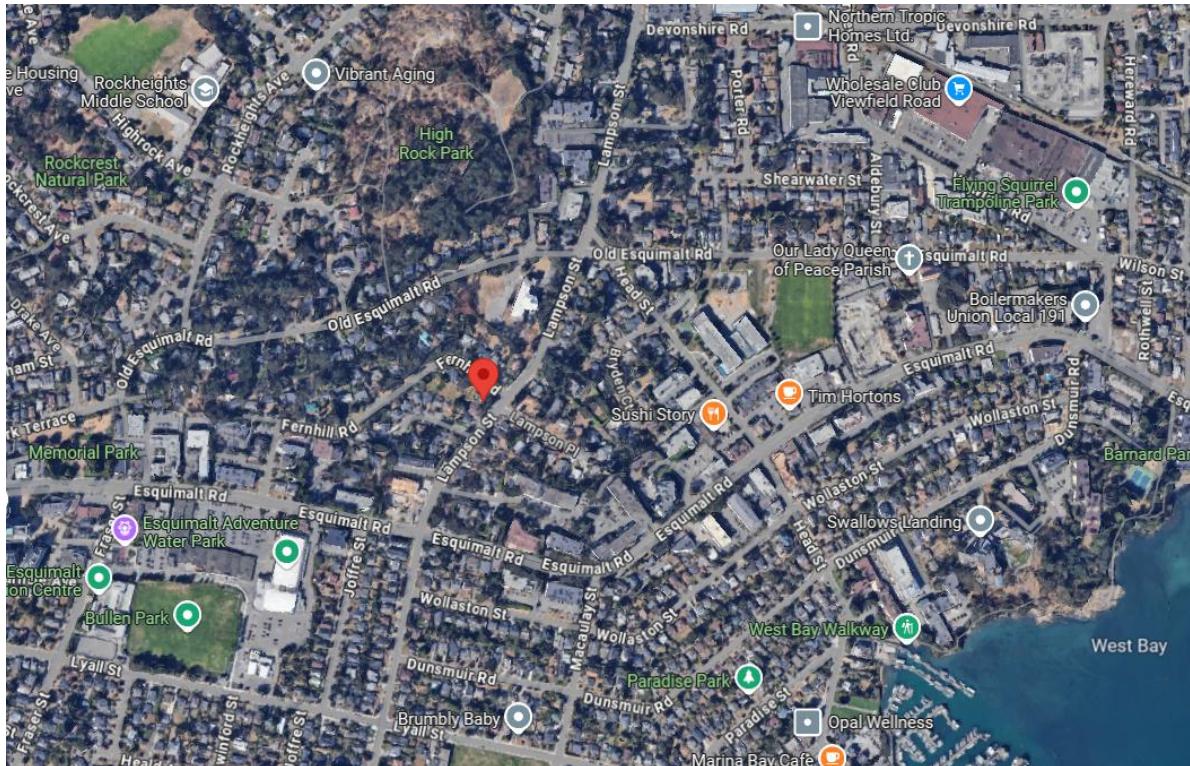
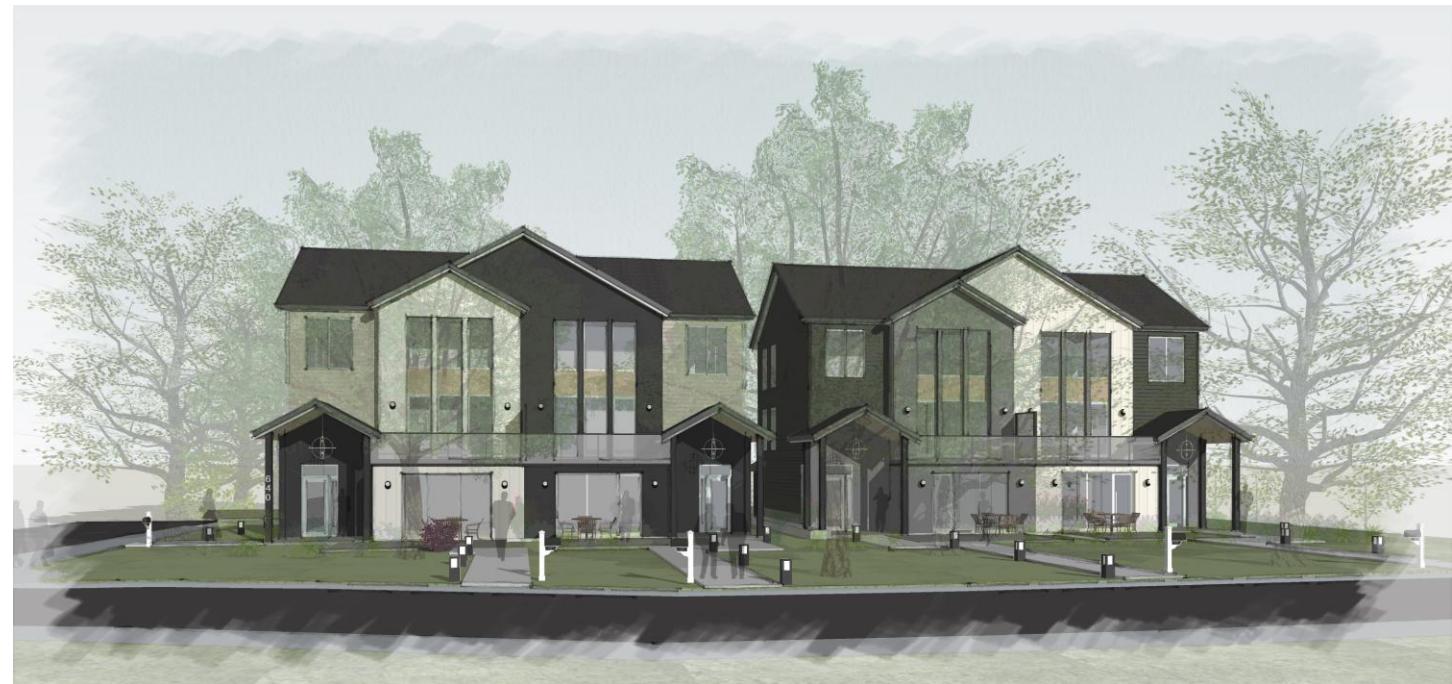


640 Lampson Street – Front Doors Path Access Variance

January 20, 2026



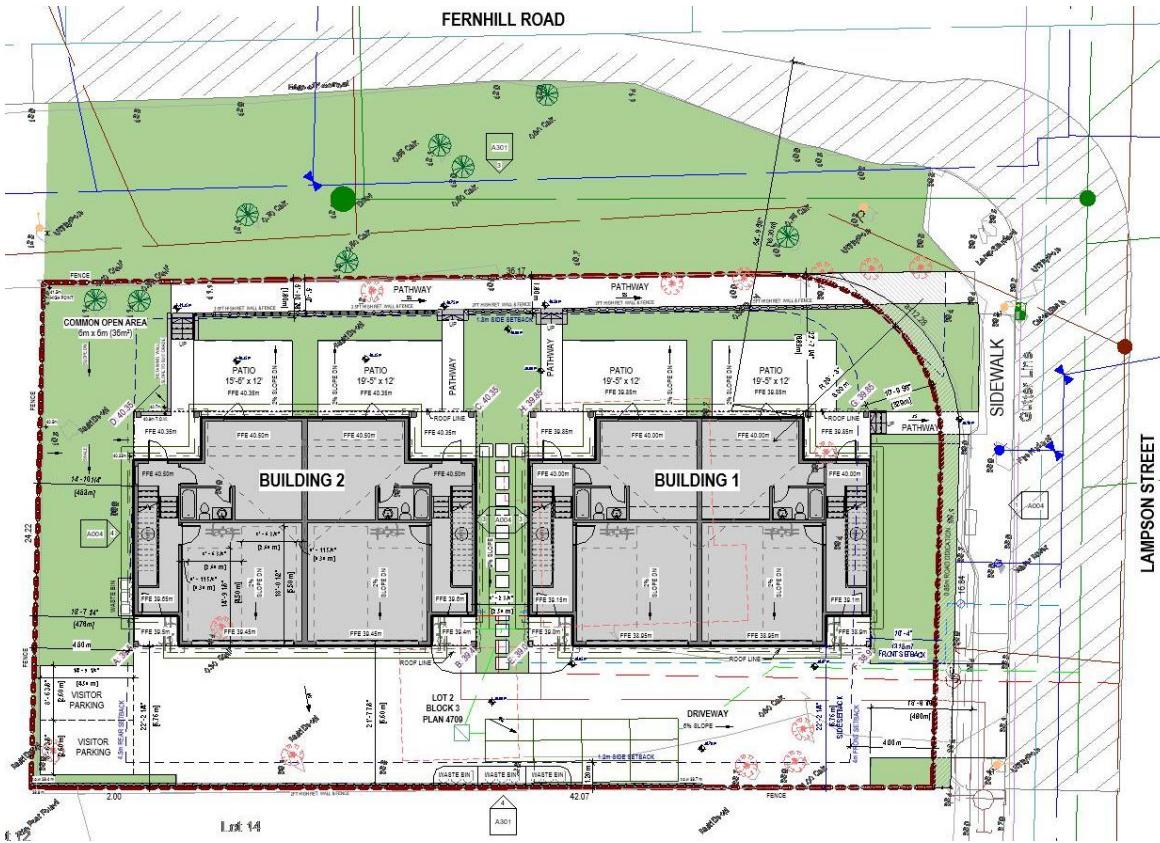
CONTEXT MAP – LOCATION OF SITE



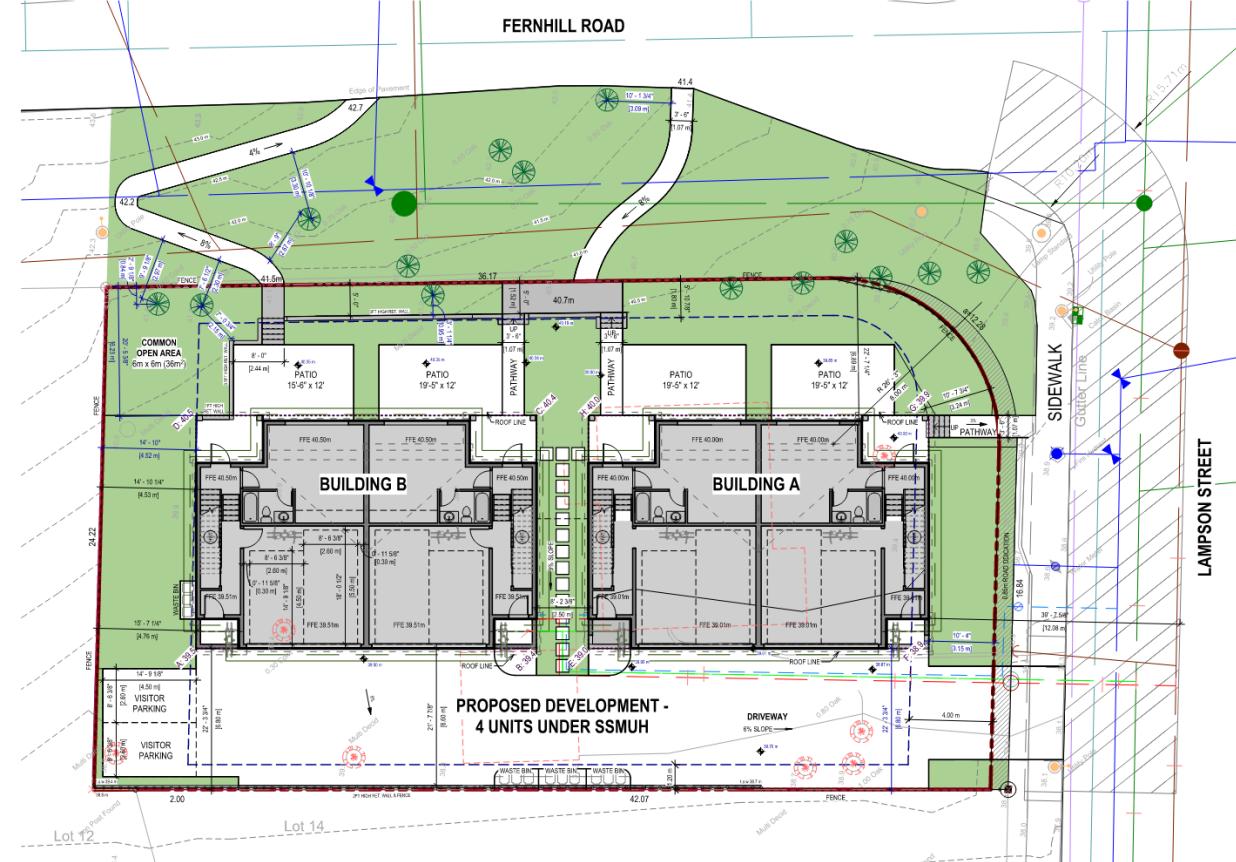
3D RENDERINGS OF APPROVED SSMUH PROJECT (4 UNITS)

WHY ARE WE HERE?

FRONT DOOR ACCESS REVIEW



APPROVED SITEPLAN



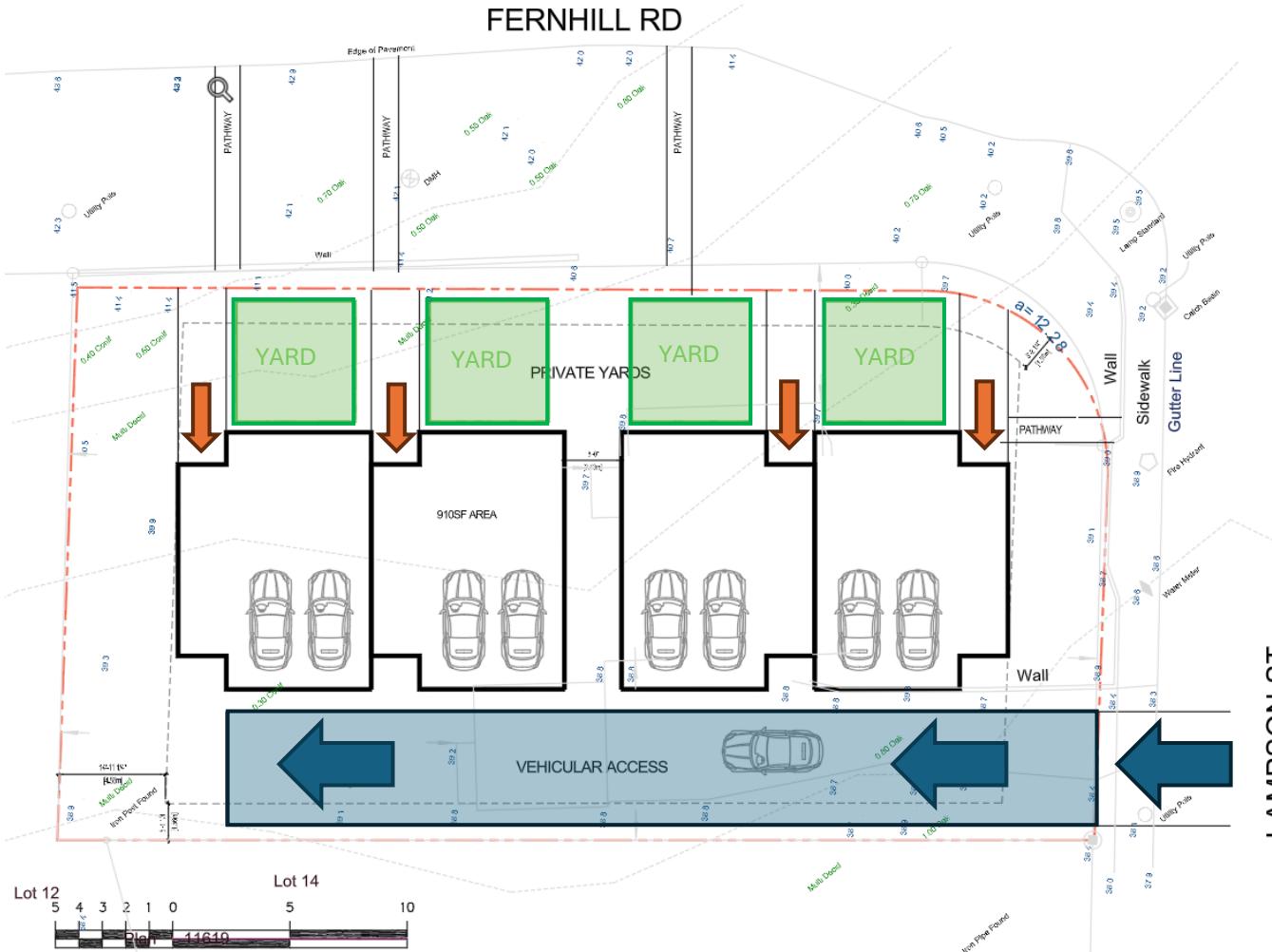
REQUESTED SITEPLAN



EARLY COORDINATION WITH PLANNING – JULY 2024. AT THE TIME, THE PLAN WAS TO POTENTIALLY HAVE DRIVEWAYS FROM FERNHILL.

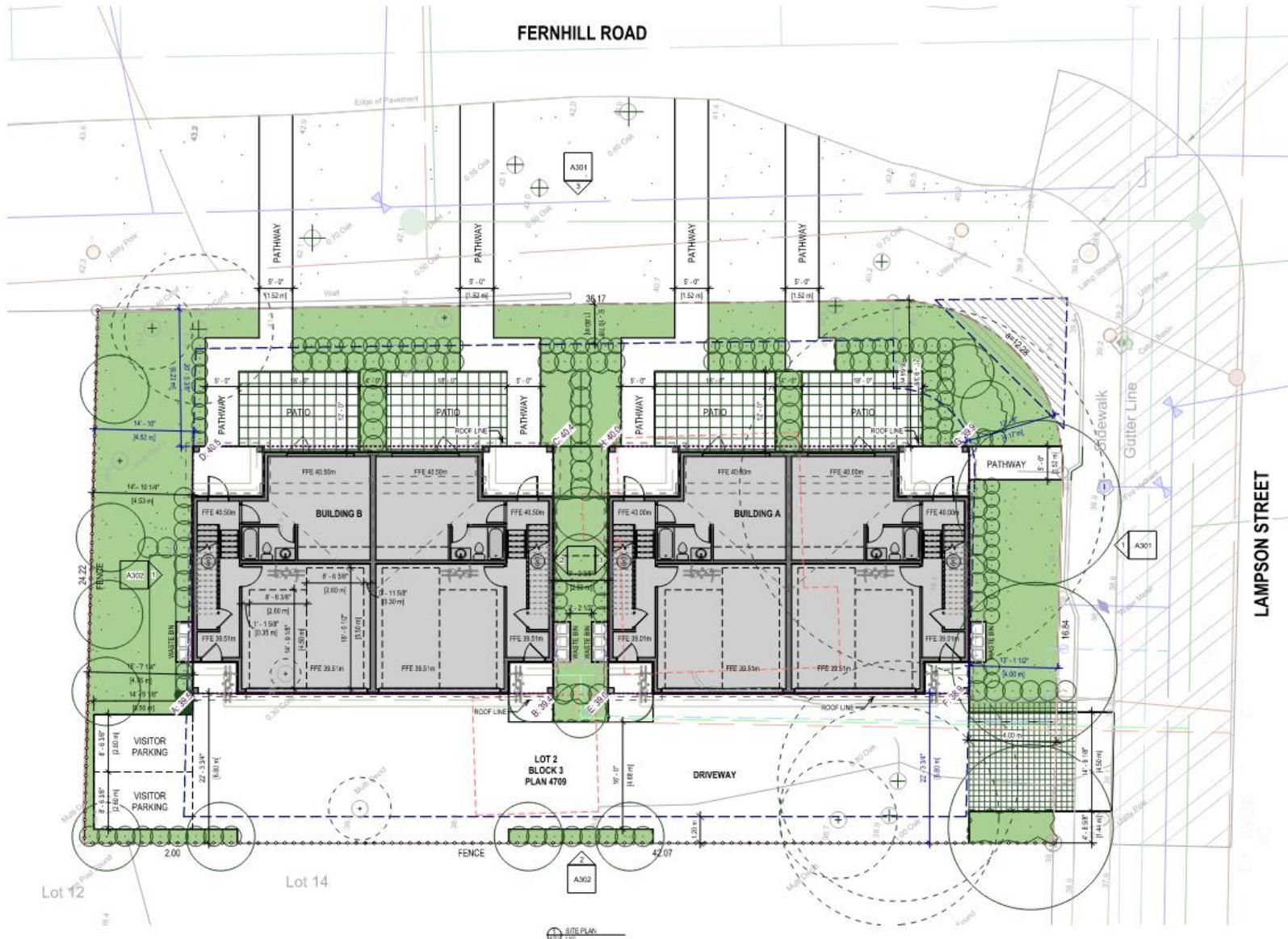
FEEDBACK FROM PLANNING & ENGINEERING:

- ROAD DEDICATION ALONG LAMPSON REQUESTED
- VEHICULAR ACCESS FROM LAMPSON REQUESTED



AS A RESULT OF THAT REQUEST, DRIVEWAY ACCESS WAS MOVED TO LAMPSON, AND PRIVATE GREEN SPACE WAS ALLOCATED TO FACE FERNHILL .

FRONT DOORS ARE ALSO FACING FERNHILL RD CONSISTENT WITH BEST URPAN PLANNING PRACTICE



4 PATHS SHOWN TO
FERNHILL, 1 PER UNIT

APPLICATION AS SUBMITTED – NOV 12 2024

640 Lampson DP000240 Initial Comments

DPA 1 Natural Environment

1. Staff has no comment. Arborist may contribute further.

DPA 3 Enhanced Design Control Residential

2. Staff has been considering 6m x 6m to be a standard minimum useable open space. The open space in the side yard on the west side of the property has a width between 4.5m and 4.75m. Please consider trying to expand this space to 6m in width.
3. Ideally the east building should be designed to address both frontages.
4. The gap between the two buildings is awkwardly narrow when considering the bins narrow the space to a 1m gap on the architectural drawing.
5. The landscape plan is different from the architectural in the building gap, with the bins on the one side and planters on the other. Please ensure that the landscape and architectural drawings are consistent.
6. This space is not ideal from a CPTED perspective. Between the bins/planters and the trees the sight lines are poor, there is limited defensible space, no indication of lighting in that space and there are limited eyes on that space from either building due to the sharp angle from the 2nd/3rd storey windows.
7. The windows on the interior elevations of the buildings are directly aligned, limiting privacy for each residence. On the one hand, frosting the windows would improve privacy. On the other, they are the only overlook for the space between the buildings.
8. The two trees planned for the gap between the buildings will likely be cramped, difficult to maintain and receive limited light. Furthermore, they limit sight lines and create indefensible space for people using the bins.

DPA 7 Energy Conservation and Greenhouse Gas Reduction

9. The space between the buildings should offer a 'pleasant pedestrian pathway'. Suggest moving the trees and ensuring that there is no 1m gap between two sets of bins.

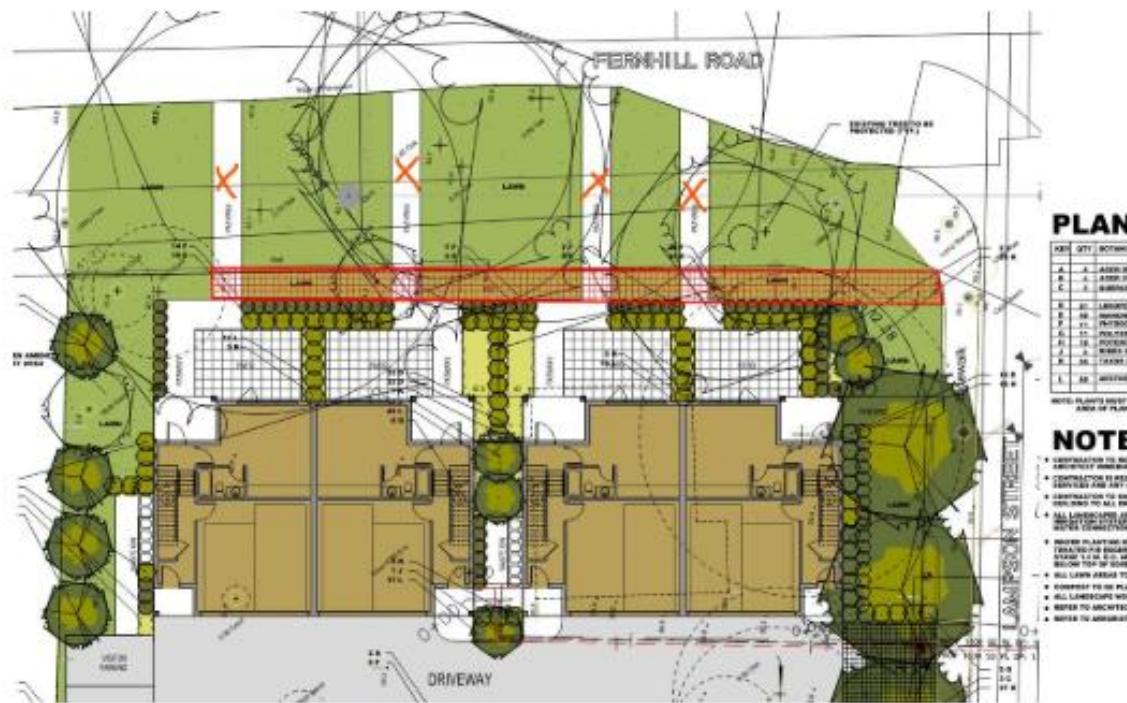
DPA 8 Water Conservation

10. Staff has no comment. Arborist may contribute further.

640 Lampson Staff Comments

Engineering

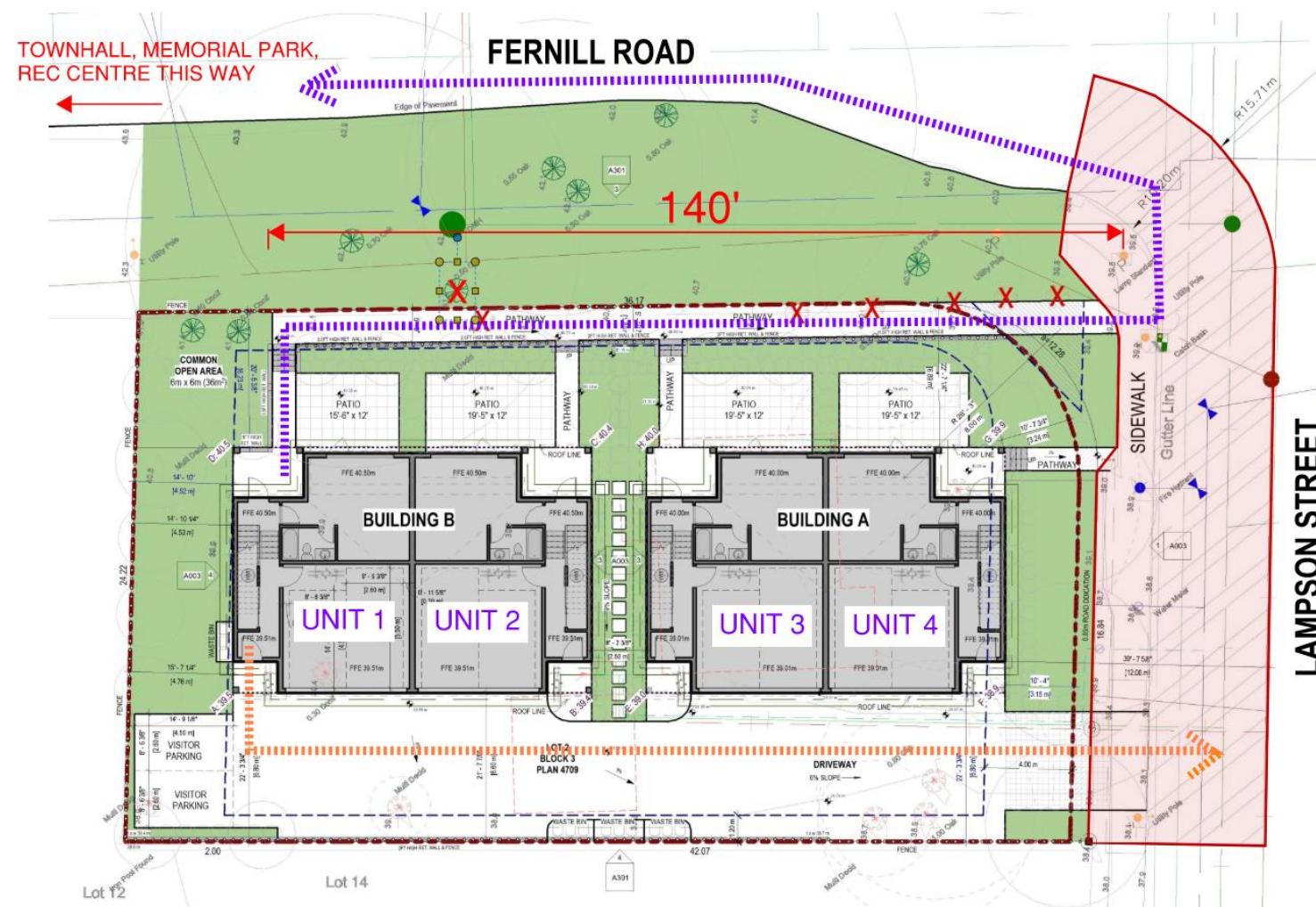
- 0.85m road dedication along Lampson is not shown.
- Storm water management, so the post construction flows do not exceed preconstruction flows, to be shown on servicing plan.
- Underground Hydro/Tel/Cable to the proposed development to be shown on servicing plan.
- Not supportive of the proposed pathways going through trees onto Fernhill Road.
- Access to units on north side should be as illustrated.



REASONS STATED BY PLANNING & ENGINEERING IN CONSEQUENT MEETINGS:

1. No sidewalk along Fernhill Rd, only on Lampson, therefore it is safer to connect to Lampson
2. Grade change is significant
3. Garry Oak roots health potentially compromised

6 MONTHS INTO DESIGN
SECOND COMMENTS – FEB 10, 2025



ISSUES WITH THIS NEW REQUEST:

1. Front-door function is compromised

Some residents would need to walk extra 140' to reach Lampson, and 140' back every time they leave their home to reach their front door if they are approaching/going from the west.

Non-residents/visitors/deliveries will have a hard time locating these entrances, especially at night time and in emergencies

2. Privacy of the green spaces is compromised

Requested internal pathway (in purple) would run directly through the spaces intended to be private outdoor areas for each unit. With driveway requested to be from Lampson at the rear of the units, and this pedestrian path in the front, private green space is essentially impossible to achieve for this development (on a 12,000sf lot that is not overbuilt this should not be the case.)

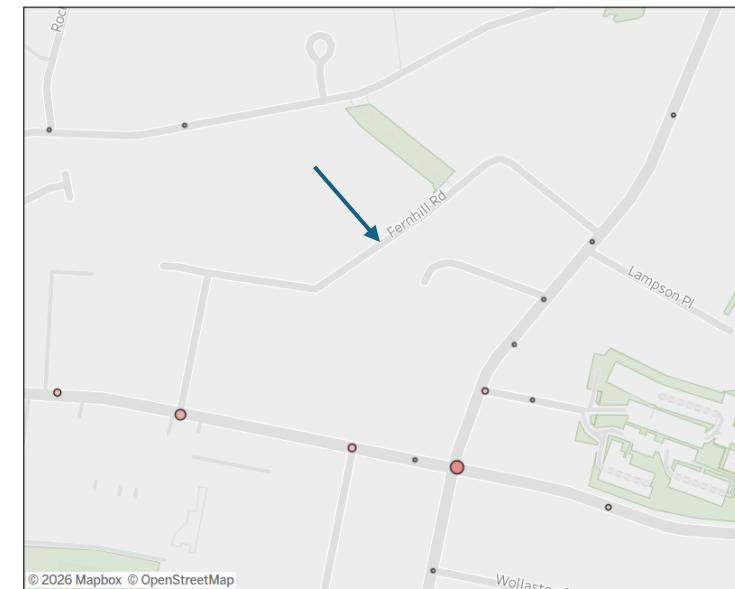
3. Results in removal of more trees

The pathway as requested by the Township results in the loss of 7 additional trees on site (marked with red X) than otherwise would happen. Pathways as proposed directly to Fernhill allow these 7 trees to remain.



TOWNSHIP CONCERNS ADDRESSED:

- 1. No sidewalk along Fernhill Rd, only on Lampson, therefore it is safer to connect to Lampson.*
- Fernhill Rd has slower traffic due to narrow profile and turns.
- No parking on either side with good visibility & no accidents when compared to multiple other no sidewalk streets in Esquimalt
- Sharing the road is the norm here.



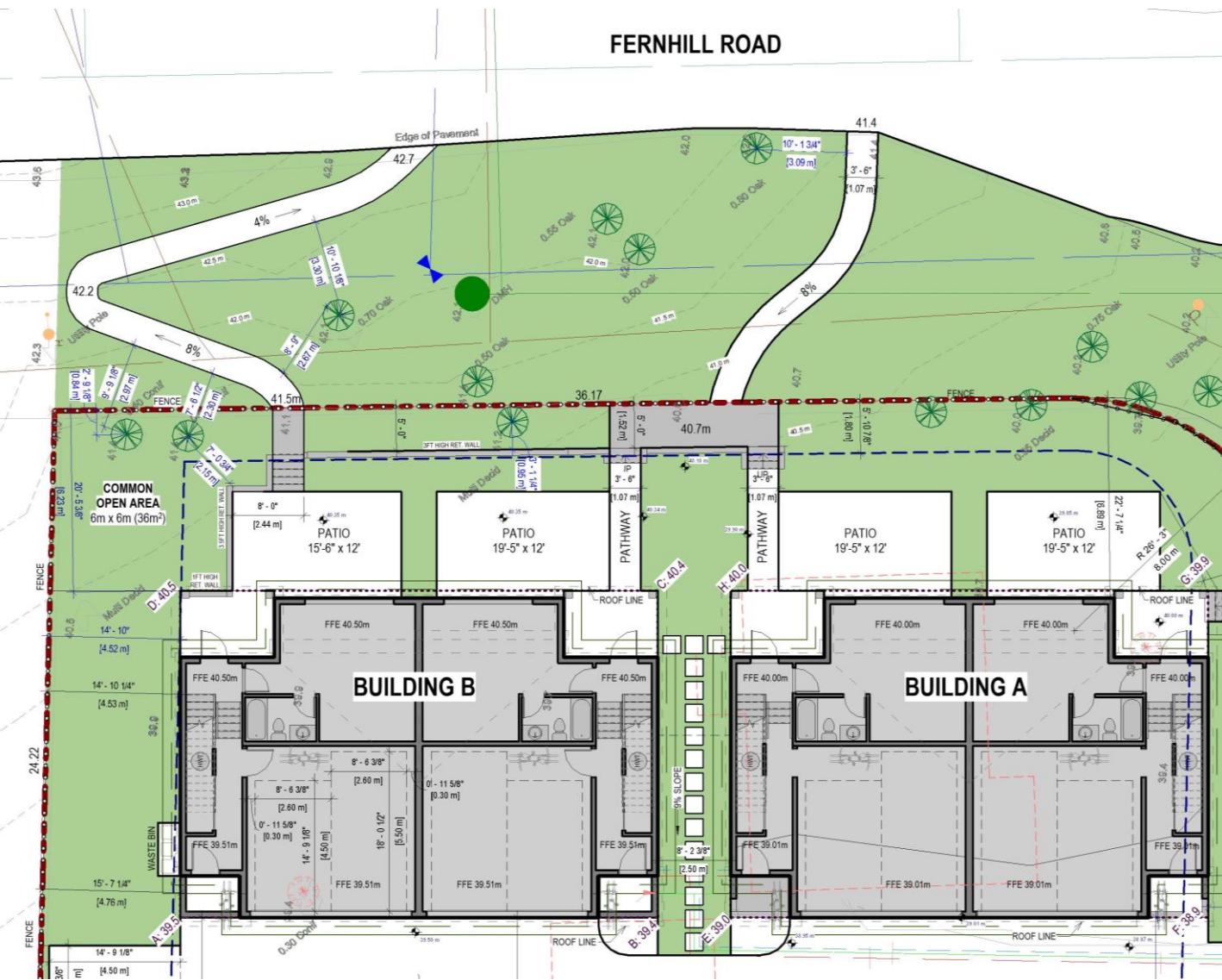


667 FERNHILL (NEXT DOOR) HAS TWO ACCESS POINTS TO FERNHILL



- All other properties on Fernhill without exception connect to it without sidewalk & function just fine, including newer multifamily projects. Some properties have 2 access points/paths per lot, like 667 Fernhill.





TOWNSHIP CONCERNS ADDRESSED:

2. Grade change is significant

- Grade change can be addressed by reducing the number of requested paths from 4 to 2, which allows path placements such that their grade is at 8% slope as well as proper separation from boulevard trees



From Arborist Report #1

3. No meaningful impacts to municipal Garry oaks from path proposal:

The proposed design maximizes equidistant separation of the shallow excavated permeable surface paths from all retained bylaw protected and municipal trees. Consequently, no meaningful impacts are expected from this design proposal. In the absence of planned paths informal foot traffic will wear in soil compacting paths. As directed in the original tree management plan: until arborist directed path construction at the end of the project, no construction related activates to take place on the Fernhill St Boulevard. The deep rooted oak tree roots should not be encountered with careful arborist directed non invasive excavations. Excavations may be limited to the 5 to 10cm depth to avoid severing roots over 2.5cm to 5cm.

From Arborist Report #2

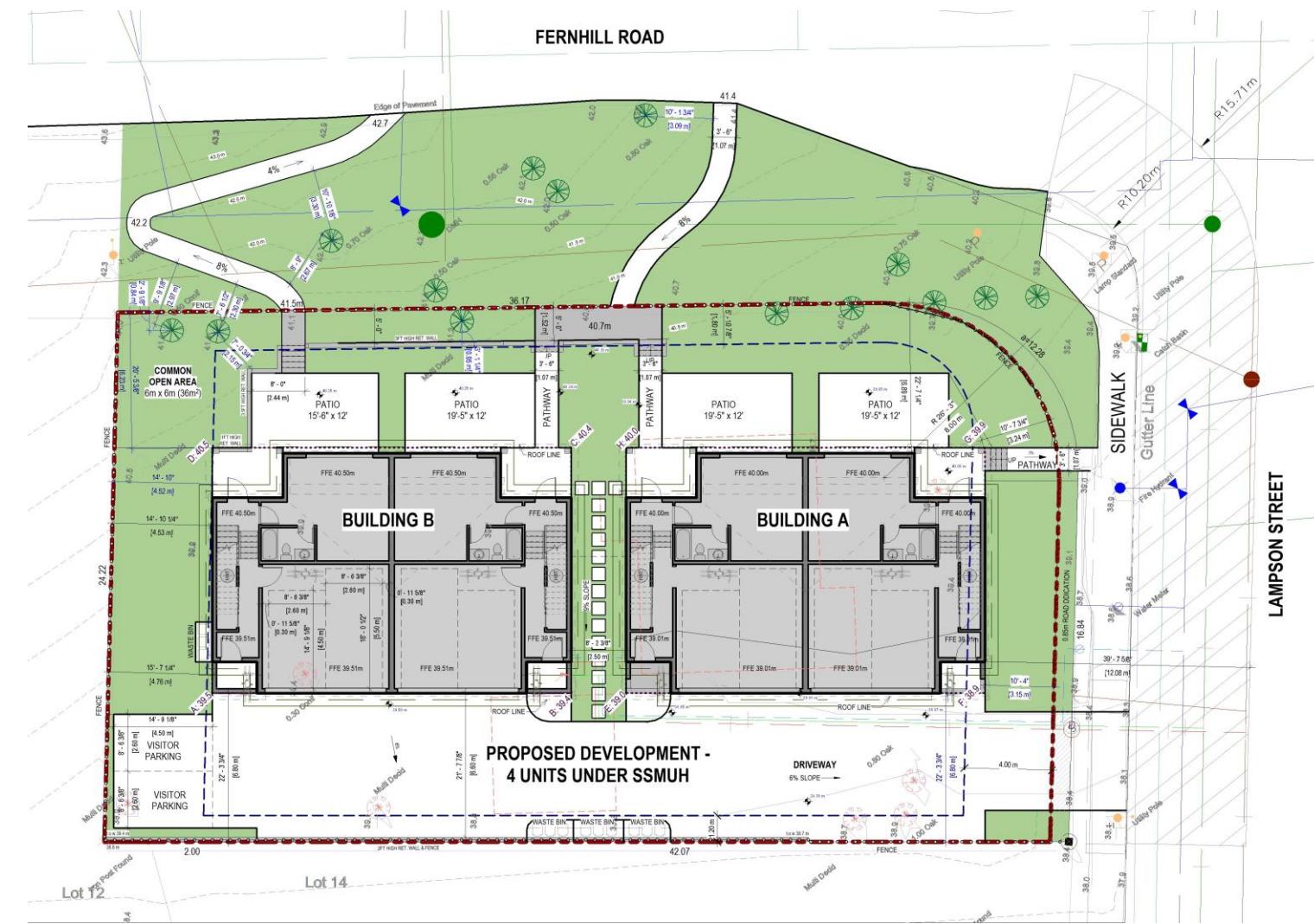
- The proposed change to allow two pathways to Fernhill Rd will greatly reduce impacts to retained trees 60, M8, and M4 (currently moderate to high impact) and allow the retention of trees 61, 62, 51, M3, M2 and M1 which were previously marked for removal under the originally approved pathway. *Please note that tree #51 will likely require removal regardless of design due to its condition.
- Installing controlled, hardscaped pathways provides a clear, durable route for visitors and minimizes damage to surrounding Garry oak ecosystems. When access is denied, people often create informal “desire lines” that spread trampling across larger areas, compacting more soil, exposing roots, and reducing understory vegetation health. Research in North American urban forests has shown that well-designed formal trails significantly reduce the extent of soil compaction, vegetation loss, and tree damage compared to unmanaged foot traffic. Concentrating use on defined paths therefore protects the critical root zones of Garry oaks while still allowing for safe and predictable public access. Please see ‘Appendix A’ for referenced materials and research links.

TOWNSHIP CONCERNS ADDRESSED:

3. Garry Oak roots health potentially compromised

- 2 independent arborists engaged, both supportive of paths proposal.
- Both arborists agree paths can be carefully installed such that it will not impact root zones/tree health
- Both arborists agree that in absence of formal paths to front doors, informal ones will be created potentially causing more harm to the root zones, preventing the return of Garry oak meadow.

TOWNSHIP CONCERNS



Conclusion:

- Direct access from front door to street is a crucial part of every project affecting everyday commuting, visitor wayfinding, and in general follows best urban design practices
- It allows for private outdoor space to exist
- Can be achieved without hurting existing Garry Oaks
- Will allow for 6-7 more trees to remain



Questions?

