

DEVELOPMENT VARIANCE REQUEST

**527
LAMPSON
STREET**



AGENDA

Overview of Design Proposal

Variance Request

DESIGN PROPOSAL

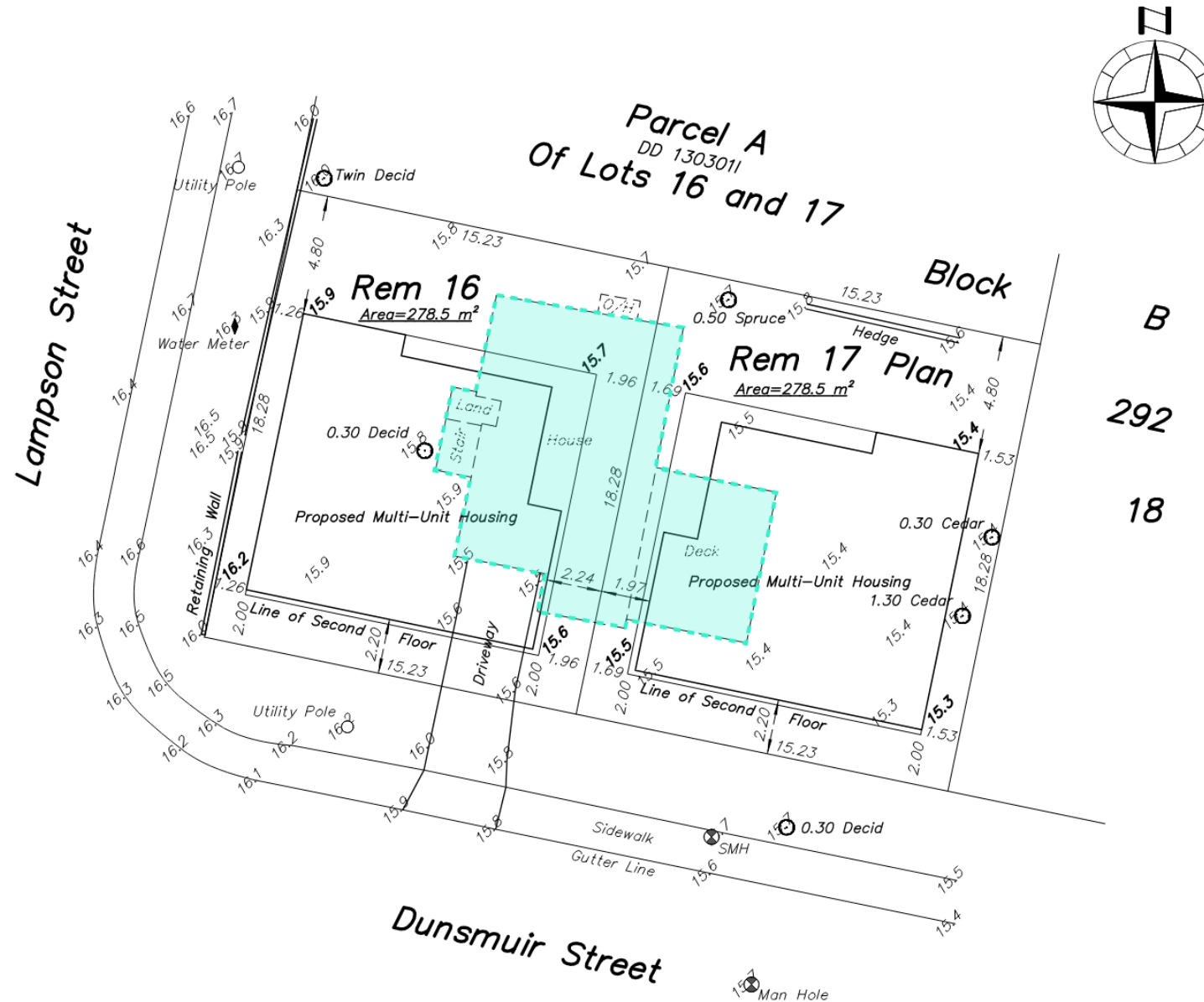


SSMUH in a Walkable Area

Close to Schools, Recreation
(Archie Browning Centre), and
Amenities on Head St /
Esquimalt Rd.

Single Family Area on a corner
site ideal for SSMUH

DESIGN PROPOSAL



2 Lots - Previously Subdivided

Current home is a 1940s vintage,
extremely poor condition.



New Layout proposed as two, 3-storey
'houseplexes' with 3 units each.

Vehicular access to remain from
Dunsmuir Street, with a combined
driveway.

[illegible]

- 2 Lots w/ 2 DP & DPV Apps
- 3 Units per lot for 6 New Units
- Proposing 3-Bedroom, Family-Oriented Plans for all units.
- 2 x Ground Oriented Units
- 4 x Two Storey Units Above
- 6 On-Site Parking Stalls
Proposed (Exceeds 0.5:1 ratio required under new parking bylaw).
- 2 in Garages, and 4 Surface Parking in Rear Yards.
- Variance: Shared Driveway to Access Parking w/ shared maneuvering area.

DESIGN PROPOSAL

DUNSMUIR FRONTAGE



LAMPSON FRONTAGE



DUNSMUIR ELEVATION



VARIANCE REQUEST

UNDER 40.3 – RSM-2:

(7)(11) - STANDARD SIDE SETBACK IS 1.2M
BUT REQUIRES A SIDE SETBACK OF 3.0M
WHERE A SIDE YARD IS USED TO ACCESS
REAR YARD PARKING.

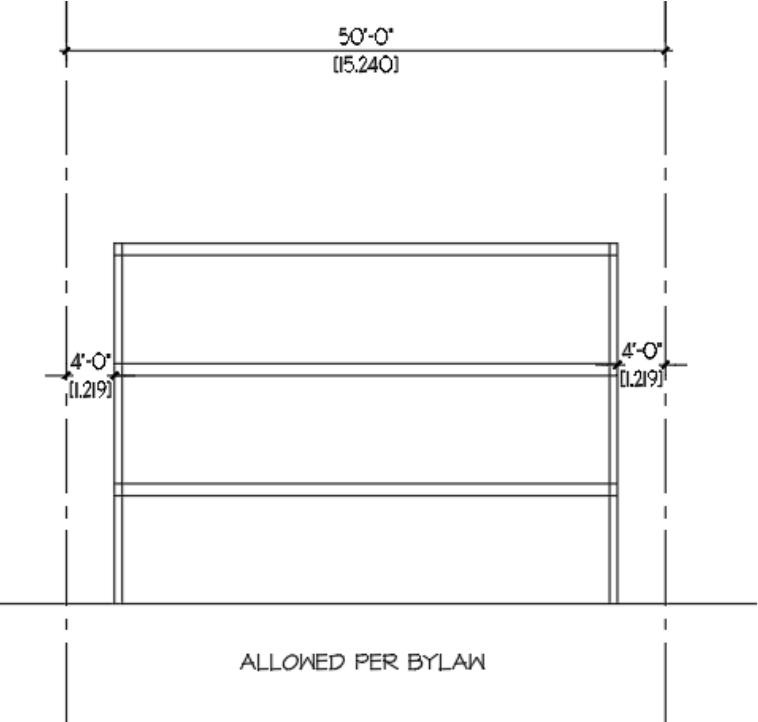
WE ARE PROPOSING REDUCED SIDE YARD
SETBACKS OF 1.96M AND 1.7M.

PARKING BYLAW 3089 11. TABLE 2:

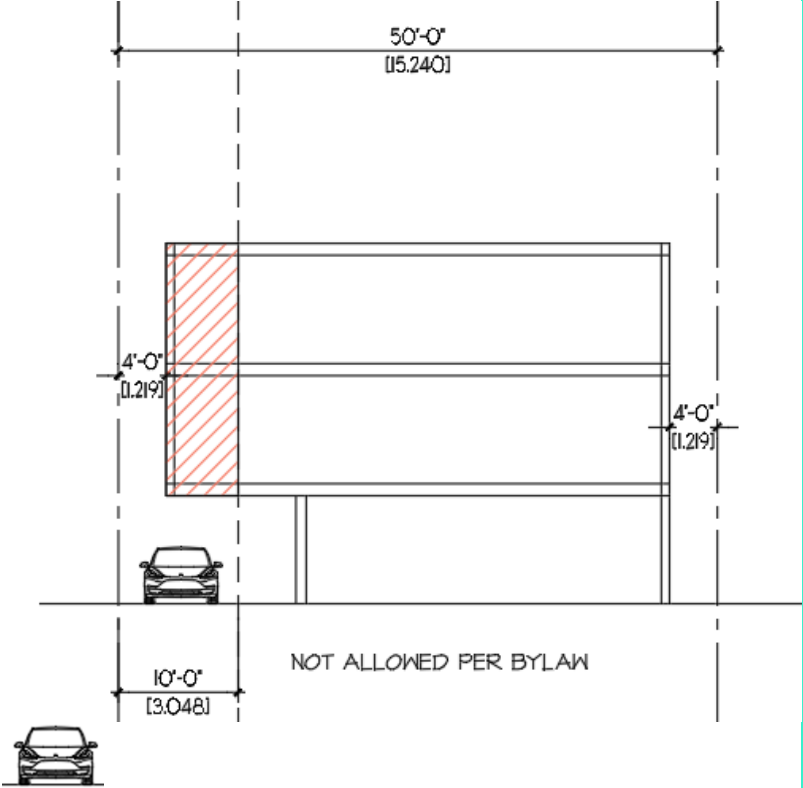
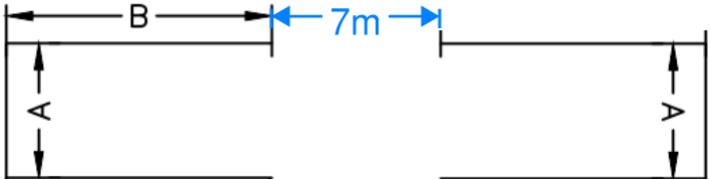
Parking Angle	Minimum Parking Space / Minimum Aisle Dimensions			
	Width	Length	Depth to Curb	Aisle Width
0° (parallel parking)	2.6m	6.7m	2.6m	3.7m (one-way)
30°	2.6m	5.5m	5.2m	3.7m (one-way)
45°	2.6m	5.5m	5.7m	3.7m (one-way)
60°	2.6m	5.5m	6.0m	6.1m (one-way)
90°	2.6m	5.5m	5.5m (small-car 4.5m, see Sec. 13)	7.0m (two-way)*
90° (Alternative Option)	2.7	5.1	5.1 (no small-car parking allowed)	7.0 (two-way)

*The minimum aisle width for only one bank of parking may be reduced to be 6.75m.

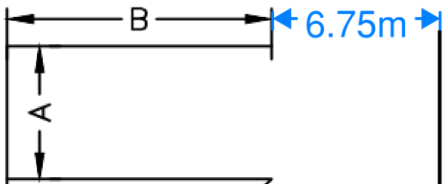
WE ARE REQUESTING TO COMBINE
ACROSS SITES TO HAVE A 2-BANK AISLE
OF 7.01 M



TWO BANK PARKING AISLE



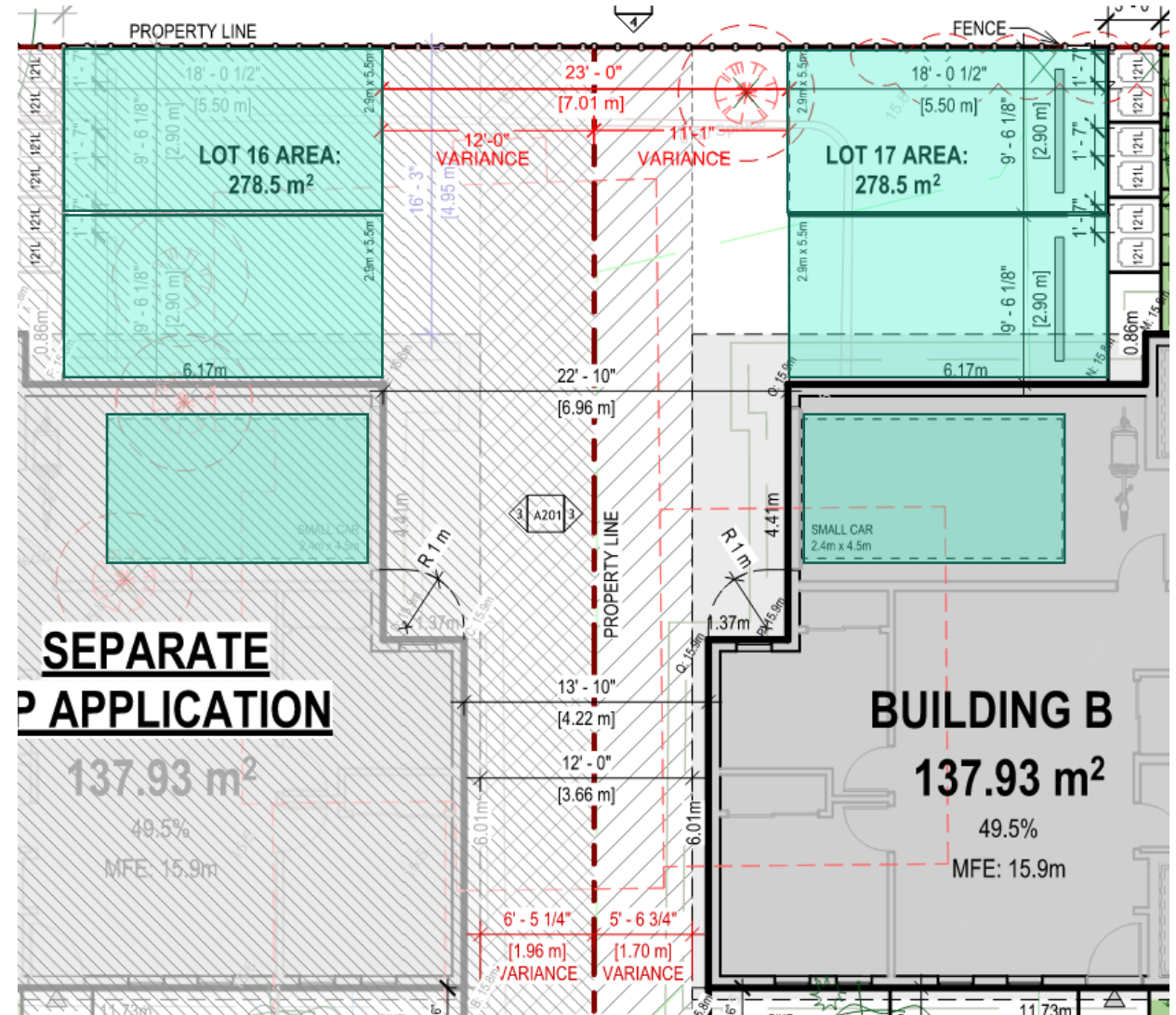
ONE BANK PARKING AISLE



VARIANCE REQUEST

RATIONALE AND BACKGROUND FOR VARIANCE REQUEST:

- STREET PARKING IN THE AREA IS IN VERY SHORT SUPPLY. IT IS A HIGH DEMAND, SINGLE-FAMILY AREA WITH AN OLDER DEMOGRAPHIC WHERE VEHICLE OWNERSHIP REMAINS HIGH.
- SPEAKING WITH NEIGHBOURS ABOUT THE PROPOSAL, THE NUMBER ONE CONCERN WAS STREET PARKING AND HOW MUCH PARKING WE ARE PROVIDING ON SITE.
- WE PROPOSE 1:1 PARKING WOULD NOT ONLY BENEFIT THE EVENTUAL OWNERS, BUT ALSO ALLEVIATE THE NEIGHBOURS' CONCERNS.
- VARIANCES REQUESTED FOR THE COMBINED SHARED DRIVEWAY AND MANUEVERING AREAS TO LIMIT VEHICLE ACCESS TO A SINGLE POINT, REDUCE THE OVERALL HARDSCAPE & PROVIDE SUFFICIENT PARKING FOR THE DEMAND OF THE AREA.



VARIANCE REQUEST

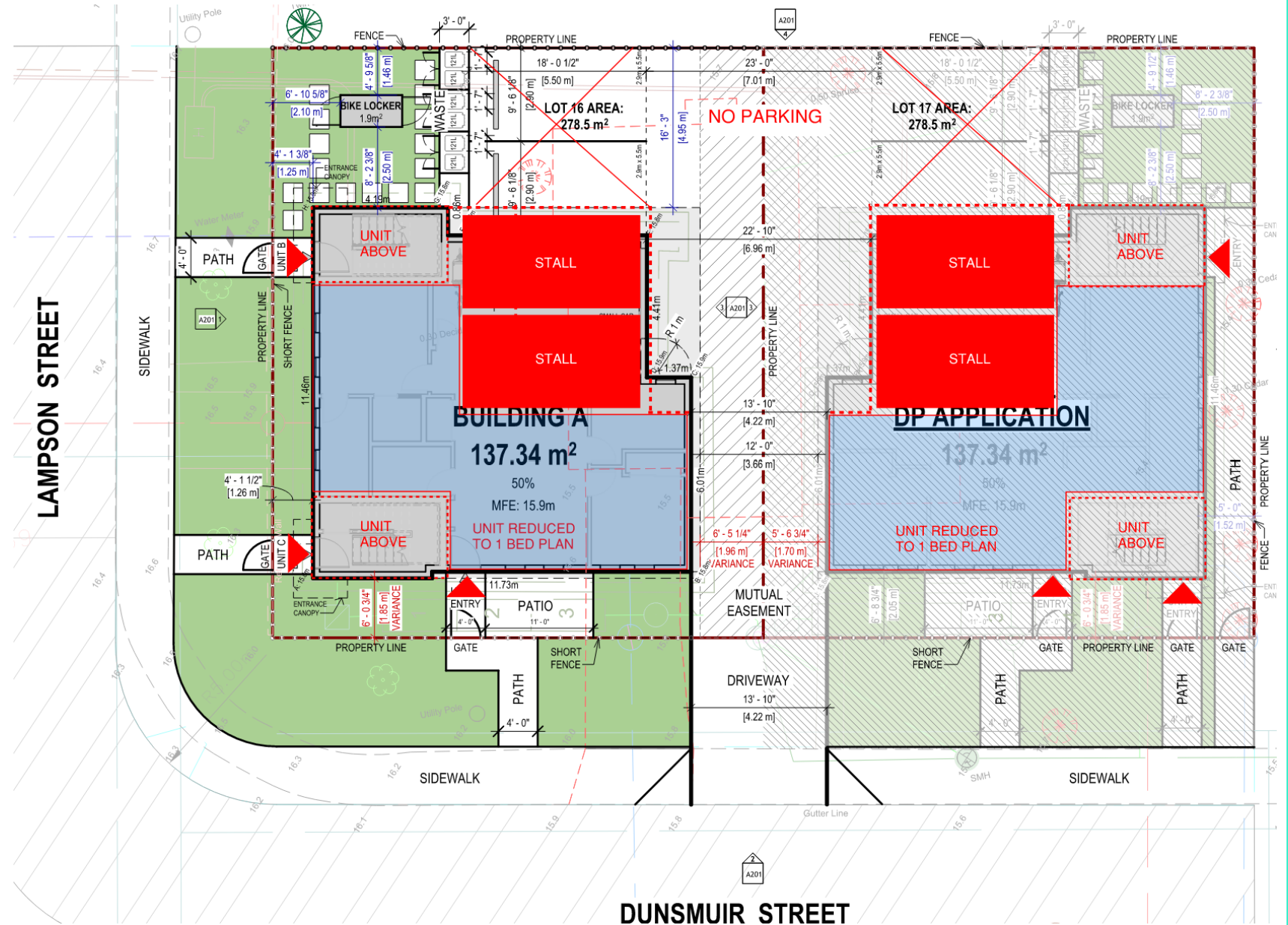
EXAMPLE ILLUSTRATED:

IF WE HAVE THE SAME SHARED DRIVEWAY LEADING TO A GARAGE INSTEAD OF "REAR YARD PARKING", NO VARIANCE WOULD BE NEEDED, AND 1.2M WOULD BE THE REQUIRED SIDE SETBACK.

REAR YARD PARKING ELIMINATED AND REDUCED TO 0.5:1 RATIO.

2 STALLS PER SITE, LOCATED IN GARAGES.

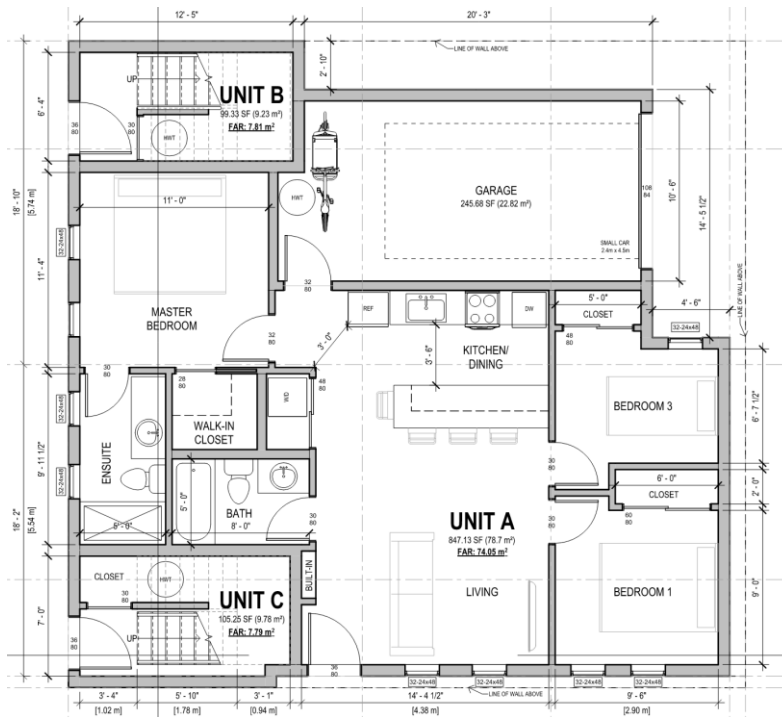
THE EXACT SAME SHARED DRIVEWAY REMAINS, BUT SIDE SETBACKS ARE NO LONGER REQUIRED TO BE 3.0M AS THE SHARED ACCESS NO LONGER SERVES "REAR YARD PARKING".



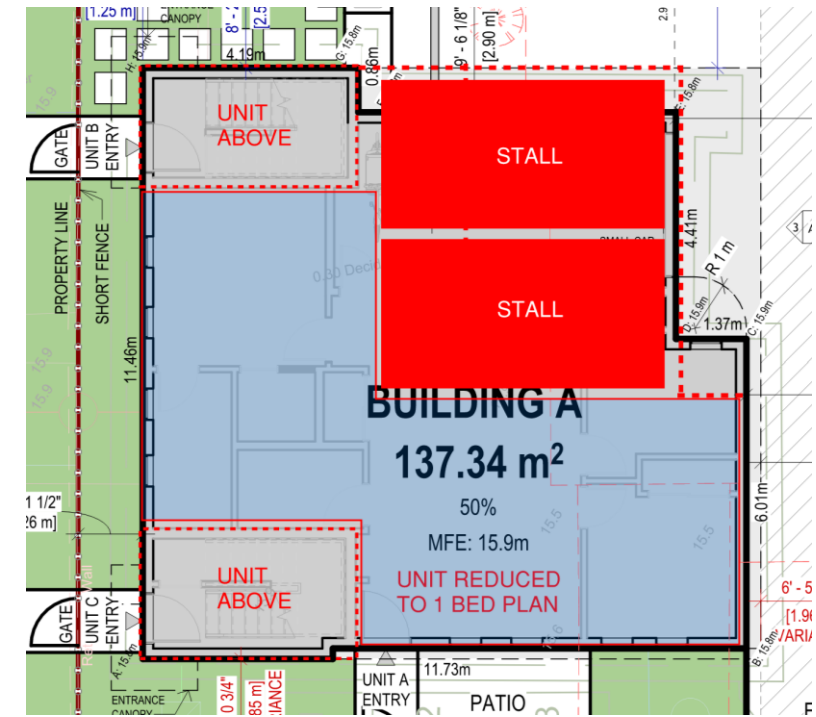
VARIANCE REQUEST

RATIONALE AND BACKGROUND FOR VARIANCE REQUEST:

- PROPOSING ALL UNITS TO BE 3-BEDROOM & FAMILY-ORIENTED. ALTERING THE PROPOSAL WOULD REDUCE ON-SITE PARKING FROM 6 TO 4 (PARKING ISSUE FOR THE NEIGHBOURS) AND WOULD REDUCE FAMILY-ORIENTED UNITS FROM 6 TO 4 (TWO UNITS BECOME 1 BEDROOM PLANS).
- LOSING ON-SITE PARKING AND TWO WELL-DESIGNED, 3-BED LAYOUTS WOULD BE A MISTAKE, CONSIDERING THE OVERALL SITE LAYOUT AND DRIVEWAY REMAINS UNCHANGED AND WOULD RESULT IN A LESS SUCCESSFUL PROJECT.



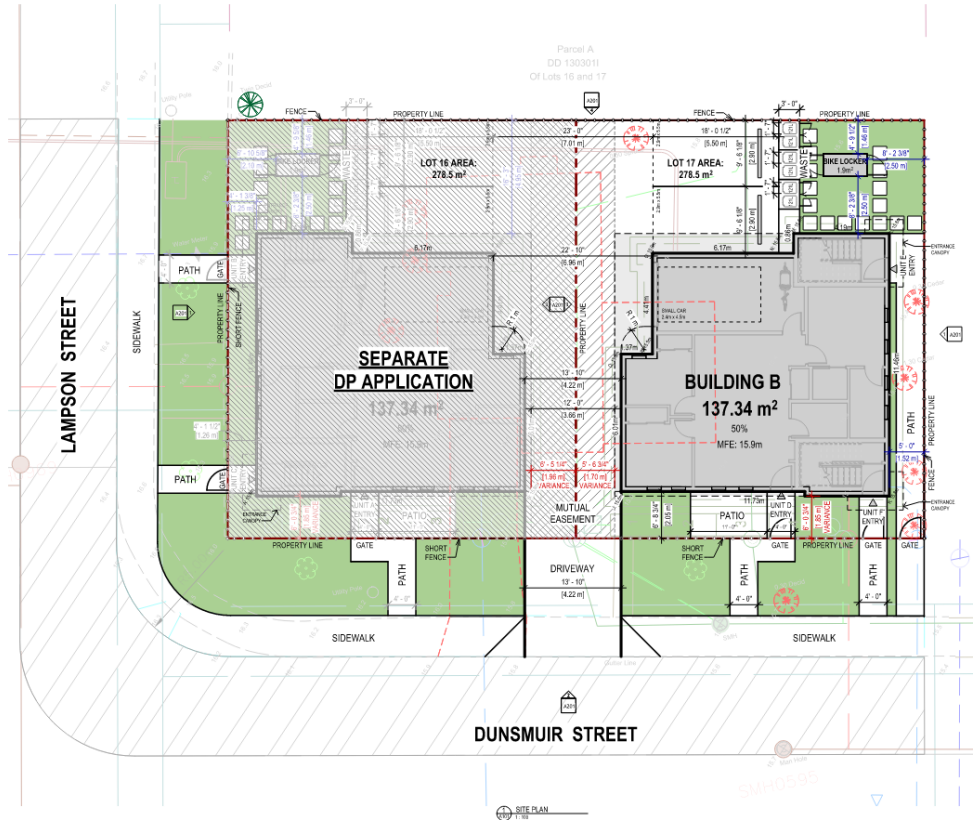
PROPOSED W/ VARIANCE



RESULT W/O VARIANCE

THANK YOU

Questions?



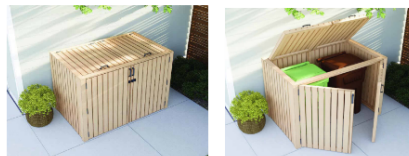
LEGEND

ORAIN	---
SEWER	---
WATER	---
EXISTING STRUCTURE	---
TREE TO BE REMOVED	✖
SITE COVERAGE	---
EASEMENT	---

AVERAGE GRADE - LOT 17

POINTS	GRADE	AVERAGE	DISTANCE	TOTAL
JK	15.80 m	15.80 m	11.73 m	185.33
KL	15.80 m	15.80 m	11.28 m	178.22
LM	15.80 m	15.80 m	4.19 m	66.20
MN	15.80 m	15.80 m	0.86 m	13.59
NO	15.80 m	15.90 m	6.17 m	97.79
OP	15.90 m	15.90 m	4.41 m	70.12
PQ	15.90 m	15.90 m	1.37 m	21.78
QU	15.90 m	15.85 m	6.01 m	95.26
AVERAGE GRADE		15.83 m	46.02 m	728.30

WASTE BIN ENCLOSURE



STANDARD BIKE LOCKER



UNIT	AREA (SF)	AREA (m²)
UNIT D	847.13 SF	78.70 m²
UNIT D GARAGE	245.68 SF	22.82 m²
UNIT E	99.33 SF	9.23 m²
UNIT F	105.25 SF	9.78 m²

Re-issued for DP
Issued for DP

2025-08-11
2025-06-18

PROJECT NAME
**527 LAMPSON STREET -
SMALL SCALE MULTI-UNIT
HOUSING**

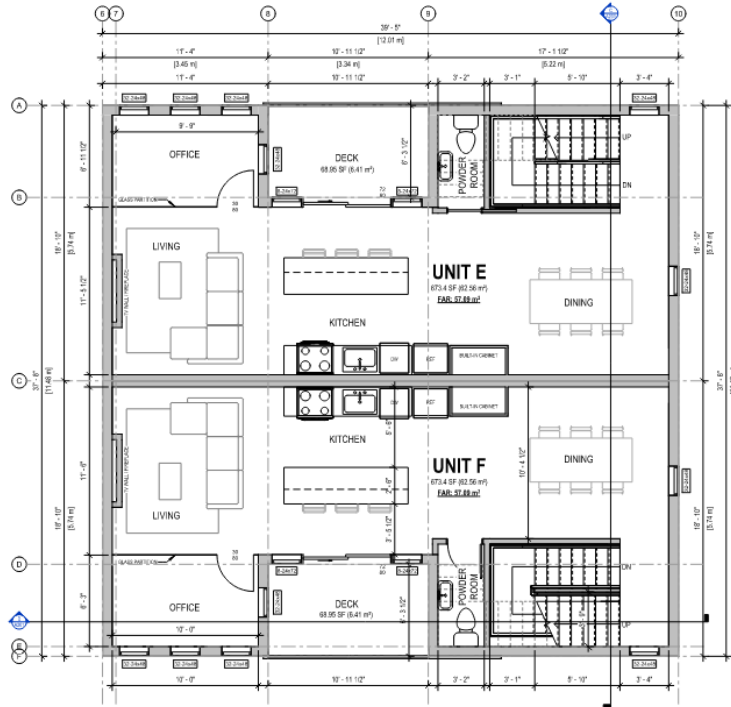
PROJECT ADDRESS
527 LAMPSON STREET, ESQUIMALT, BC

DRAWING TITLE
**SITE PLAN & MAIN FLOOR
PLAN**

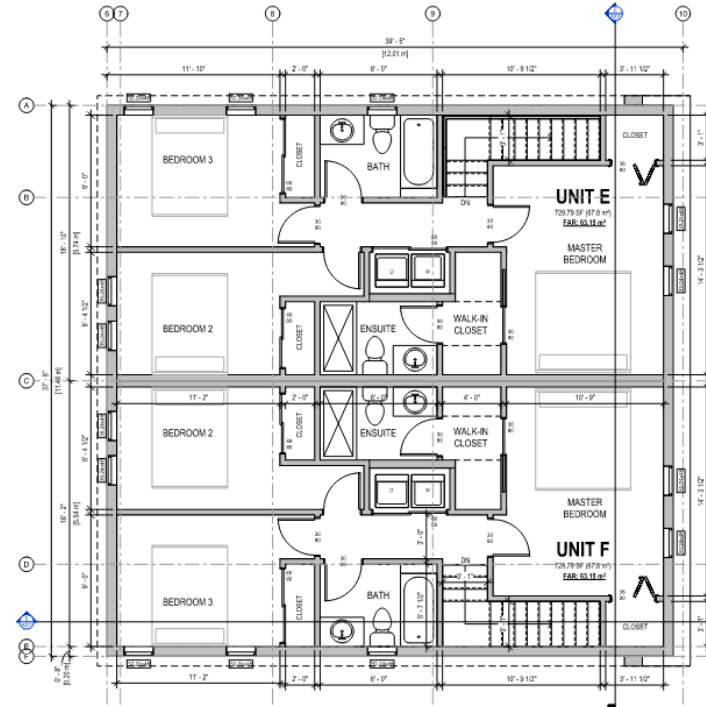
PROJECT NO. 25-007
SCALE As indicated

DRAWN BY kat
REVIEW BY XV

DRAWING NO. A101



BUILDING B - SECOND FLOOR PLAN
12/1/17



BUILDING B - THIRD FLOOR PLAN
12/1/17

UNIT	AREA (SF)	AREA (M ²)
UNIT E	1403.19 SF	130.36 m ²
UNIT E DECK	68.95 SF	6.41 m ²
UNIT F	1403.19 SF	130.36 m ²
UNIT F DECK	68.95 SF	6.41 m ²

Re-issued for DP
Issued for DP

2025-07-2
2025-06-1

PROJECT NAME
**527 LAMPSON STREET -
SMALL SCALE MULTI-UNIT
HOUSING**

PROJECT ADDRESS
527 LAMPSON STREET, ESQUIMALT, BC

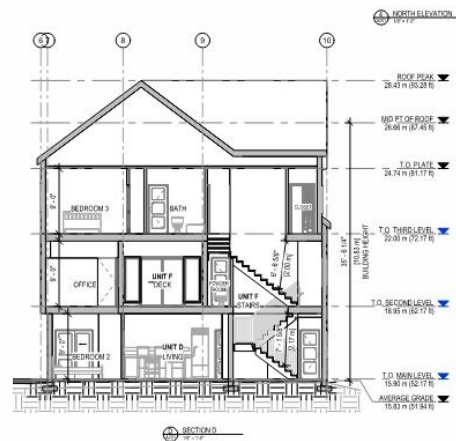
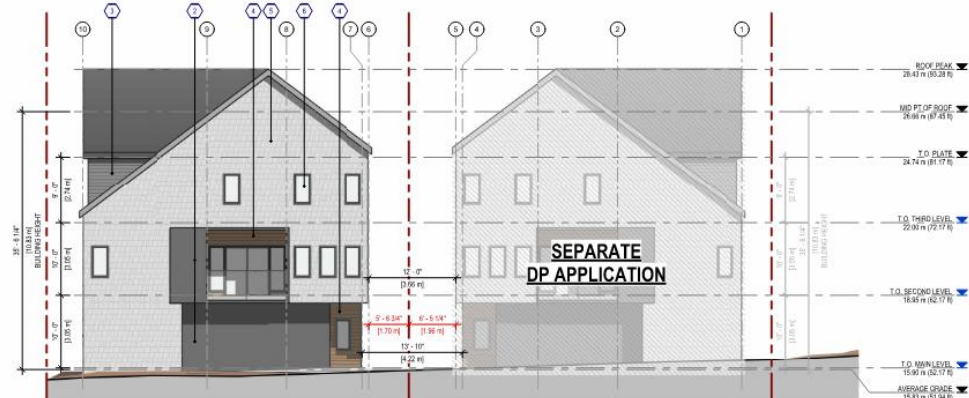
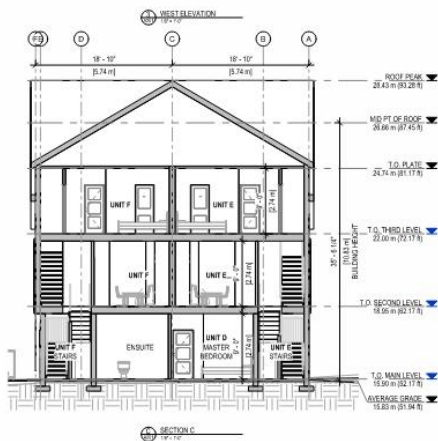
DRAWING TITLE
**SECOND & THIRD FLOOR
PLAN**

PROJECT NO. 25-007
SCALE 1/4" = 1'-0"

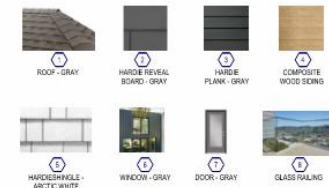
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REVIEW BY XV

DRAWING NO.

A102



EXTERIOR MATERIALS



Re-issued for DP 2025-07-24
Issued for DP 2025-06-18

PROJECT NAME
**527 LAMPSON STREET -
SMALL SCALE MULTI-UNIT
HOUSING**

PROJECT ADDRESS
527 LAMPSON STREET, ESQUIMALT, BC

DRAWING TITLE
ELEVATIONS & SECTIONS

PROJECT NO. 25-007 DRAWN BY kat
SCALE As indicated REVIEW BY XV

DRAWING NO.

A201