Municipal Hall
1229 Esquimalt Road
Esquimalt, B.C. V9A 3P1

CORPORATION OF THE TOWNSHIP OF ESQUIMALT

Staff Report

File #:21-156

REQUEST FOR DECISION

DATE: April 15, 2021 Report No. DEV-21-022

TO: Laurie Hurst, Chief Administrative Officer

FROM: Alex Tang, Planner and Bill Brown, Director of Development Services

SUBJECT:

Rezoning Application - 1100, 1104 & 1108 Esquimalt Road, and 610 & 612 Lampson Street

RECOMMENDATION:

1. That Council resolves to rescind second reading, amend, and read anew a second time Zoning Bylaw, 1992, No. 2050, Amendment Bylaw No. 2989, attached to Staff Report No. DEV-21-022 as Appendix A, which would amend Zoning Bylaw, 1992, No. 2050 by changing the zoning designation of 1100 Esquimalt Road [PID 005-988-292 Lot 1, Section 11, Esquimalt District, Plan 4618], 1104 Esquimalt Road [PID 005-988-331 Lot 2, Section 11, Esquimalt District, Plan 4618], and 1108 Esquimalt Road [PID 005-988-381 Lot 3, Section 11, Esquimalt District, Plan 4618], all shown cross hatched on Schedule 'A' of Bylaw No. 2989, from RM-1 [Multiple Family Residential] to CD No. 131 [Comprehensive Development District No. 131]; and by changing the zoning designation of 610 Lampson Street [PID 024-548-782 Strata Lot 2 Section 11 Esquimalt District Strata Plan VIS4828], and 612 Lampson Street [PID 024-548-774 Strata Lot 1 Section 11 Esquimalt District Strata Plan VIS4828], all shown cross hatched on Schedule 'A' of Bylaw No. 2989, from CD No. 22 [Comprehensive Development District No. 22] to CD No. 131 [Comprehensive Development District No. 131];

2. That Council authorizes the Corporate Officer to schedule a Public Hearing for Zoning Bylaw, 1992, No. 2050, Amendment Bylaw No. 2989, mail notices and advertise for same in the local newspaper; and

3. That, as the applicant wishes to assure Council that uses and development will be restricted and amenities provided as identified in Staff Report No. DEV-21-022, the applicant has voluntarily agreed to register a Section 219 Covenant on the titles of 1100 Esquimalt Road [PID 005-988-292 Lot 1, Section 11, Esquimalt District, Plan 4618], 1104 Esquimalt Road [PID 005-988-331 Lot 2, Section 11, Esquimalt District, Plan 4618], 1108 Esquimalt Road [PID 005-988-381 Lot 3, Section 11, Esquimalt District, Plan 4618], 610 Lampson Street [PID 024-548-782 Strata Lot 2 Section 11 Esquimalt District Strata Plan VIS4828], and 612 Lampson Street [PID 024-548-774 Strata Lot 1 Section 11 Esquimalt District Strata Plan VIS4828] in favour of the Township of Esquimalt providing the lands shall not be

subdivided, built upon or used (as appropriate to the requirement, as drafted by the Township's solicitor at the applicant's expense) in the absence of all of the following:

- Lot consolidation of 1100 Esquimalt Road, 1104, Esquimalt Road, 1108 Esquimalt Road, 610 Lampson Street, and 612 Lampson Street prior to development as the proposed CD No.131 Zone does not work unless the parcels are consolidated
- Undergrounding of the electric power lines along Esquimalt Road and Lampson Street adjacent to the subject property
- The building be constructed to include a minimum of four 3-bedroom dwelling units
- 9 visitor parking spaces will be provided and remain
- All the parking stalls wired for Level 2 (240V, AC plug with a dedicated 40-ampere circuit) electric vehicle charging stations
- Membership for a shared vehicle service for 69% of the units
- Parking space for a car share vehicle on the subject property
- Provision of one-year BC Transit bus passes for the Victoria Regional Transit System to all the residents
- No restriction on rentals to ensure that all the strata units in this building can be used as long-term residential rentals
- Provision of right-of-way for corner plaza and sidewalks.

Council direct staff and legal counsel for the Township to coordinate with the property owner to ensure a Section 219 Covenant addressing the aforementioned issues is registered against the property title, in priority to all financial encumbrances, prior to returning Amendment Bylaw No. 2989 to Council for consideration of adoption.

RELEVANT POLICY:

Official Community Plan Bylaw, 2018, No. 2922
Zoning Bylaw, 1992, No. 2050
Local Government Act
Declaration of Climate Emergency
Parking Bylaw, 1992, No. 2011
Development Application Procedures and Fees Bylaw, 2012, No. 2791
Advisory Planning Commission Bylaw, 2012, No. 2792
Subdivision and Development Control Bylaw, 1997, No. 2175
Green Building Checklist

STRATEGIC RELEVANCE:

Healthy, Livable and Diverse Community: Support community growth, housing and development consistent with our Official Community Plan (OCP)

BACKGROUND:

Appendix A: Zoning Bylaw, 1992, No. 2050, Amendment Bylaw No. 2989
Appendix B: Aerial Map
Appendix C: Architectural Drawings, Landscape Plan, and Surveyor's Site Plan
Appendix D: Green Building Checklist
Appendix E: Parking Study

Appendix F: Construction Impact Assessment & Tree Preservation Plan
Appendix G: Developer's Public Consultation Summary
Appendix H: Traffic Impact Assessment
Appendix I: Email from BC Transit
Appendix J: Public Input
Appendix K: Applicant's PowerPoint Presentation
Appendix L: Video Script

Purpose of the Application:
The applicant is requesting a change in zoning from the current mix of RM-1 [Multiple Family Residential] and a Comprehensive Development District No. 22 [CD-22] to another Comprehensive Development District zone [CD]. This change is required to accommodate the proposed 6-storey, 89-unit multiple family residential building including a 94-space parking garage.

Evaluation of this application should focus on issues related to zoning such as the proposed height, density, massing, proposed unit sizes, siting, setbacks, lot coverage, usable open space, parking, land use, fit with the neighbourhood, and consistency with the overall direction contained within the OCP.

This site is located within Development Permit Area No. 1 - Natural Environment, No. 6 - Multi-Family Residential, No. 7 - Energy Conservation and Greenhouse Gas Reduction and No. 8 - Water Conservation of the Township's OCP. The form and character of the buildings, landscaping, and consistency with guidelines relating to natural environment protection, energy conservation, greenhouse gas reduction, and water conservation would be controlled by a Development Permit that would be considered by Council at a future date as the proposed development is still situated within Development Permit Areas 1, 6, 7 and 8.

Context
Applicant: Praxis Architects Inc. [Heather Spinney]
Owners: Lampson Corner Nominee Ltd., Inc. No. BC1159146
Property Size: Metric: 3465 m^2 Imperial: 37296 ft^2
Existing Land Use: Single Family Residential
Surrounding Land Uses:
North: Multiple Family Residential Townhouses [3 storeys]
South: Single Family Residential
Multiple Family Residential Townhouses [3 storeys]
West: Single Family Residential
East: Single Family Residential
OCP Proposed Land Use Designation: Medium Density Residential [no change required]
Existing Zoning: RM-1 [Multiple Family Residential]
CD No. 22 [Comprehensive Development District]
Proposed Zoning: CD No. 131 [Comprehensive Development District]

Chronology
March 8, 2019 - Rezoning Application submitted
November 13, 2019 - Design Review Committee
December 17, 2019 - Advisory Planning Commission

March 1, 2021 - Council gives 1st and 2nd Reading of the amendment bylaw

Official Community Plan

The proposed development is consistent with the Proposed Land Use Designation of 'Medium Density Residential'. The proposed development consists of 6-storeys, 89 residential units and a Floor Area Ratio under 2.0. Hence, this proposal is consistent with the acceptable density prescribed in the Official Community Plan.

OCP Section 3.3 Housing and Community identify the Esquimalt Road corridor as an area for residential densification.

OCP Section 5.1 states a policy to 'support the development of a variety of housing types and designs to meet the anticipated housing needs of residents. This may include non-market and market housing options that are designed to accommodate young and multi-generational families, the local workforce, as well as middle- and high-income households.'

OCP Section 5.3 Medium and High-Density Residential Development states an objective to support compact, efficient medium density and high-density residential development that integrates with existing proposed adjacent uses.

Supporting policies in this section consistent with the proposed development include:

- Encourage new medium-density and high-density residential development with high quality design standards for building and landscaping and which enhance existing neighbourhoods.
- Prioritize medium density and high-density residential development in proposed land use designated areas that:
  1. reduce single occupancy vehicle use;
  2. support transit service;
  3. are located within close proximity to employment centres; and
  4. accommodate young families.
- Consider new medium density residential development proposals with a Floor Area Ratio of up to 2.0, and up to six storeys in height, in areas designated on the "Proposed Land Use Designation Map."
- A mix of dwelling unit sizes should be provided in medium density and high-density residential land use designated areas to meet the varying housing needs of Esquimalt residents.
- Encourage the incorporation of spaces designed to foster social interaction.
- Encourage the installation of electric vehicle charging infrastructure in medium and high-density residential developments.

Section 5.5 Age Friendly Housing states an objective to expand and protect seniors housing in Esquimalt to enable citizens to "age in place".

Supporting policies in this section relevant with the proposed development include:

- Support and facilitate development of multi-generational housing, including in medium and high-density residential developments.
- Encourage child friendly developments that provide appropriate amenities such as outdoor play areas for young children that are well-separated from traffic circulation and parking areas.

- Encourage adaptable design for all dwellings created through rezoning.
- Encourage more accessible housing for people with mobility limitations on the ground floor of medium and high-density residential buildings.

Section 11.3.2 New Development states the following policies:

- Encourage developers to provide a variety of end of trip facilities for active transportation.
- Encourage bike lockers in multi-unit residential and commercial/commercial mixed-use developments.

Section 13.3.3 Building Energy Efficiency states the following policies:

- Adopt best practices based on evolving building technologies and materials.
- Encourage the adoption of passive, efficient, and renewable energy systems in new buildings and during building retrofits.
- Investigate options for encouraging developers to achieve high energy performance in new developments through such tools as density bonusing, expedited permit approval process, rebate of development fees, revitalization tax exemption, and other incentives.
- Pursue higher energy-efficiency performance in new developments, through the achievement of higher steps in the BC Energy Step Code as an amenity associated with rezoning.

Under Section 13.3.6 Passenger Vehicle Alternatives, the following policies are listed:

- Encourage the installation of electric vehicle charging infrastructure in all new multi-unit developments.
- Pursue the installation of electric vehicle charging capacity in new developments during the rezoning process.
- Encourage the inclusion of car share in new multi-unit residential developments.

The applicant is proposing a car share service for the residents of this residential development.

Relevant Development Permit Area Guidelines to consider as it relates to the rezoning application include:

- Avoid disturbing, compacting, and removing areas of natural soil as this can lead to invasion by unwanted plant species, poor water absorption and poor establishment of new plantings. Use of local natural soil in disturbed and restored areas will support re-establishment of ecosystem functions.
- New buildings should be designed and sited to minimize visual intrusion on to the privacy of surrounding homes and minimize the casting of shadows on to the private outdoor space of adjacent residential units.
- The size and siting of buildings that abut existing single- and two-unit and townhouse dwelling should reflect the size and scale of adjacent development and complement the surround uses. To achieve this, height and setback restrictions may be imposed as a condition of the development permit.
- Underground parking should be encouraged for any multi-unit residential buildings exceeding four storeys.
- Orient buildings to take advantage of site-specific climate conditions, in terms of solar access and wind flow; design massing and solar orientation for optimum passive performance.

- Build new developments compactly, considering the solar penetration and passive performance provided for neighbouring sites, and avoid shading adjacent to usable outdoor open spaces.
- In commercial, residential, or commercial mixed-use designated areas with taller developments, vary building heights to strategically reduce the shading on to adjacent buildings.

Zoning

Density, Lot Coverage, Height and Setbacks: The following chart lists the floor area ratios, lot coverage, setbacks, height, parking, and usable open space of this proposal. Zoning Bylaw, 1992, No. 2050 does not currently contain a zone that can accommodate this proposed development.

	Proposed CD No.131 Zone
Residential Units	89
Floor Area Ratio	2.0
Lot Coverage (at the parking level)	74%
Lot Coverage at or above the First Storey	57%
Setbacks:	
Front [Esquimalt Road]	3.0 m
Exterior Side [Lampson Street]	3.4 m
Interior Side	3.7 m
Rear	4.9 m
Building Height	22.2 m [6 storeys]
Off Street Parking	94 spaces
Usable Open Space	450 m^2
Bicycle Parking	134 [134 resident + 6 visitor]

Floor Area Ratio: The FAR of this proposal is below the acceptable amount of 2.0 in a medium density residential designated parcel.

Lot Coverage: Staff has worked with the applicant to reduce the amount of excavated area for the parkade to 74% of the site to leave natural areas that can sustain significant trees and plantings.

Usable Open Space: Our zones that accommodate apartment developments generally require usable open space in the amount of not less than 7.5% of the area of the parcel. This development allows for a usable open space in an interior courtyard in the amount of 450 m^2 [13.0% of the consolidated parcels].

Parking: Parking Bylaw, 1992, No. 2011 requires 1.3 parking spaces per unit to be provided for multiple family developments. Parking areas are required to be constructed to meet the standards for manoeuvring aisle dimensions and associated parking stall dimensions detailed in Part 14, Table 2, of the Bylaw.

This proposal incorporates 94 parking spaces to serve 89 residential dwelling units. Hence, the

parking ratio of 1.05 is less than the required amount of 116 parking spaces as required by the Parking Bylaw. The applicant has submitted a parking study prepared by Watt Consulting Group indicating that the expected parking demand is 92 spaces for this 89-unit residential development. As the location's Walkscore is 78, most errands can be accomplished by walking. The applicant is also proposing to provide car shares for the residents via a car share service with a car on site.

Green Building Features

The applicant has completed the Esquimalt Green Building Checklist [Appendix D].

Comments from the Design Review Committee

This application was considered at the regular meeting of the Design Review Committee held on November 13, 2019. Despite having concerns with the loss of the trees on-site, the committee thought that this project exemplifies the vision and goals of the Official Community Plan. The committee also had concerns with the removal of the trees lining Esquimalt Road as it is a natural part of the community; consequently, they would like the applicant to consider a design that would integrate the retention of these street trees. There will be a total of 41 trees removed while 48 trees and about 200 shrubs will be planted in replacement. (Please refer to attached Appendix C Landscape Plan for revised tree count.)

The Design Review Committee resolved unanimously that the application be forwarded to Council with a recommendation for approval with the consideration of retention of the street trees because it matches the intentions of the OCP.

Comments from the Advisory Planning Commission

This application was considered at the regular meeting of the Advisory Planning Commission held on December 16, 2019. Members thought that it was an appropriate gateway building form at a notable intersection. Nonetheless, they had concerns with the massing, the lot coverage, and the interface with the townhouses to the north. They suggested an upper-storey setback to the northern lot line to alleviate this. The commission had mixed opinions about the proposed pedestrian experience as pertaining to the width of the sidewalks (2 metres on Esquimalt Road and 1.8 metres on Lampson Street), retaining walls for encasing plantings adjacent to the sidewalk, and the street trees. Members were unsure about whether the urban design integrates the proposed bike lanes. To increase the tree habitat and open green space, members recommended reduced parking requirements in the Parking Bylaw. In addition, members felt that there should be a housing agreement in place to prevent the future strata from prohibiting rentals. As a general consideration, the commission recommends that the Township should consider development cost charges and low-income housing contribution for rezoning applications with an increase in allowable density.

The Advisory Planning Commission resolved that the application be forwarded to Council with a recommendation of approval because this is an appropriate building form and density that would improve what is a gateway intersection into Esquimalt with the following considerations:

1. Reducing the amount of parking to increase the amount of soft landscaping;
2. Step back on the upper stories to reduce the impact of the massing and improve the light penetration for the parcel to the north; and
3. A housing agreement to prohibit future strata from prohibiting rentals.

(6 in favour and 1 opposed)

In response to the comments from the Advisory Planning Commission, the applicant reduced the number of residential units from 102 to 89 while decreasing the amount of excavated area for the parkade. The applicant amended the design to decrease the parkade lot coverage from 89% to 74% in order to increase the amount of open green space capable of significant trees and plantings.

Revisions since First and Second Reading

This application was considered at the regular meeting of Council held on March 1, 2021. In response to Council's comments, the applicant created additional articulations in the façades of the northern building.

Comments from Other Departments

The plans for this proposal were circulated to other departments and the following comments were received:

Community Safety Services: Building to be constructed to requirements of BC Building Code and municipal bylaws. Plans will be reviewed for compliance with BC Building Code upon submission of a building permit application.

Engineering Services: Engineering staff has completed a preliminary evaluation of Works and Services that would be required for the proposed multiple family residential building. Staff confirms that the design appears achievable on the site and that appropriate works and services are available in the immediate area. If approved, the development must be serviced in accordance with bylaw requirements including, but not limited to, new sewer and drain connections, underground hydro, telephone and cable services and new road works may be required up to the centre line of Esquimalt Road and Lampson Street. Should the application be approved, additional comments will be provided when detailed civil engineering drawings are submitted as part of a building permit application.

Parks Services: Parks staff has completed a preliminary review of the proposed on-site and off-site landscaping and concur with the landscape plan and the recommendations from the tree preservation plan from Talbot Mackenzie & Associates. All trees that are to be retained, including boulevard trees, must have tree protection fencing erected at the drip line.

Fire Services: Fire Services staff has completed a preliminary review of the proposed plans and recommended that:

- Hydro lines along Esquimalt Road and Lampson Street to be buried.
- Fire flow calculations as per the Fire Underwriters Survey required to ensure adequate water supply before a building permit application is submitted. The method for increasing water supply for firefighting purposes must be completed in consultation with Victoria Water Works Department, the developer`s fire protection system engineer and the Esquimalt Fire Department.
- Fire department to be consulted on building and unit addressing.

ISSUES:

1. Rationale for Selected Option

This proposed development is sited at an appropriate location for increased density as it is close to Esquimalt Road, BC Transit routes, and the central area of Esquimalt. This proposed development will increase the number of dwelling units in the Township in addition to creating a greater diversity in housing types.

2. Organizational Implications
This Request for Decision has no organizational implications.

3. Financial Implications
This Request for Decision has no financial implications.

4. Sustainability & Environmental Implications
The applicant has completed the Esquimalt Green Building Checklist, detailing green features that will be considered for inclusion in the development should it be approved [Appendix D].

5. Communication & Engagement
As this is a rezoning application, should it proceed to a Public Hearing, notices would be mailed to tenants and owners of properties within 100m (328ft) of the subject property. Six signs indicating that the property is under consideration for a change in Zoning have been installed on the Esquimalt Road and Lampson Street frontage. These signs would be updated to include the date, time, and location of the public hearing.

As required by the Development Application Procedures and Fees Bylaw, 2012, No. 2791, the applicant delivered notices to properties within 100 m of the subject property soliciting comments and inviting residents to attend a public open house. The meeting was held on December 13, 2018 at the Esquimalt Recreation Centre at 527 Fraser Street. Staff confirms that the applicant has provided the required submissions indicating that 20 people attended the meeting. As of the date of writing of this report, staff has received 5 written comments from the public relating to this application [Appendix J].

ALTERNATIVES:

1. That Council resolves to rescind second reading, amend, and read anew a second time Zoning Bylaw, 1992, No. 2050, Amendment Bylaw No. 2989; that Council authorizes the Corporate Officer to schedule a Public Hearing, mail notices and advertise for same in the local newspaper; and staff be directed to coordinate with the property owner to ensure a S.219 Covenant registered on the title of the subject properties, prior to returning Amendment Bylaw No. 2989 to Council for consideration of adoption.

2. Council postpones consideration of Amendment Bylaw No. 2989 pending receipt of additional information.

3. Council defeats second reading of Amendment Bylaw No. 2989.

CORPORATION OF THE TOWNSHIP OF ESQUIMALT

BYLAW NO. 2989

A Bylaw to amend Bylaw No. 2050, cited as the
"Zoning Bylaw, 1992, No. 2050"

THE MUNICIPAL COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF ESQUIMALT, in open meeting assembled, enacts as follows:

1. This bylaw may be cited as the *"ZONING BYLAW, 1992, NO. 2050, AMENDMENT BYLAW NO. 2989"*.

2. That Bylaw No. 2050, cited as the "Zoning Bylaw, 1992, No. 2050" be amended as follows:

   (1) by adding the following words and figures in Part 31, Zone Designations, in the appropriate alpha-numeric sequence:

   "Comprehensive Development No. 131 (1100 Esquimalt Road) CD No. 131"

   (2) by adding the following text as Section 67.118 (or as other appropriately numbered subsection within Section 67):

   67.118 <u>COMPREHENSIVE DEVELOPMENT DISTRICT NO. 131 [CD NO. 131]</u>

   In that Zone designated as CD No. 131 [Comprehensive Development District No. 131] no Building or Structure or part thereof shall be erected, constructed, placed, maintained or used and no land shall be used except in accordance with and subject to the regulations contained in or incorporated by reference into this Section.

   (1) **<u>Permitted Uses</u>**

   The following Uses and no others shall be permitted:

   (a) Dwelling – Multiple Family
   (b) Home Occupation

   (2) **<u>Parcel Size</u>**

   The minimum Parcel Size of fee simple Parcels created by subdivision shall be 3450 square metres.

   (3) **<u>Number of Principal Buildings</u>**

   Not more than two (2) Principal Buildings shall be located on a Parcel.

   (4) **<u>Number of Dwelling Units</u>**

   No more than eighty-nine (89) Dwelling Units shall be located on a

Parcel

(5) **Floor Area Ratio**

The Floor Area Ratio shall not exceed 2.0.

(6) **Building Height**

No Principal Building shall exceed a Height of 22.2 metres.

(7) **Lot Coverage**

(a) Principal Building shall not cover more than 74% of the Area of the Parcel including a parking structure.

(b) Notwithstanding 7(a), that portion of the Principal Building constructed at or above the Second Storey shall not cover more than 57% of the Area of the Parcel.

(8) **Siting Requirements**

(a) **Principal Building:**

(i) Front Setback: No Principal Building shall be located within 3.0 metres of the Front Lot Line abutting Esquimalt Road.

(ii) Side Setback: No Principal Building shall be located within 3.7 metres of the western Interior Side Lot Line.

(iii) Side Setback: No Principal Building shall be located within 3.4 metres of the eastern Exterior Side Lot Line abutting Lampson Street.

(iv) Rear Setback: No Principal Building shall be located within 4.9 metres of the Rear Lot Line.

(b) **Accessory Buildings:**

(i) No Accessory Buildings shall be permitted.

(9) **Siting Exceptions**

(a) **Principal Building:**

(i) The minimum distance to the Front Lot Line may be reduced by not more than 3.0 metres to accommodate the open patio attached to and forming part of the Principal Building.

(ii) The minimum distance to the eastern Exterior Lot Line may be reduced by not more than 3.0 metres to accommodate the open patio attached to and forming part of the Principal Building.

(iii) The minimum distance to the western Interior Side Lot Line

may be reduced by not more than 2.7 metres to accommodate stairway(s) to the parking structure.

(iv) The minimum distance to the eastern Exterior Side Lot Line may be reduced to 0.0 metres to accommodate the parking structure situated below the First Storey of the Principal Building.

(v) The minimum distance to the Rear Lot Line may be reduced to 4.8 metres to accommodate the parking structure situated below the Second Storey of the Principal Building.

(vi) The minimum distance to the Front Lot Line and Side Lot Lines may be reduced by not more than 2.4 metres to accommodate balconies and exterior canopies, attached to and forming part of the Principal Building

(10) **Fencing**

(a) Subject to Section 22 no fence shall exceed a Height of 1.2 metres in front of the front face of the Principal Building and 2 metres behind the front face of the Principal Building.

(b) Notwithstanding Part 4, Section 22(1), fencing located on top of a retaining wall shall be measured distinctly and shall not exceed a Height of 1.2 metres in front of the front face of the Principal Building and 2 metres behind the front face of the Principal Building.

(11) **Usable Open Space**

Usable Open Space shall be provided in an amount not less than 450 square metres.

(12) **Off-Street Parking**

(a) Notwithstanding Section 13 of Parking Bylaw, 1992, No. 2011(as amended), off-street parking shall be provided in the ratio of 1.05 spaces per dwelling unit.

(b) Notwithstanding Section 11 of Parking Bylaw, 1992, No. 2011(as amended), a minimum of 10 of the parking spaces required per above (12) (a) shall be marked “Visitor”.

(3) by changing the zoning designation of PID 005-988-292 Lot 1, Section 11, Esquimalt District, Plan 4618 [1100 Esquimalt Road], PID 005-988-331 Lot 2, Section 11, Esquimalt District, Plan 4618 [1104 Esquimalt Road], PID 005-988-381 Lot 3, Section 11, Esquimalt District, Plan 4618 [1108 Esquimalt Road], shown cross-hatched on Schedule ‘A’ attached hereto, from RM-1 [Multiple Family Residential] to CD No. 131 [Comprehensive Development District No. 131]; and by changing the zoning designation of

PID 024-548-782 Strata Lot 2 Section 11 Esquimalt District Strata Plan VIS4828 [610 Lampson Street], and PID 024-548-774 Strata Lot 1 Section 11 Esquimalt District Strata Plan VIS4828 [612 Lampson Street], shown cross-hatched on Schedule 'A' attached hereto, from CD No. 22 [Comprehensive Development District No. 22] to CD No. 131 [Comprehensive Development District No. 131]

(4) by changing Schedule 'A' Zoning Map, attached to and forming part of "Zoning Bylaw, 1992, No. 2050" to show the changes in zoning classification effected by this bylaw.

READ a first time by the Municipal Council on the 1st day of March, 2021.

READ a second time by the Municipal Council on the 1st day of March, 2021.

A Public Hearing was held pursuant to Sections 464, 465, 466 and 468 of the *Local Government Act* on the ---- day of -------, 2021.

READ a third time by the Municipal Council on the ---- day of ----, 2021.

ADOPTED by the Municipal Council on the ---- day of ----, 2021.

BARBARA DESJARDINS MAYOR	ANJA NURVO INTERIM CORPORATE OFFICER


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618
1134
1112
610
612
617
619
998
1124
1108
1104
1100
Wordsley St
Lampson St
611
999
995
1098A
Esquimalt Rd
Joffre St
1113
3-1105
2-1105
Schedule 'A'
Bylaw No. 2989


629
618
617
619
1134
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610
612
WORDSLEY ST
1124
1108
1104
1100
LAMPSON ST
611
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ESQUIMALT RD
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2-1105
1-1105
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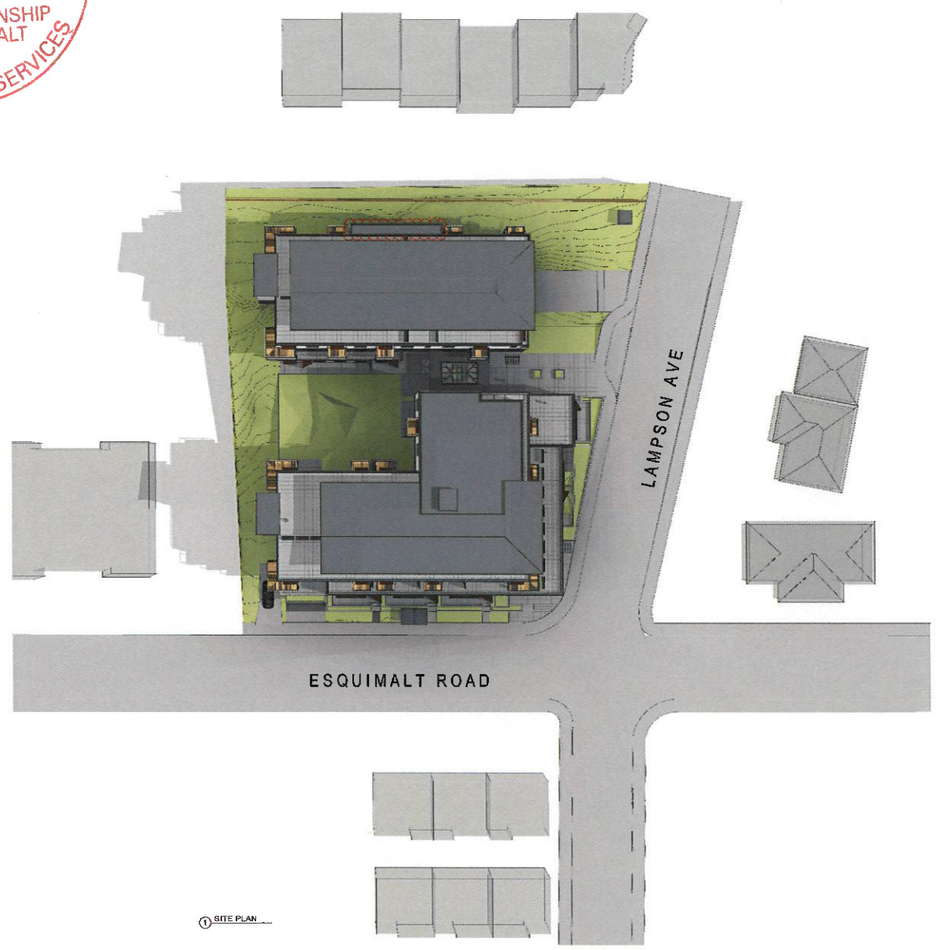
6-1105



1 SITE PLAN

2 VIEW FROM EAST

3 VIEW FROM SOUTHEAST

4 VIEW FROM SOUTHWEST

STUDIO PA
PRAXIS ARCHITECTS INC.

LAMPSON & ESQUIMALT REDEVELOPMENT

1100+1104+1108 ESQUIMALT ROAD and 610+612 LAMPSON STREET

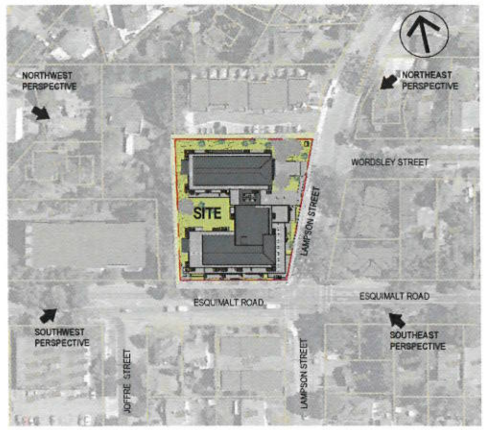
PROJECT NUMBER 17-023

REGISTERED ARCHITECT H. Grimm BRITISH COLUMBIA

CONCEPTUAL VIEWS

2021.03.19 - REVISED PER COUNCIL COMMENTS

A1.0



① VIEW LOCATOR 1 : 1000

PROPOSED PROJECT INFORMATION

LEGAL ADDRESS	LOTS 1, 2 AND 3, SECTION 11, ESQUIMALT DISTRICT, PLAN 4618 PID 005-988-922, 005-988-331, 005-988-381 AND STRATA LOTS 1 AND 2, SECTION 11, ESQUIMALT DISTRICT, STRATA PLAN VIS4828, PID 024-548-774, 024-548-782
CIVIC ADDRESS	1100, 1104 & 1108 ESQUIMALT ROAD 610 & 612 LAMPSON STREET
EXISTING ZONING	1108, 1104, 1100 = RM-1 (MULTIPLE FAMILY RESIDENTIAL) 610, 612 = CD-22 (COMPREHENSIVE DEVELOPMENT)
REZONE TO	NEW COMPREHENSIVE ZONE
SITE AREA	3,485 m²
NO. UNITS	84 SUITES 5 TOWNHOUSES 89 TOTAL

UNIT TYPES		BLDG A	BLDG B	TOTAL
	JR 1BR	3	4	7
	1 BR	36	13	49
	2 BR	4	16	20
	3 BR (ON COURTYARD)	1	1	2
	TH 2BR + DEN	3		3
	TH 3BR	2		2
	PENTHOUSE	4	2	6

PARKING PROVIDED	94
BIKE PARKING	134 + RACK FOR 6 AT ENTRANCE
HEIGHT	5 / 6 STOREYS OVER PARKING (AVERAGE GRADE UPDATED SINCE REZONING)
UNIT AREA (+/-)	SUITES: 35 m² - 101 m² / TH: 105 - 117 m²
TOTAL FLOOR AREA	6,277 m²
BUILDING AREA	1,960 m² (ABOVE GRADE) / 2,517 m² (BELOW GRADE)
FLOOR AREA RATIO	2.0 : 1
COVERAGE	57 % (ABOVE GRADE) / 74 % (BELOW GRADE)

SETBACKS		
	FRONT - ESQUIMALT RD (BLDG A)	*3.0 m*
	FRONT - LAMPSON ST. (BLDG A)	*3.4 m*
	FRONT - LAMPSON ST. (BLDG B)	*14.0 m*
	REAR (BLDG B)	*6.4 m*
	REAR (BLDG B) "SITING EXCEPTION"	*4.9 m*
	INTERIOR SIDE (BLDG A)	*1.4 m*
	INTERIOR SIDE (BLDG B)	*2.2 m*

DRAWING LIST

② SITE 1 : 100

STUDIO PA
PRAXIS ARCHITECTS INC.

LAMPSON & ESQUIMALT REDEVELOPMENT

1100+1104+1108 ESQUIMALT ROAD and 610+612 LAMPSON STREET

PROJECT NUMBER 17-023

SITE PLAN

2021.03.19 - REVISED PER COUNCIL COMMENTS

A1.1

1 SITE - SETBACKS
1 : 100

STUDIO PA
PRAXIS ARCHITECTS INC.

LAMPSON & ESQUIMALT REDEVELOPMENT

1100+1104+1108 ESQUIMALT ROAD and 610+612 LAMPSON STREET

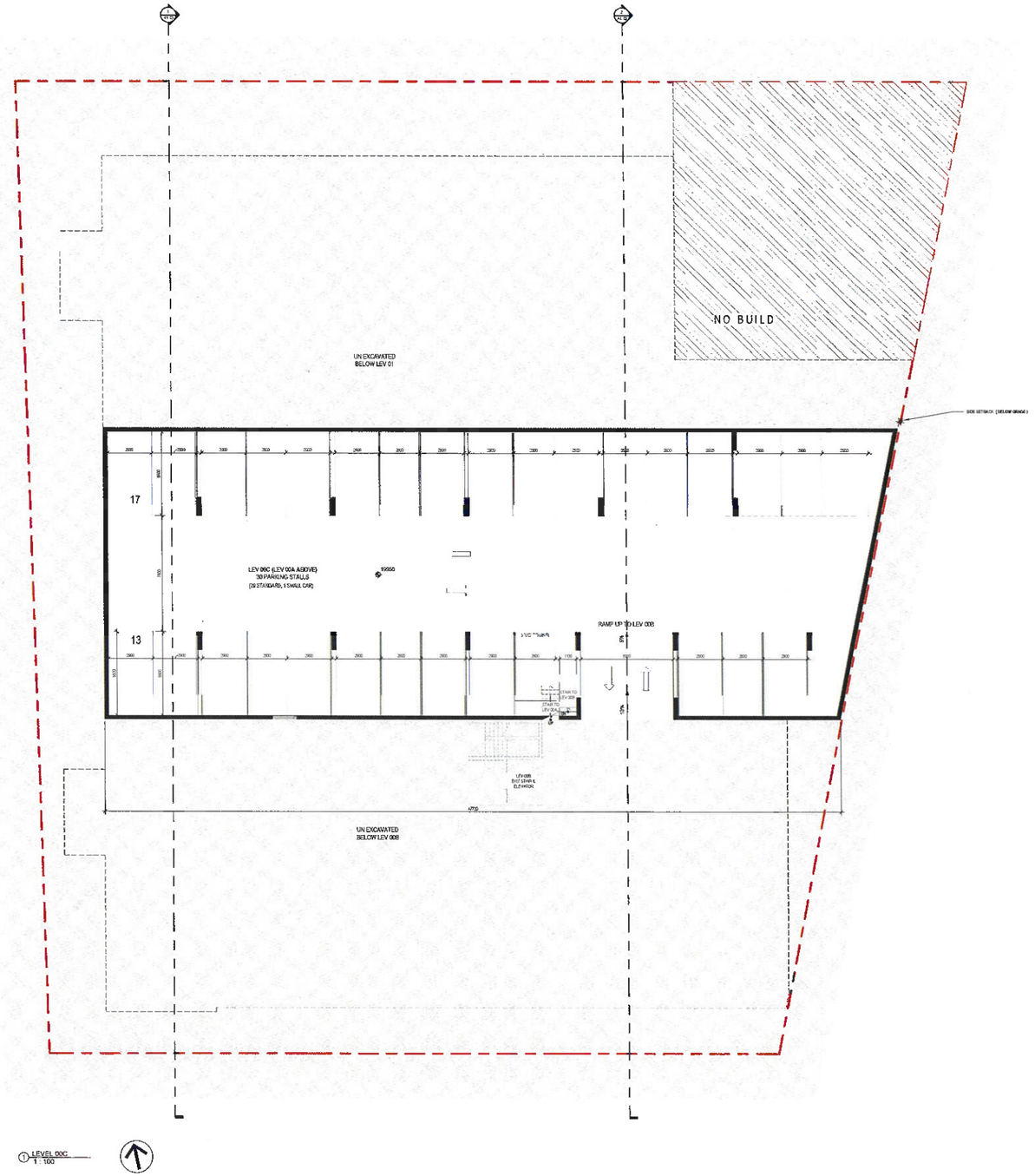
PROJECT NUMBER 17-023

REGISTERED ARCHITECT
H. Grimm
BRITISH COLUMBIA

SITE PLAN - SETBACKS

2021.03.19 - REVISED PER COUNCIL COMMENTS

A1.1A



1 LEVEL 00C
1 : 100

RECEIVED
APR 20 2021
CORP. OF TOWNSHIP
OF ESQUIMALT
DEVELOPMENT SERVICES

STUDIO PA
PRAXIS ARCHITECTS INC.

LAMPSON & ESQUIMALT REDEVELOPMENT

1100+1104+1108 ESQUIMALT ROAD and 610+612 LAMPSON STREET

PROJECT NUMBER 17-023

REGISTERED ARCHITECT
BRITISH COLUMBIA

LEV. C PARKING

2021.03.19 - REVISED PER COUNCIL COMMENTS

A1.2

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CORP. OF TOWNSHIP OF ESQUIMALT
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PRAXIS ARCHITECTS INC.

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1100+1104+1108 ESQUIMALT ROAD and 610+612 LAMPSON STREET

PROJECT NUMBER 17-023

REGISTERED ARCHITECT
BRITISH COLUMBIA

LEV. B / A PARKING

2021.03.19 - REVISED PER COUNCIL COMMENTS

A1.3

STUDIO PA
PRAXIS ARCHITECTS INC.

LAMPSON & ESQUIMALT REDEVELOPMENT

1100+1104+1108 ESQUIMALT ROAD and 610+612 LAMPSON STREET

PROJECT NUMBER 17-023

REGISTERED ARCHITECT
H. Simm
BRITISH COLUMBIA

LEV. A / 1 PARKING

2021.03.19 - REVISED PER COUNCIL COMMENTS

A1.4

1 LEVEL 02
1 : 100

STUDIO PA
PRAXIS ARCHITECTS INC.

LAMPSON & ESQUIMALT REDEVELOPMENT

1100+1104+1108 ESQUIMALT ROAD and 610+612 LAMPSON STREET

PROJECT NUMBER 17-023

REGISTERED ARCHITECT H. Simm BRITISH COLUMBIA

LEVEL 2

2021.03.19 - REVISED PER COUNCIL COMMENTS

A1.5

LEVEL 03
1 : 100

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APR 20 2021
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DEVELOPMENT SERVICES

STUDIO PA
PRAXIS ARCHITECTS INC.

LAMPSON & ESQUIMALT REDEVELOPMENT

1100+1104+1108 ESQUIMALT ROAD and 610+612 LAMPSON STREET

PROJECT NUMBER 17-023

REGISTERED ARCHITECT H. Grimm BRITISH COLUMBIA

LEVEL 3

2021.03.19 - REVISED PER COUNCIL COMMENTS

A1.6

1 LEVEL 04
1 : 100

STUDIO PA
PRAXIS ARCHITECTS INC.

LAMPSON & ESQUIMALT REDEVELOPMENT

1100+1104+1108 ESQUIMALT ROAD and 610+612 LAMPSON STREET

PROJECT NUMBER 17-023

REGISTERED ARCHITECT
BRITISH COLUMBIA

LEVEL 4

2021.03.19 - REVISED PER COUNCIL COMMENTS

A1.7

LEVEL 05
1 : 100

STUDIO PA
PRAXIS ARCHITECTS INC.

LAMPSON & ESQUIMALT REDEVELOPMENT

1100+1104+1108 ESQUIMALT ROAD and 610+612 LAMPSON STREET

PROJECT NUMBER 17-023

LEVEL 5

2021.03.19 - REVISED PER COUNCIL COMMENTS

A1.8

1 LEVEL 06
1 : 100

STUDIO PA
PRAXIS ARCHITECTS INC.

LAMPSON & ESQUIMALT REDEVELOPMENT

1100+1104+1108 ESQUIMALT ROAD and 610+612 LAMPSON STREET

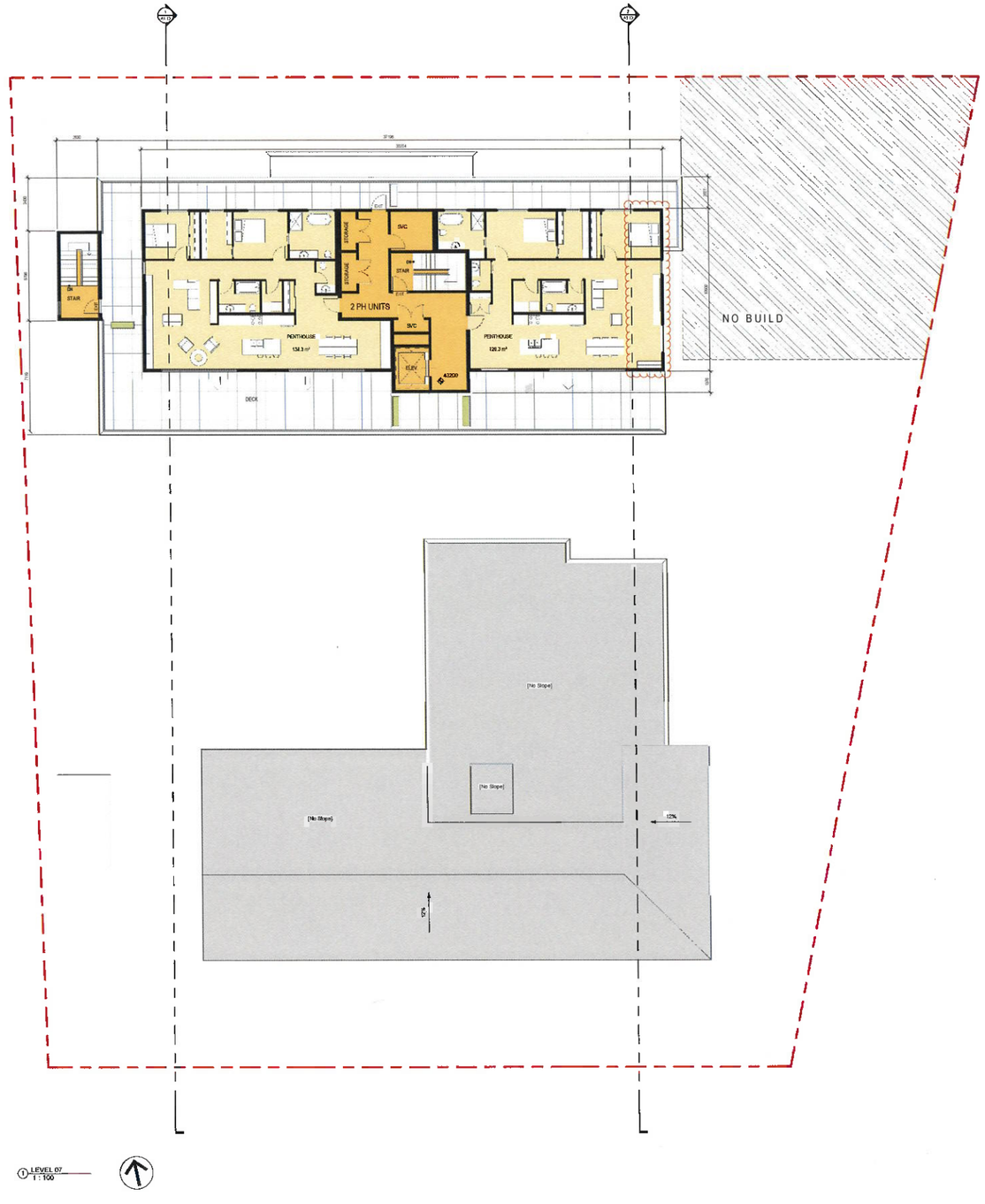
PROJECT NUMBER 17-023

REGISTERED ARCHITECT
ROBERTA SPINELLI
BRITISH COLUMBIA

LEVEL 6

2021.03.19 - REVISED PER COUNCIL COMMENTS

A1.9



1 LEVEL 07
1 : 100

STUDIO PA
PRAXIS ARCHITECTS INC.

LAMPSON & ESQUIMALT REDEVELOPMENT

1100+1104+1108 ESQUIMALT ROAD and 610+612 LAMPSON STREET

PROJECT NUMBER 17-023

REGISTERED ARCHITECT — BRITISH COLUMBIA

LEVEL 7

2021.03.19 - REVISED PER COUNCIL COMMENTS

A1.10

① SOUTH ELEVATION
1 : 100

② NORTH ELEVATION
1 : 100

Exterior Finishes Legend:

1. STUCCO - WHITE
2. STUCCO - DARK GREY
3. BRICK VENEER - DARK GREY
4. GLASS AND ALUMINUM RAILING
5. ALUMINUM CLAD VINYL WINDOWS
6. CONCRETE - ARCHITECTURAL FINISH
7. WOOD GRAIN PREFINISHED METAL
8. PREFINISHED METAL AWNING

STUDIO PA
PRAXIS ARCHITECTS INC.

LAMPSON & ESQUIMALT REDEVELOPMENT

1100+1104+1108 ESQUIMALT ROAD and 610+612 LAMPSON STREET

PROJECT NUMBER 17-023

REGISTERED ARCHITECT
H. Spinney
BRITISH COLUMBIA

ELEVATIONS

2021.03.19 - REVISED PER COUNCIL COMMENTS

A1.11

1 EAST ELEVATION
1 : 100

2 WEST ELEVATION
1 : 100

MATERIAL FINISH LEGEND

1. STUCCO - WHITE
2. STUCCO - DARK GREY
3. BRICK VENEER - DARK GREY
4. GLAZED ANODIZED ALUMINUM RAILING
5. ALUMINUM CLADDING WINDOWS
6. CONCRETE - ARCHITECTURAL FINISH
7. WOOD GRAIN / PREFINISHED METAL
8. PREFINISHED METAL AWNING

STUDIO PA
PRAXIS ARCHITECTS INC.

LAMPSON & ESQUIMALT REDEVELOPMENT

1100+1104+1108 ESQUIMALT ROAD and 610+612 LAMPSON STREET

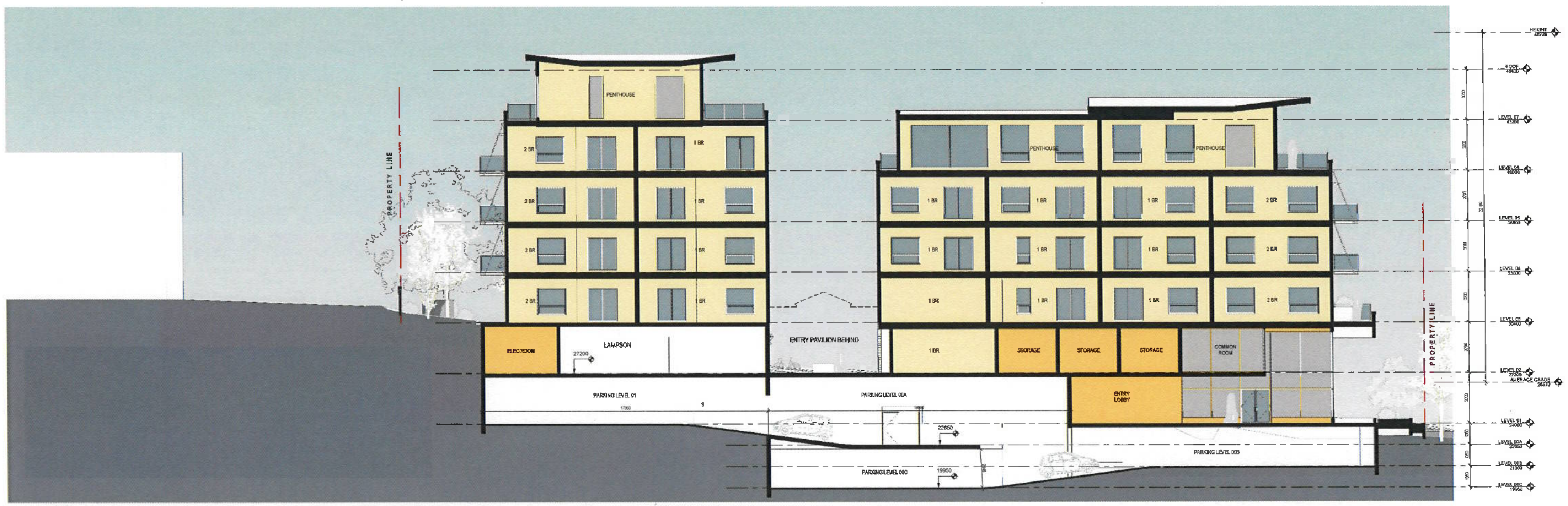
PROJECT NUMBER 17-023

REGISTERED ARCHITECT
H. Grimm
BRITISH COLUMBIA

ELEVATIONS

2021.03.19 - REVISED PER COUNCIL COMMENTS

A1.12



SECTION N/S 2
1 : 100

SECTION N/S 1
1 : 100

STUDIO PA
PRAXIS ARCHITECTS INC.

LAMPSON & ESQUIMALT REDEVELOPMENT

1100+1104+1108 ESQUIMALT ROAD and 610+612 LAMPSON STREET

PROJECT NUMBER 17-023

SECTIONS

2021.03.19 - REVISED PER COUNCIL COMMENTS

A1.13

① SOUTHEAST PERSPECTIVE
FROM CORNER OF LAMPSON AND ESQUIMALT

② NORTHEAST PERSPECTIVE
FROM LAMPSON STREET

③ SOUTHWEST PERSPECTIVE
FROM ESQUIMALT ROAD

④ NORTHWEST PERSPECTIVE
FROM ADJACENT PROPERTIES

STUDIO PA
PRAXIS ARCHITECTS INC.

LAMPSON & ESQUIMALT REDEVELOPMENT

1100+1104+1108 ESQUIMALT ROAD and 610+612 LAMPSON STREET

PROJECT NUMBER 17-023

STREET VIEWS

2021.03.19 - REVISED PER COUNCIL COMMENTS

1 SOUTH ELEVATION
1 : 150

2 EAST ELEVATION
1 : 150

STUDIO PA
PRAXIS ARCHITECTS INC.

LAMPSON & ESQUIMALT REDEVELOPMENT

1100+1104+1108 ESQUIMALT ROAD and 610+612 LAMPSON STREET

PROJECT NUMBER 17-023

REGISTERED ARCHITECT
HEATHER SPINNEY
BRITISH COLUMBIA

STREET ELEVATIONS

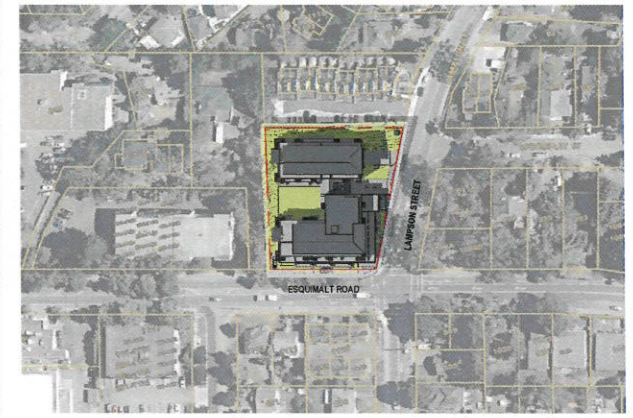
2021.03.19 - REVISED PER COUNCIL COMMENTS

A1.15

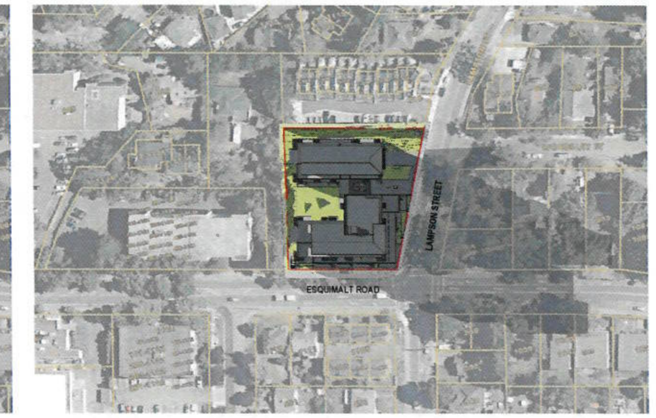
SUMMER SOLSTICE - JUNE 21

① SUMMER 6:42 AM
1 : 1000

② SUMMER 11:30 AM
1 : 1000

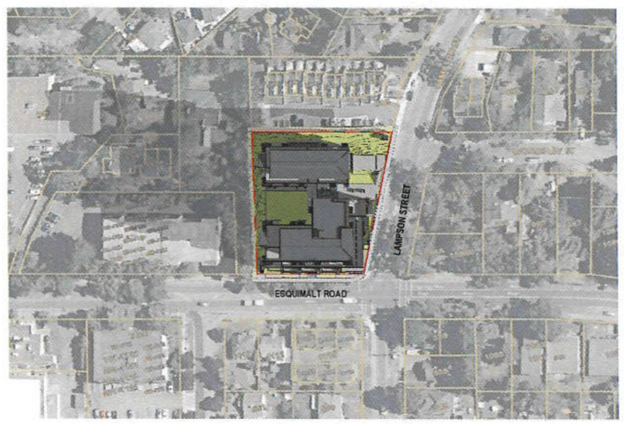


③ SUMMER 3:30 PM
1 : 1000

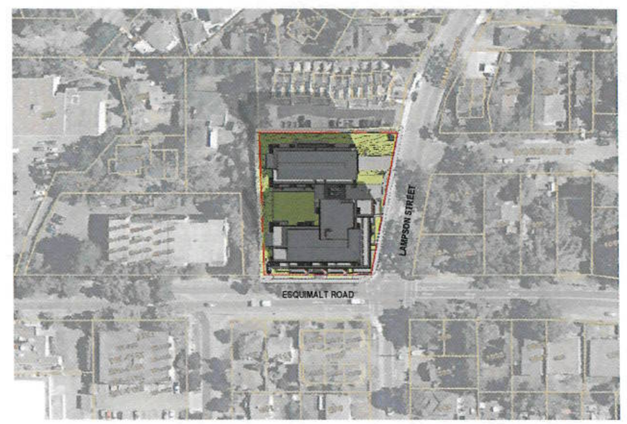


④ SUMMER 7:49 PM
1 : 1000

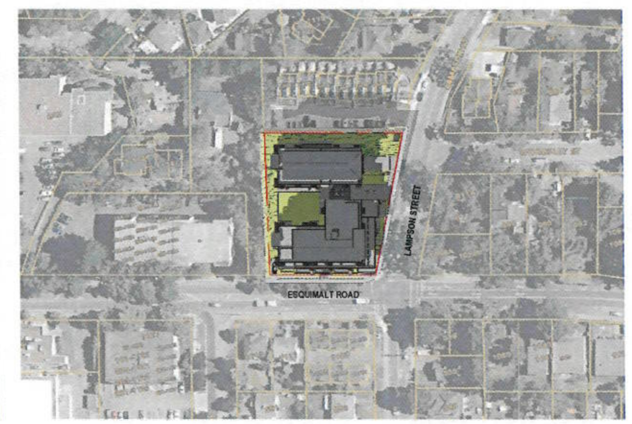
SPRING / FALL EQUINOX - MARCH 20 / SEPTEMBER 23



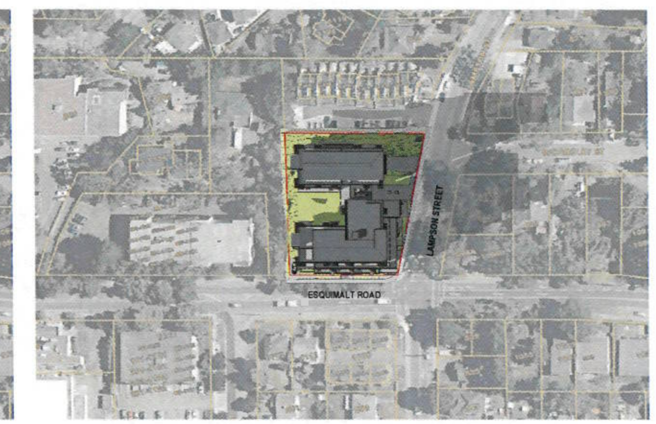
⑤ SPRING / FALL 8:38 AM
1 : 1000



⑥ SPRING / FALL 12:00 PM
1 : 1000



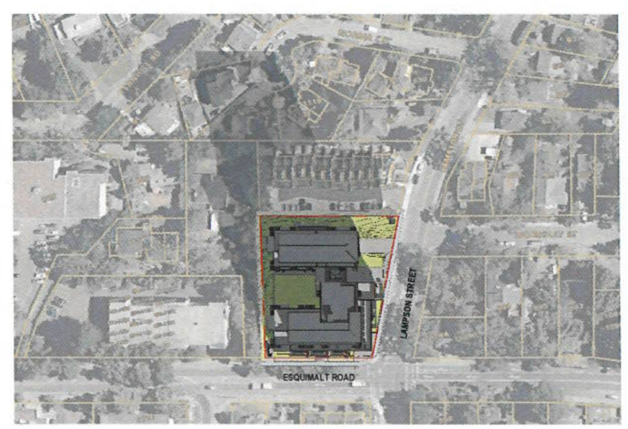
⑦ SPRING / FALL 3:00 PM
1 : 1000



⑧ SPRING / FALL 5:37 PM
1 : 1000

WINTER SOLSTICE - DECEMBER 21

⑨ WINTER 10:00 AM
1 : 1000



⑩ WINTER 11:30 AM
1 : 1000

⑪ WINTER 1:30 PM
1 : 1000

⑫ WINTER 2:51 PM
1 : 1000

NOTE: SHADOWS ARE ILLUSTRATED AS THEY WILL APPEAR 1.5 HOURS AFTER SUNRISE AND 1.5 HOURS BEFORE SUNSET

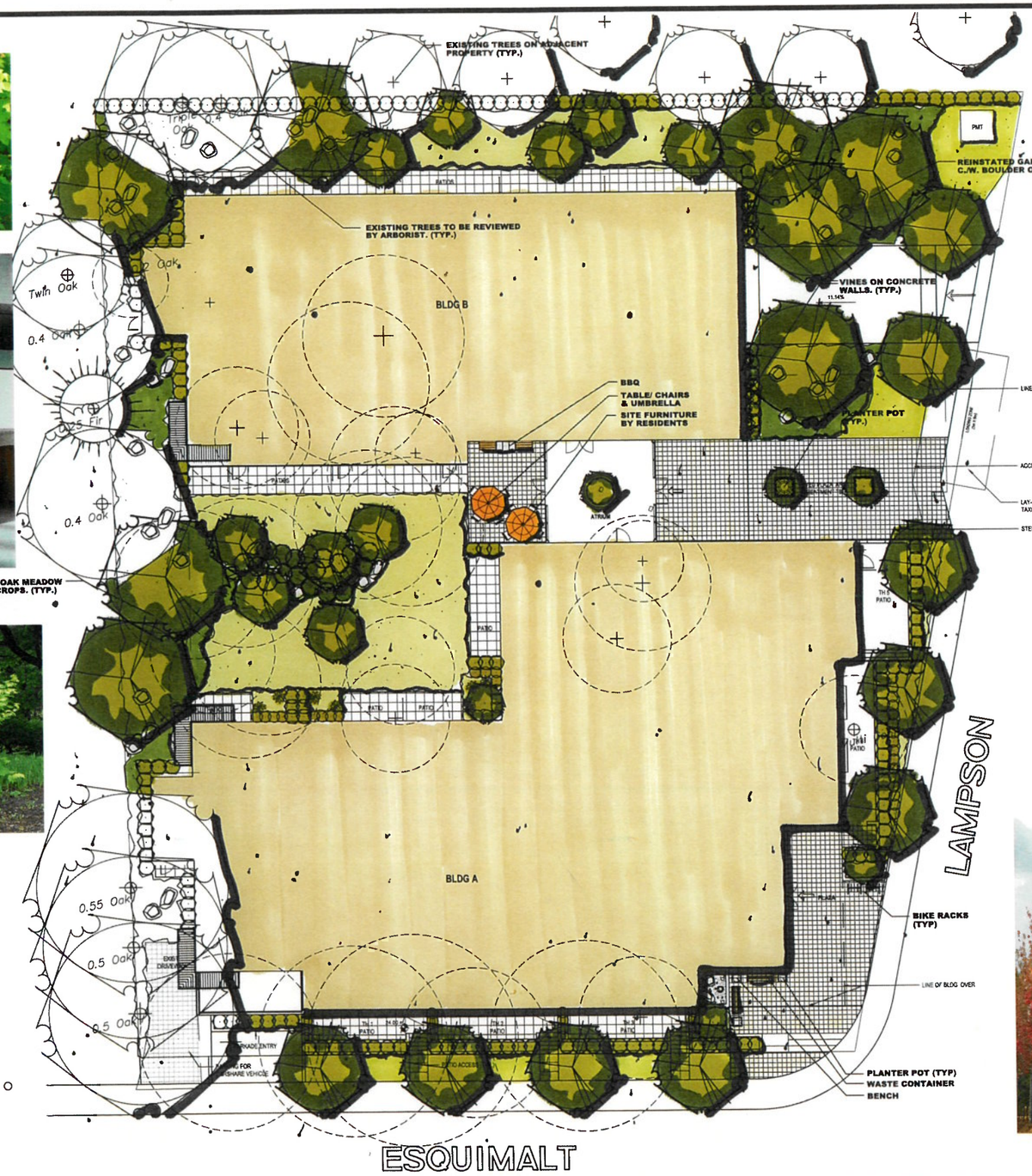
STUDIO PA
PRAXIS ARCHITECTS INC.

LAMPSON & ESQUIMALT REDEVELOPMENT
1100+1104+1108 ESQUIMALT ROAD and 610+612 LAMPSON STREET
PROJECT NUMBER 17-023

SHADOW STUDIES
2021.03.19 - REVISED PER COUNCIL COMMENTS

A1.16

REINSTATED GARRY OAK MEADOW C./W. BOULDER OUTCROPS. (TYP.)



LEGEND

LARGE DECIDUOUS TREE TO BE:
GARRY OAK,
SIZE 5.0 CM CAL.; APPROXIMATE NO. - 08

MEDIUM DECIDUOUS TREE TO BE A SELECTION OF:
RED MAPLE, KATSURA TREE, HEDGE MAPLE, FRISIA LOCUST, LITTLE LEAF LINDEN;
SIZE 6.0 CM CAL.; APPROXIMATE NO. - 09

SMALL DECIDUOUS TREE TO BE:
VINE MAPLE,
SIZE 6.0 CM CAL.; APPROXIMATE NO. - 10

MULTISTEM TO BE A SELECTION OF: STAR MAGNOLIA (DEC), STAGHORN SUMAC (DEC), VIBURNUM (DEC), MOCK ORANGE (DEC);
SIZE 1.2 M HT.; APPROXIMATE NO. - 05

LARGE SHRUB TO BE A SELECTION OF: NOOTKA ROSE (DEC), PIERIS (BL), RHODODENDRON (BL), MEXICAN ORANGE (BL), DECIDUOUS AZALEA (DEC), RED TWIG DOGWOOD (DEC), HYDRANGEA (DEC);
SIZE 27 CM POT; APPROXIMATE NO. - 21

MEDIUM SHRUB TO BE A SELECTION OF: MAHONIA (BL), RHODODENDRON (BL), JAPANESE AZALEA (BL), PINK ESCALLONIA (BL), BARBERRY (BL), BUXUS (BL), FERNS (BL);
SIZE 27 CM POT; APPROXIMATE NO. - 244

SMALL SHRUB TO BE A SELECTION OF: DWARF RHODODENDRON (BL), EDWARD GOUCHER ABELIA (BL), LAVENDER (BL), GOLDFLAME SPIREA (DEC), DWARF JAPANESE AZALEA (BL), NEWPORT DWARF ESCALLONIA (BL), LONG LEAF MAHONIA (BL), FERNS (BL);
SIZE 21 CM POT; APPROXIMATE NO. - 73

VINES TO BE A SELECTION OF: HONEYSUCKLE (DEC), ENGELMANN IVY (DEC), CLEMATIS (DEC);
SIZE 21 CM POT; APPROXIMATE NO. - 05

GROUNDCOVER TO BE A SELECTION OF: KINNIKINNICK (BL), WINTERGREEN (BL), LIRIOPE (BL), BLUE OAT GRASS (DEC);
SIZE 15 CM POT; PLANT 45 CM O.C.

NOTES

- LANDSCAPE AREAS ARE TO BE IRRIGATED WITH A FULLY AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.
- THIS DRAWING IS CONCEPTUAL ONLY AND NOT INTENDED FOR CONSTRUCTION PURPOSES.
- THIS DRAWING IS FOR SOFT LANDSCAPE ONLY.

NO.	DATE	BY	REVISION
01	NOV.05/19	S.P.	PLANNING COMMENTS
02	SEP.08/20	S.P.	REDEVELOPMENT
03	NOV.05/20	S.P.	PLANNING COMMENTS
04	JAN.27/21	J.P.	GARRY OAK MEADOWS

DRAWN: S.P.
CHECKED: J.P.
DATE: DECEMBER 13, 2018
DRAWING: L&E-P1R11
FILE: 253 18 01

N.T.S.

Lombard North Group
LOMBARD NORTH GROUP (BC) INC.
534 COMMORANT STREET,
VICTORIA, BRITISH COLUMBIA V8W 1R1
TELEPHONE: (250) 386-1336
FAX: (250) 386-4193
EMAIL: lombardnorthgroup@gmail.com

JOB NAME

LAMPSON & ESQUIMALT
VICTORIA, B.C.

CONSULTANT

LANDSCAPE PLAN — P1

Topographic Site Plan Of:
Lots 1, 2, And 3, Section 11, Esquimalt District, Plan 4618.
P.I.D.: 005-988-292, 005-988-331, 005-988-381.
And
Strata Lots 1 And 2, Section 11, Esquimalt District, Strata Plan VIS4828.
P.I.D.: 024-548-774, 024-548-782.

5 4 3 2 1 0 5 10 15

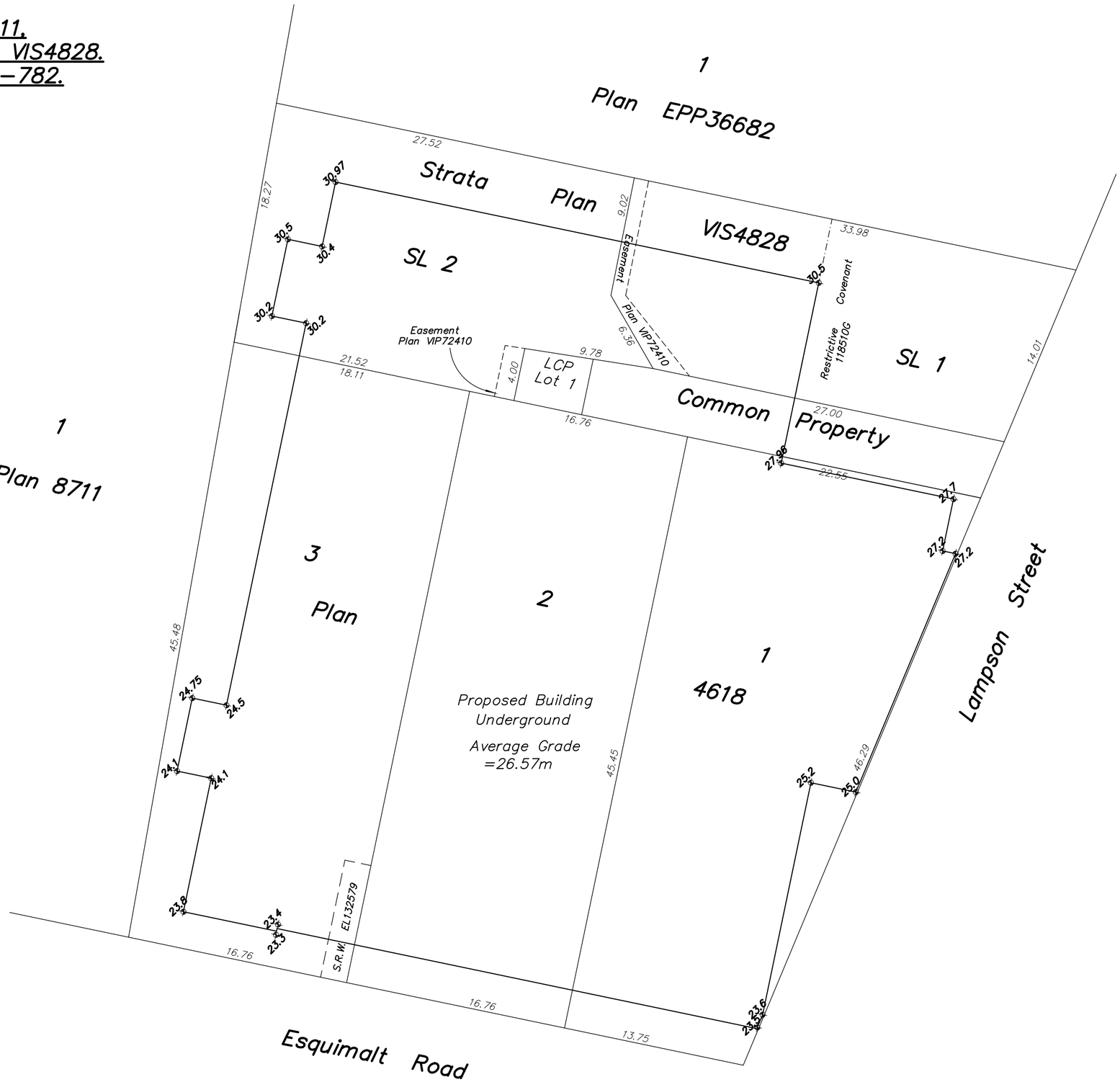
Scale = 1:250

Dated this 17th day of February, 2021.

Distances and elevations shown are in metres.

Elevations are based on geodetic datum CVD28BC and derived from OCM 84H0209.

This site plan is for building and design purposes and is for the exclusive use of our client.



The subject properties are affected by the following registered documents:
97995G, EL132579, 118510G, EN9659, ES44265.

Wey Mayenburg Land Surveying Inc.
www.weysurveys.com
#4-2227 James White Boulevard
Sidney, BC V8L 1Z5
Telephone (250) 656-5155
File: 170395B\SIT\GH

Township of
ESQUIMALT

GREEN BUILDING CHECKLIST

The purpose of this Checklist is to make property owners and developers aware of specific green features that can be included in new developments to reduce their carbon footprints to help create a more sustainable community.

Creating walkable neighbourhoods, fostering green building technologies, making better use of our limited land base and ensuring that new development is located close to services, shops and transit are some of the means of achieving sustainability.

The Checklist which follows focuses on the use of **Green Technologies** in new buildings and major renovations. The Checklist is not a report card, it is a tool to help identify how your project can become 'greener' and to demonstrate to Council how your project will help the Township of Esquimalt meet its sustainability goals. It is not expected that each development will include all of the ideas set out in this list but Council is looking for a strong commitment to green development.

There are numerous green design standards, for example, Built Green BC; LEED ND; Living Building Challenge; Green Shores; Sustainable Sites Initiative. Esquimalt is not directing you to follow any particular standard, however, you are strongly encouraged to incorporate as many green features as possible into the design of your project .

As you review this checklist, if you have any questions please contact **Development Services at 250.414.7108** for clarification.

New development is essential to Esquimalt. We look forward to working with you to ensure that development is as green and sustainable as possible.

Other documents containing references to building and site design and sustainability, which you are advised to review, include:

- Esquimalt's Official Community Plan
- Development Protocol Policy
- Esquimalt's Pedestrian Charter
- Tree Protection Bylaw No. 2664
- A Sustainable Development Strategic Plan for the Township of Esquimalt

Adopted on January 10th, 2011

"One-third of Canada's energy use goes to running our homes, offices and other buildings. The federal government's Office of Energy Efficiency (Natural Resources Canada) reports that a corresponding one-third of our current greenhouse gas (GHG) emissions come from the built environment."
[Green Building and Development as a Public Good, Michael Buzzelli, CPRN Research Report June 2009]

Please answer the following questions and describe the green and innovative features of your proposed development. Depending on the size and scope of your project, some of the following points may not be applicable.

Green Building Standards

Both energy use and emissions can be reduced by changing or modifying the way we build and equip our buildings.

1	Are you building to a recognized green building standard? If yes, to what program and level? BUILT GREEN	Yes ✓	No
2	If not, have you consulted a Green Building or LEED consultant to discuss the inclusion of green features?	Yes	No
3	Will you be using high-performance building envelope materials, rainscreen siding, durable interior finish materials or safe to re-use materials in this project? If so, please describe them. TO MEET NECB 2017	Yes ✓	No
4	What percentage of the existing building[s], if any, will be incorporated into the new building? N/A %		
5	Are you using any locally manufactured wood or stone products to reduce energy used in the transportation of construction materials? Please list any that are being used in this project. TBD DURING FURTHER DETAILED DESIGN		
6	Have you considered advanced framing techniques to help reduce construction costs and increase energy savings?	Yes ✓	No
7	Will any wood used in this project be eco-certified or produced from sustainably managed forests? If so, by which organization? TBD DURING FURTHER DETAILED DESIGN For which parts of the building (e.g. framing, roof, sheathing etc.)? _____		
8	Can alternatives to Chlorofluorocarbon's and Hydro-chlorofluorocarbons which are often used in air conditioning, packaging, insulation, or solvents] be used in this project? If so, please describe these. _____ THE GOAL WILL BE TO MINIMIZE USE OF CFC AND HCFC - TBD DURING FURTHER DETAILED DESIGN	Yes ✓	No
9	List any products you are proposing that are produced using lower energy levels in manufacturing. TBD DURING FURTHER DETAILED DESIGN		
10	Are you using materials which have a recycled content [e.g. roofing materials, interior doors, ceramic tiles or carpets]?	Yes ✓	No
11	Will any interior products [e.g. cabinets, insulation or floor sheathing] contain formaldehyde?	Yes	No ✓

Water Management

The intent of the following features is to promote water conservation, re-use water on site, and reduce storm water run-off.

Indoor Water Fixtures

12	Does your project exceed the BC Building Code requirements for public lavatory faucets and have automatic shut offs? N/A	Yes	No
13	For commercial buildings, do flushes for urinals exceed BC Building Code requirements? N/A	Yes	No
14	Does your project use dual flush toilets and do these exceed the BC Building Code requirements? TBD DURING FURTHER DETAILED DESIGN	Yes	No
15	Does your project exceed the BC Building Code requirements for maximum flow rates for private showers?	Yes	No ✓
16	Does your project exceed the BC Building Code requirements for flow rates for kitchen and bathroom faucets?	Yes	No ✓

Storm Water

17	If your property has water frontage, are you planning to protect trees and vegetation within 60 metres of the high water mark? [Note: For properties located on the Gorge Waterway, please consult Sections 7.1.2.1 and 9.6 of the Esquimalt Official Community Plan.]	Yes	No	N/A ✓
18	Will this project eliminate or reduce inflow and infiltration between storm water and sewer pipes from this property?	Yes ✓	No	N/A
19	Will storm water run-off be collected and managed on site (rain gardens, wetlands, or ponds) or used for irrigation or re-circulating outdoor water features? If so, please describe. THERE WILL BE VERY LITTLE STORM WATER RUN-OFF	Yes	No ✓	N/A
20	Have you considered storing rain water on site (rain barrels or cisterns) for future irrigation uses? IT HAS BEEN CONSIDERED, BUT IS NOT APPROPRIATE FOR THIS SITE	Yes ✓	No	N/A
21	Will surface pollution into storm drains will be mitigated (oil interceptors, bio-swales)? If so, please describe. OIL INTERCEPTORS	Yes ✓	No	N/A
22	Will this project have an engineered green roof system or has the structure been designed for a future green roof installation?	Yes	No ✓	N/A
23	What percentage of the site will be maintained as naturally permeable surfaces?	_____ %		

Waste water

24	For larger projects, has Integrated Resource Management (IRM) been considered (e.g. heat recovery from waste water or onsite waste water treatment)? If so, please describe these.	Yes	No	N/A ✓

Natural Features/Landscaping

The way we manage the landscape can reduce water use, protect our urban forest, restore natural vegetation and help to protect the watershed and receiving bodies of water.

25	Are any healthy trees being removed? If so, how many and what species? REFER TO REPORT PREPARED BY TALBOT MACKENZIE & ASSOCIATES Could your site design be altered to save these trees? NO Have you consulted with our Parks Department regarding their removal?	Yes ✓	No	N/A

26	Will this project add new trees to the site and increase our urban forest? If so, how many and what species? REFER TO LANDSCAPE PLAN	Yes ✓	No	N/A
27	Are trees [existing or new] being used to provide shade in summer or to buffer winds? AS POSSIBLE / PRACTICAL	Yes ✓	No	N/A
28	Will any existing native vegetation on this site be protected? If so, please describe where and how. _____	Yes	No	N/A ✓
29	Will new landscaped areas incorporate any plant species native to southern Vancouver Island?	Yes ✓	No	N/A
30	Will xeriscaping (i.e. the use of drought tolerant plants) be utilized in dry areas?	Yes ✓	No	N/A
31	Will high efficiency irrigation systems be installed (e.g. drip irrigation; 'smart' controls)?	Yes ✓	No	N/A
32	Have you planned to control invasive species such as Scotch broom, English ivy, Himalayan and evergreen blackberry growing on the property?	Yes	No	N/A ✓
33	Will topsoil will be protected and reused on the site?	Yes ✓	No	N/A

Energy Efficiency

Improvements in building technology will reduce energy consumption and in turn lower greenhouse gas [GHG] emissions. These improvements will also reduce future operating costs for building occupants.

34	Will the building design be certified by an independent energy auditor/analyst? If so, what will the rating be? TBD DURING FURTHER DETAILED DESIGN	Yes ✓	No	N/A
35	Have you considered passive solar design principles for space heating and cooling or planned for natural day lighting?	Yes ✓	No	N/A
36	Does the design and siting of buildings maximize exposure to natural light? What percentage of interior spaces will be illuminated by sunlight? _TBC_%	Yes ✓	No	N/A
37	Will heating and cooling systems be of enhanced energy efficiency (ie. geothermal, air source heat pump, solar hot water, solar air exchange, etc.). If so, please describe. TBD DURING FURTHER DETAILED DESIGN If you are considering a heat pump, what measures will you take to mitigate any noise associated with the pump? _____	Yes	No	N/A
38	Has the building been designed to be solar ready?	Yes ✓	No	N/A
39	Have you considered using roof mounted photovoltaic panels to convert solar energy to electricity?	Yes ✓	No	N/A
40	Do windows exceed the BC Building Code heat transfer coefficient standards? TO MEET NECB 2017	Yes	No	N/A
41	Are energy efficient appliances being installed in this project? If so, please describe. ENERGY STAR	✓		
42	Will high efficiency light fixtures be used in this project? If so, please describe. LED	Yes ✓	No	N/A
43	Will building occupants have control over thermal, ventilation and light levels?	Yes ✓	No	N/A
44	Will outdoor areas have automatic lighting [i.e. motion sensors or time set]?	Yes ✓	No	N/A
45	Will underground parking areas have automatic lighting?	Yes ✓	No	N/A

Air Quality

The following items are intended to ensure optimal air quality for building occupants by reducing the use of products which give off gases and odours and allowing occupants control over ventilation.

46	Will ventilation systems be protected from contamination during construction and certified clean post construction?	✓ Yes	No	N/A
47	Are you using any natural, non-toxic, water soluble or low-VOC [volatile organic compound] paints, finishes or other products? If so, please describe. TBD DURING FURTHER DETAILED DESIGN	✓ Yes	No	N/A
48	Will the building have windows that occupants can open?	✓ Yes	No	N/A
49	Will hard floor surface materials cover more than 75% of the liveable floor area?	✓ Yes	No	N/A
50	Will fresh air intakes be located away from air pollution sources?	✓ Yes	No	N/A

Solid Waste

Reuse and recycling of material reduces the impact on our landfills, lowers transportation costs, extends the life-cycle of products, and reduces the amount of natural resources used to manufacture new products.

51	Will materials be recycled during demolition of existing buildings and structures? If so, please describe. EXPLORING OPTIONS REGARDING MOVING EXISTING HOUSES	✓ Yes	No	N/A
52	Will materials be recycled during the construction phase? If so, please describe. WASTE WOOD, CRATES AND PACKAGING	✓ Yes	No	N/A
53	Does your project provide enhanced waste diversion facilities i.e. on-site recycling for cardboard, bottles, cans and or recyclables or on-site composting?	✓ Yes	No	N/A
54	For new commercial development, are you providing waste and recycling receptacles for customers?	Yes	No	✓ N/A

Green Mobility

The intent is to encourage the use of sustainable transportation modes and walking to reduce our reliance on personal vehicles that burn fossil fuels which contributes to poor air quality.

55	Is pedestrian lighting provided in the pathways through parking and landscaped areas and at the entrances to your building[s]?	✓ Yes	No	N/A
56	For commercial developments, are pedestrians provided with a safe path[s] through the parking areas and across vehicles accesses?	Yes	No	✓ N/A
57	Is access provided for those with assisted mobility devices?	✓ Yes	No	N/A
58	Are accessible bike racks provided for visitors?	✓ Yes	No	N/A
59	Are secure covered bicycle parking and dedicated lockers provided for residents or employees?	✓ Yes	No	N/A

60 Does your development provide residents or employees with any of the following features to reduce personal automobile use [check all that apply]:

- ☐ transit passes
- ☑ car share memberships
- ☐ shared bicycles for short term use
- ☑ weather protected bus shelters (BY BC TRANSIT)
- ☑ plug-ins for electric vehicles

Is there something unique or innovative about your project that has not been addressed by this Checklist? If so, please add extra pages to describe it.

Lampson & Esquimalt Road

Parking Study

Prepared for:	**GT Mann Contracting**
Prepared by:	**Watt Consulting Group**
Our File:	**2357.B01**
Date:	**February 3, 2021**

TABLE OF CONTENTS

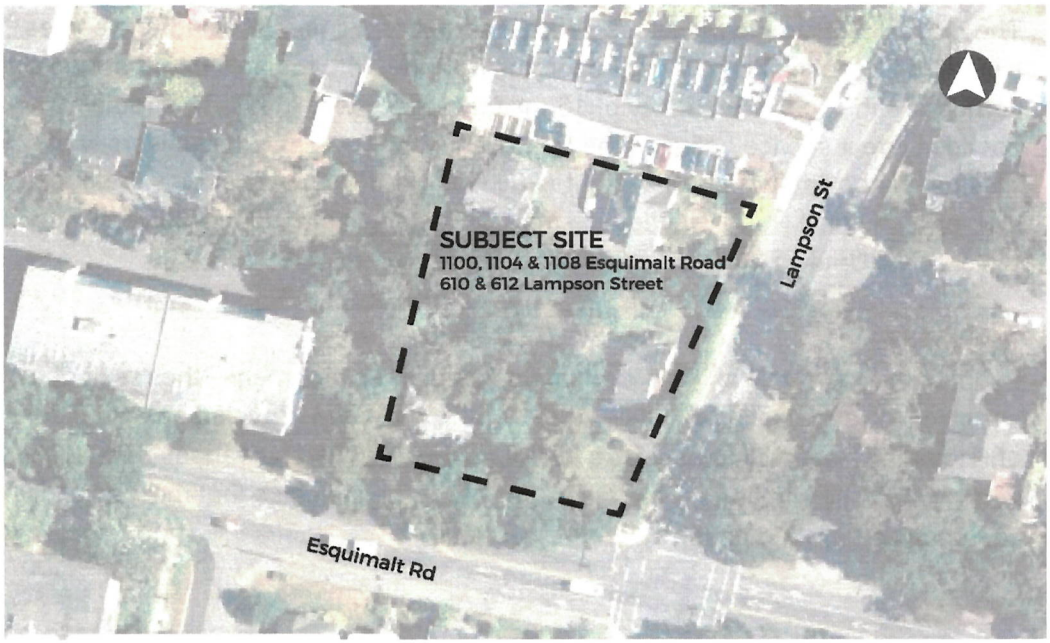
1.0 INTRODUCTION

Watt Consulting Group was retained by GT Mann Contracting to conduct a parking study for the proposed development at Lampson Street and Esquimalt Road ("Lampson Corners") in the Township of Esquimalt. The purpose of this study is to determine the parking demand for the site.

1.1 SUBJECT SITE

The proposed redevelopment site is 1108-1104-1100 Esquimalt Road / 610 & 612 Lampson Street in the Township of Esquimalt. See **Figure 1**. The site is currently zoned as RM-1(Multi-Family Residential) and CD-22 (Comprehensive Development). The proposal is to rezone the site to a New Comprehensive Zone.

FIGURE 1. **SUBJECT SITE**



1.2 SITE CHARACTERISTICS

The following provides information regarding services and transportation options in proximity to the subject site.

SERVICES

The site is located less than 100m from Esquimalt Village, which is Esquimalt's main commercial area, containing the Esquimalt Plaza shopping centre, civic centre, Municipal Hall, Library and the Recreation Centre. Residential uses in this neighbourhood are mainly multi-family buildings located on Esquimalt Road or on adjacent side streets. The site is also located 500m from the intersection of Esquimalt Road and Head Street that has various retail stores, small scale restaurants, and medical services.

TRANSIT

The closest bus stop to the site is directly in front on Esquimalt Road and serves Route 15 | Esquimalt/Uvic, which operates as one of the region's frequent transit corridors with service frequency of 15 minutes during weekdays. This route provides direct service between the DND Esquimalt base and the University of Victoria, via downtown Victoria. Route 26 | Dockyard/UVic also serves the bus stop on Esquimalt Road with service from DND Esquimalt and the University of Victoria, via Uptown Mall.

WALKING

Esquimalt Road provides for a pleasant pedestrian environment—the result of a streetscape revitalization initiative in 2010. Sidewalks are provided on both sides of Esquimalt Road with crosswalks at major intersections and various mid-block crosswalks. The site has a Walk Score[1] of 78, which indicates that most errands can be accomplished on foot.

CYCLING

Bike lanes are provided on Esquimalt Road with direct connection to downtown Victoria and the Galloping Goose Regional Trail. The site is less than 1km from the Esquimalt + Nanaimo (E+N) Rail Trail, which provides a direct off-road cycling route to View Royal and the West Shore.

[1] The Walk Score for the site differs depending on which address is entered into the website with a low of 29 to a high of 78. This discrepancy may be due to the Walk Score algorithm and how it is calculated. It does not, however, change the overall walkability of the location, which Walk Score classifies as "Very Walkable". More information about the site's Walk Score is available online at: https://www.walkscore.com/score/1108-esquimalt-rd-victoria-bc-canada

CARSHARING

The Modo Car Cooperative ("Modo") is the most popular carsharing service in Greater Victoria. The subject site is a 6-minute walk to a Modo vehicle, which is located at Esquimalt Road and Carlton Terrace. Another vehicle is available at 826 Esquimalt Road, which is about a 10-minute walk from the subject site.

2.0 PROPOSED DEVELOPMENT

The proposal is for 89 multi-family residential units comprising 84 condominium units and 5 townhouses. The site will be condominium subject to strata ownership and will consist of a combination of junior one-bedroom, one-bedroom, two-bedroom, and three-bedroom units. See **Table 1**.

TABLE 1. **SUMMARY OF PROPOSED DEVELOPMENT**

Unit Type		Quantity	Approx. Floor Area
Condominium	Junior One-Bedroom	4	30-35m^2
	One-Bedroom	49	35-60m^2
	Two-Bedroom	23	60-75m^2
	Three-Bedroom	2	100m^2
	Penthouse	6	75-135 m^2
Townhouses	Two-Bedroom	3	105m^2
	Three-Bedroom	2	110-120m^2
	TOTAL	**89**	

According to Schedule B of the Official Community Plan (OCP)[2], the proposed land use designation for the site is Medium-Residential, which would allow a Floor Area Ratio of up to 2.0, and up to six storeys in height.

2.1 PROPOSED VEHICLE PARKING SUPPLY

The proposed parking supply is 94 spaces—a parking supply rate of 1.05 spaces per unit.

2.2 PROPOSED BICYCLE PARKING SUPPLY

The proposal also includes the provision of 134 long-term bike parking spaces (1.50 bike parking spaces per unit) and a six-space bike rack at the building entrance.

[2] Township of Esquimalt. (2018). Township of Esquimalt Official Community Plan. Available online at: https://www.esquimalt.ca/sites/default/files/docs/business-development/OCP/2018/toe_adopted_official_community_plan_2018_0.pdf

3.0 PARKING REQUIREMENT

The Township of Esquimalt Parking Bylaw No. 2011[3] identifies the parking requirements a minimum parking supply rate of 1.3 spaces per unit for Medium and High Density Apartment uses and 2 spaces per townhouse unit. Applied to the subject site, this results in a requirement of 110 parking spaces for the condominium units, and 10 townhouse units (see **Table 2**). The Bylaw also requires that 1 of every 4 required spaces are reserved for visitors, which results in 30 parking spaces. Therefore, the total required parking for the site is 120 parking spaces, which is 26 spaces greater than what is proposed.

TABLE 2. PARKING REQUIREMENT

Land Use	Quantity	Requirement		Applied to Subject Site
Condo	84 units	Medium and High density apartment	1.3 / unit	110
Townhouses	5 units	Low, medium and high density townhouse and low density apartment	2.0 / unit	10
Residential Visitor		1 of every 4 required spaces		
			Total	**120 (90 resident, 30 visitor)**

4.0 EXPECTED PARKING DEMAND

Expected parking demand is estimated in the following sections based on observations of representative sites, vehicle ownership data from past studies, and parking supply rates approved by Council in recently constructed condominium buildings in Esquimalt.

4.1 RESIDENT PARKING, CONDOMINIUM

4.1.1 OBSERVATIONS

Observations of parked vehicles were completed for seven representative sites within Esquimalt to determine an appropriate parking demand rate for the subject site. The sites combine for a total of 194 units. Study sites are generally located in central Esquimalt with similar walkability, access to public transit, and cycling routes as the proposed site. All study sites are condominium buildings.

[3] The Township's Zoning Bylaw is available online at: www.esquimalt.ca/sites/default/files/docs/municipal-hall/bylaws/parking_bylaw_2011_july.pdf

Observations were conducted on Tuesday February 26, 2019 and Wednesday February 27 2019 between 9:00pm and 10:00pm. All representative sites have surface parking, which allowed for access to complete counts of parked vehicles.

Results indicate an average peak parking demand of 0.90 vehicles per unit (rounded) with rates ranging from 0.74 to 0.95 vehicles per unit. See **Table 3**.

4.1.2 ADJUSTMENT FACTORS

Observations are a useful method of assessing parking demand rates; however, there are limitations. One such limitation is the fact that an observation may not "catch" all residents while they are home with their parked car on-site. On a typical weeknight, it can be expected that some residents return home very late at night or in the next morning or have driven out of town for business or vacation.

A large scale apartment parking study commissioned by Metro Vancouver reported that observations of parking occupancy (percent of stalls occupied by a car or truck) increased later in the night.[4] One study specifically reported that peak resident parking demand typically reaches 100% between 12am and 5am.[5]

Based on the available research, a conservative 10% adjustment factor is considered appropriate for the observations. This increases the demand rate from 0.90 vehicles per unit to 0.95 per unit. See **Table 3**.

TABLE 3. **ADJUSTED PARKING DEMAND AT REPRESENTATIVE SITES**

Address	Number of Units	Parking Demand Rate (vehicles per unit)	Adjusted Parking Demand Rate (vehicles per unit)
885 Ellery Street	20	0.90	0.99
848 Esquimalt Road	50	0.74	0.81
830 Esquimalt Road	21	0.95	1.05
614 Fernhill Place	21	0.90	1.0
1124 Esquimalt Road	29	0.86	0.95
726 Lampson Street	33	0.79	0.87
1121 Esquimalt Road	20	0.85	0.94
	Average	**0.90**	**0.95**

[4] Metro Vancouver. (2012). The Metro Vancouver Apartment Parking Study, Technical Report. Available online at: http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Apartment_Parking_Study_TechnicalReport.pdf

[5] Cervero, R., Adkins, A & Sullivan, C. (2010). *Are Suburban TODs Over-Parked?* Journal of Public Transportation, 13(2), 47-70.

4.1.3 PRECEDENT SITES

826 Esquimalt Road

An adjusted parking demand rate of 0.90 vehicles per unit is in line with a recently (2018) constructed condominium building in the Township located at 826 Esquimalt Road. The building was approved by the Township to provide 24 parking spaces, or 0.80 spaces per unit (30 unit building).[6] 826 Esquimalt Road shares a number of similar land use characteristics as the subject site including its walkability and location on a Frequent Transit Corridor.

833/835 Dunsmuir Road

A 2017 parking study was completed for a proposed multi-family residential building at 833/835 Dunsmuir Road.[7] The proposed development includes 34 units comprising a mix of one- and two-bedroom units. The study used ICBC vehicle ownership data for several existing condo sites in Esquimalt. It reported that the expected parking demand for the site would be 0.98 vehicles per unit.

Esquimalt Town Center

A 2016 parking study was completed for the Esquimalt Town Centre, which is a large-scale mixed use urban centre currently under construction. The parking study included vehicle ownership data for several condominium sites in proximity to the subject site. The study reported and ultimately recommended a parking demand rate of 0.96 vehicles per unit for the proposed condominium units.[8]

The parking / vehicle ownership data from the sites above indicate that a rate 0.95 resident vehicles per unit is generally appropriate for condominium buildings located in this part of Esquimalt.

[6] Staff report can be found online at: https://esquimalt.ca.legistar.com/LegislationDetail.aspx?ID=3663&GUID=B883D3FE-6D24-4C02-9550-0339E2D847A4. Staff Report-DEV-16-002.

[7] WATT Consulting Group. (2017). 833 + 835 Dunsmuir Road Parking Study.

[8] Boulevard Transportation Group. (2016). Esquimalt Town Centre Parking Study. Available online at: https://www.esquimalt.ca/sites/default/files/docs/municipal-hall/EVP/schedule_m_parking_study.pdf

4.1.4 PARKING DEMAND BY UNIT TYPE

There is a significant amount of research concluding that parking demand varies based on unit size, that is, the greater the number of bedrooms, the higher the parking demand.[9] For each representative site, the total parking demand can be further assessed by unit size (i.e., number of bedrooms). Parking demand by unit size was calculated using:

1. Adjusted peak parking demand at each site;
2. The floor area of each unit, organized by unit type (e.g., one-bedroom, two-bedroom, etc.)[10,11]; and
3. The assumed "ratio differences" in parking demand between each unit type was based on the 2018 Metro Vancouver Parking Study, which recommends for strata condominium units that one-bedroom units have a 19% higher parking demand than studio units; two-bedroom units have a 30% higher parking demand than one-bedroom units; and three plus-bedroom units have a 23% higher parking demand than two-bedroom units.

Only one of the representative sites (1124 Esquimalt Road) had units of comparable size to the three-bedroom units proposed (i.e., greater than 100m^2). However, with only one representative site having three-bedroom units, the three-bedroom and penthouse demand rate could not be reliably derived from the data.

To estimate the demand rate for the three-bedroom and penthouse units, the assumed ratio from the Metro Vancouver study was applied. The study indicates that three-bedroom units have 23% higher parking demand than two-bedrooms. Therefore, a 23% adjustment factor results in a rate of 1.25 per unit, or 10 vehicles for the three-bedroom and penthouse units.

Results indicate average parking demand among these sites, by unit type, as follows:

- Junior One-Bedroom (4) = 0.70 spaces per unit, 3 spaces
- One-Bedroom Units (49) = 0.80 spaces per unit, 40 spaces
- Two-Bedroom Units (23) = 1.00 space per unit, 23 spaces
- Three-Bedroom Units / Penthouse (8) = 1.25 spaces per unit, 10 spaces

[9] Metro Vancouver. (2018). 2018 Regional Parking Study Technical Report, pg. 18. Available online at: http://www.metrovancouver.org/boards/RegionalPlanning/RPL_2019-Mar-8_AGE.pdf

[10] The unit size for the seven representative sites was obtained from BC Assessment's e-value*BC* tool, which presents current floor area, property value and recent sales for over 2 million provinces in the province. More information is available online: https://evaluebc.bcassessment.ca/Default.aspx

[11] Note: The proposed development includes a variety of unit types such as junior one-bedroom, one-bedrooms, one-bedroom plus den, etc. For the purposes of the parking demand analysis by unit type, each unit type was classified into four distinct categories based on their floor areas, as follows: [a] bachelor; [b] one-bedroom; [c] two-bedroom; and [d] three-bedroom. This allowed the project team to organize the representative units into unit size thresholds, which allows a more accurate demand rate to be inferred. Further, once the data were organized by unit size thresholds, the assumed ratio differences from the Metro Vancouver study could be directly applied.

The results of this analysis conclude that resident parking demand for the condominium units will be 76 parking spaces. See **Table 4**.

TABLE 4. **PARKING DEMAND AT REPRESENTATIVE SITES, BY UNIT SIZE**

Site	Vehicle Ownership Rate (vehicles / unit)			
	Parking Demand (vehicles / unit)	Junior One-Bedroom	One-Bedroom	Two-Bedroom
885 Ellery Street	0.90	0.69	--	1.07
848 Esquimalt Road	0.74	0.65	0.78	1.01
830 Esquimalt Road	0.95	0.73	0.87	1.14
614 Fernhill Place	0.90	--	--	1.00
1124 Esquimalt Road	0.86	--	--	0.81
726 Lampson Street	0.79	0.62	--	0.96
1121 Esquimalt Road	0.85	--	0.76	0.99
Average	**0.95**	**0.70**	**0.80**	**1.00**

4.2 RESIDENT PARKING, TOWNHOUSES

There are 5 townhouse units proposed for the site. Based on the latest ITE Parking Generation Manual (5th Edition), condo units and townhouses are considered to have similar parking demand rates. Therefore, by taking into consideration the floor areas of the proposed townhouse units, it is expected that both the two-bedroom and three-bedroom townhouse units will have comparable parking demand to the three-bedroom condo units at 1.25 spaces per unit. This results in 7 parking spaces (1.25 X 5 units).

4.3 VISITOR PARKING

Observations were conducted as part of a study by Metro Vancouver[12] that concluded typical visitor parking demand is less than 0.1 vehicles per unit. Additional findings from similar studies conducted by WATT in the Township of Esquimalt, the City of Victoria, and City of Langford also support these findings, and suggest that visitor parking is not strongly linked to location.[13]

As such, it is estimated that visitor parking demand will be no more than 0.1 vehicles per unit, or 9 spaces.

[12] Metro Vancouver Apartment Parking Study, Technical Report, 2012. Available online at: http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Apartment_Parking_Study_TechnicalReport.pdf

[13] Other recent developments within Esquimalt has also reflected visitor parking demand trends that tend to be lower than that outlined in the Township's existing bylaw, including a recently constructed development in Esquimalt (826 Esquimalt Road) that supplied a 30 unit condo building with four visitor parking spaces, a rate of 0.13 spaces per unit. More information about 826 Esquimalt Road is available online at: https://victoria.citified.ca/condos/verde-living/

4.4 SUMMARY OF EXPECTED PARKING DEMAND

Expected parking demand is 92 spaces, which is two less than what is proposed. See **Table 5**.

TABLE 5. **SUMMARY OF EXPECTED PARKING DEMAND**

Land Use		Units	Expected Parking Demand	
			Rate	Total
Resident, Condos	Junior One-Bedroom	4	0.70	3
	One-Bedroom	49	0.80	40
	Two-Bedroom	23	1.00	23
	Three-Bedroom / Penthouse	8	1.25	10
Resident, Townhouses	Two-Bedroom / Three-Bedroom	5	1.25	7
Visitor		89	0.1	9
		Total Expected Parking Demand		**92**

5.0 ON-STREET PARKING

On-street parking conditions were observed surrounding the site on Esquimalt Road (from Fraser Street to Head Street) and Lampson Street (from Fernhill Road to Lyall Street). Parking restrictions on these road segments are either unrestricted, no parking 7am-9am or there is no parking available. See **Appendix A** for a summary of the on-street parking results.

Observations were completed during weekday evenings to reflect the anticipated "peak" periods. Observations were conducted during the following time periods:

- Tuesday February 26, 2019 at 9:00pm
- Wednesday February 27, 2019 at 9:00pm

Peak occupancy was observed on Tuesday when available parking was 47% occupied, with 31 parking spaces still available. This demonstrates there is sufficient availability of parking in case, for example, visitors to the subject site decide to park on-street and not in the designated visitor parking spaces.

6.0 TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) is the application of strategies and policies to influence individual travel choice, most commonly to reduce single-occupant vehicle travel. TDM measures can be pursued to encourage sustainable travel, enhance travel options, and decrease parking demand.

Even though the site's proposed parking supply is anticipated to accommodate demand, there are TDM strategies that the applicant can pursue to discourage vehicle ownership at the site and align with policy in the Township's OCP. Based on the location and density of the site, a carsharing program is recommended and detailed below.

6.1 CARSHARING

6.1.1 OVERVIEW

Carsharing programs are an effective way for people to save on the cost of owning a vehicle while having access to a convenient means of transportation. The Modo Car Cooperative (Modo) is a popular carsharing service in Greater Victoria. According to the 2017 CRD Regional Household Travel Survey, Esquimalt has one of the highest shares of households in the region with one vehicle (54%), which can make carsharing an even more viable option for families who may require a vehicle for only select trips.[14]

In addition, according to Section 3.8 of Esquimalt's OCP, carsharing is specifically identified as a transportation best practice than can help the Township achieve GHG emissions reductions.[15] Moreover, Section 13.3.6 specifically includes a policy to "encourage the inclusion of carshare in new multi-family residential developments".[16]

Part of the reason why carsharing is expanding locally and being supported by municipalities is because of its ability to reduce household vehicle ownership and parking demand. A recent 2018 study from Metro Vancouver analyzed 3,405 survey respondents from carsharing users in the region and found that users of Car2go and Modo reported reduced vehicle ownership after joining a carsharing service. The impact was larger for Modo users; households joining Modo reduced their ownership from an average of 0.68 to 0.36 vehicles. Further, Modo members were close to five times more likely to reduce car ownership compared to Car2go users.

[14] Capital Regional District. (2017). CRD Origin-Destination 2017 Household Travel Survey, pg. 105. Available online at: https://www.crd.bc.ca/docs/default-source/regional-planning-pdf/transportation/crd-2017-od-survey-report-20180622-sm.pdf?sfvrsn=4fcbe7ca_2

[15] Township of Esquimalt. (2018). Township of Esquimalt Official Community Plan. Available online at: https://www.esquimalt.ca/sites/default/files/docs/business-development/OCP/2018/toe_adopted_official_community_plan_2018_0.pdf

[16] Ibid.

Additional research has found the following:

- A 2016 study in San Francisco reported that the potential for carsharing to reduce vehicle ownership is strongly tied to the built environment, housing density, transit accessibility, and the availability of parking.[17]
- A 2013 study[18] from the City of Toronto looked at the relationship between the presence of carsharing in a residential building and its impact on vehicle ownership. The study surveyed residents of buildings with and without dedicated carshare vehicles. The study found that the presence of dedicated carshare vehicles had a statistically significant impact on reduced vehicle ownership and parking demand. Specifically, 29% of carshare users gave up a vehicle after becoming a member and 55% of carshare users forgone purchasing a car as a result of carsharing participation.

While a study has not yet been completed in Greater Victoria to understand the impacts of carsharing on vehicle ownership, the results would likely be similar especially for households living in more urban areas such as Esquimalt and Victoria where there is greater access to multiple transportation options.

6.1.2 RECOMMENDATION

It is recommended that the applicant consider providing a carshare program at the site, which would need to meet the following conditions:

- The applicant would provide, at no cost to Modo, one designated parking space at the proposed development, compliant with Modo Construction Standards For Shared Vehicle Parking Space and accessible to all Modo members on a 24 hour basis every day of the year;
- The applicant would provide to Modo a one-time financial contribution of approximately $30,500 including taxes and fees to be used for the purchase of one new shared vehicle to be located in the parking space designated for carsharing;
- Modo would provide the applicant with a Partnership Membership in Modo with a public value of $30,500, valid for the lifetime of the development and allowing a maximum of 61 units[19] (69% of the total number of units) of the development to benefit at any given time from Modo membership privileges and lowest usage rates without the need to themselves pay a $500 membership fee; and
- Modo would provide a promotional incentive worth $100 of driving credits to each resident of the development joining Modo for the first time.

[17] Clewlow, R.R. (2016). Carsharing and sustainable travel behaviour: Results from the San Francisco Bay Area. Transport Policy, 51, 158-164.
[18] Engel-Yan, D., & D. Passmore. (2013). Carsharing and Car Ownership at the Building Scale. Journal of the American Planning Association, 79(1), 82-91.
[19] $30,500 divided by $500, rounded down to the closest whole number.

Based on the conditions above, it is recommended that the applicant provide a carshare vehicle on-site and locate it in a surface parking space so it is visible to residents of the site and those in the surrounding community.

A resident parking demand reduction of 10% is supported for the proposed development if the applicant purchases a vehicle and locates it on-site. If this recommendation is adopted, a 10% reduction would lower the resident parking demand by 9 spaces (8.3, rounded), which would result in a revised site parking demand of 83 spaces (74 resident, 9 visitor).

7.0 CONCLUSION

The proposed development is for 89 units and 94 off-street parking spaces—a parking supply rate of 1.05 spaces per unit. The Township's Parking Bylaw identifies a required minimum parking supply of 120 parking spaces, which is 26 spaces more than what is proposed.

Parking demand was estimated for the site based on observations of representative sites, vehicle ownership data from past studies, and parking supply rates approved by Council in recently constructed condominium buildings in Esquimalt. Results indicate an expected parking demand of 83 resident vehicles and 9 visitor vehicles—a total site parking demand of 92 vehicles. Site parking demand is expected to be accommodated within the proposed off-street parking supply and without impacting the surrounding neighbourhood.

A carsharing program is recommended as a TDM strategy that the applicant could pursue to discourage vehicle ownership at the site and thereby lower the need for parking as well as to align with policy in the Township's OCP. Committing to the carsharing program would lower the resident parking demand by approximately 9 spaces.

7.1 RECOMMENDATIONS

Based on the results in this study, it is recommended that:

1. The Township grant the requested variance to the minimum parking supply to allow for the provision of 94 parking spaces (1.05 spaces per unit).
2. The applicant consider implementing a carsharing program to lower the need to own a vehicle at the site and to encourage use of sustainable transportation options for future residents.

APPENDIX A. ON-STREET PARKING ASSESSMENT

Esquimalt Rd/Lampson St Parking Study
On-Street Parking Observations

Road Segment		Side	Parking Supply	Parking Restriction	Tuesday February 26, 2019 9:00pm		Wednesday February 27, 2019 9:00pm	
					Observed Vehicles	Occupancy	Observed Vehicles	Occupancy
Esquimalt Rd	Fernhill Rd - Lampson St	N			No Parking			
	Fraser St - Joffre St	S	4	Unrestricted	3	75%	2	50%
	Joffre St - Lampson St	S			No Parking			
	Lampson St - Head St	N	6	No Parking, 7am-9am	2	33%	0	0%
	Lampson St - Macaulay St	S	19	Unrestricted	17	89%	15	79%
	Macaulay St - Head St	S			No Parking			
Lampson St	Lampson Pl - Wordsley St	E			No Parking			
	Wordsley St - Esquimalt Rd	E			No Parking			
	Fernhill Rd - Norma Ct	W			No Parking			
	Norma Ct - Esquimalt Rd	W	8	Unrestricted	2	25%	1	13%
	Esquimalt Road - Lyall St	E			No Parking			
	Esquimalt Road - Lyall St	W	21	Unrestricted	3	14%	8	38%
			58		**27**	**47%**	**26**	**45%**

Talbot Mackenzie & Associates
Consulting Arborists

1100-1108 Esquimalt Road and 610-612 Lampson Street, Esquimalt

Construction Impact Assessment & Tree Preservation Plan

PREPARED FOR: GT Mann Contracting Ltd.
1551 Broadmead Ave.
Victoria, BC
V8P 2V1

PREPARED BY: Talbot, Mackenzie & Associates

Noah Talbot – Consulting Arborist
ISA Certified # PN-6822A
Tree Risk Assessment Qualified

DATE OF ISSUANCE: February 21, 2019
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Consulting Arborists

Jobsite Property: 1100-1108 Esquimalt Rd and 610-612 Lampson St, Esquimalt

Date of Site Visit: January 1-15 and July 4, 2018

Site Conditions: Five lots. No ongoing construction activity. Gradually increasing in elevation from south to north, with exposed rock outcrops at the north end.

Summary: All trees on the subject property are within or immediately adjacent to the proposed building or parkade footprints and will require removal (NT1-2, #1-32, #917-918, and #996-1000).

Trees NT3-NT11 are either under the ownership of the west neighbour or shared. Trees NT3-NT5 are likely to be at least moderately impacted and we anticipate NT6 will likely be significantly impacted. It is our understanding the applicant would like to make an effort to retain these trees. There is also the potential for trees NT7-NT11 to be significantly impacted during construction of the proposed building and underground parkade. We recommend the project arborist supervise all excavation within the CRZs of these trees and determine at the time of excavation whether they remain suitable for long-term retention based on the number and size of roots encountered. We further recommend shoring techniques be used to minimize the extent of excavation outside the underground parkade footprint to limit root impacts to NT6-NT11. The project arborist must supervise any construction-related activity within their critical root zones, including demolition of the existing building and removal of the driveway slab at 1108 Esquimalt Rd.

Scope of Assignment:

- To inventory the existing bylaw protected trees and any trees on neighbouring properties that could potentially be impacted by construction or that are within three metres of the property line
- Review the proposal to demolish the existing buildings and construct a housing complex with underground parking
- Comment on how construction activity may impact existing trees
- Prepare a tree retention and construction damage mitigation plan for those trees deemed suitable to retain given the proposed impacts

Methodology: We visually examined the trees on the property and prepared an inventory in the attached Tree Resource Spreadsheet. All by-law protected trees on the five lots had numeric metal tags attached to their lower trunks; trees on municipal and adjacent properties were given identification numbers with a "NT" (No Tag) prefix. Information such as tree species, diameter at breast height (DBH, measured at 1.4m), crown spread, critical root zone (CRZ), health, structure, and relative tolerance to construction impacts were included in the inventory. The by-law protected trees with their identification numbers were labelled on the attached Site Plan. The conclusions

reached were based on the information provided within the site and floor plans from Praxis Architects Inc. (dated 2020.08.24), and preliminary servicing plan from JE Anderson & Associates (dated 2018.12.14).

Limitations: No exploratory excavations have been requested and thus the conclusions reached are based solely on critical root zone calculations and our best judgement using our experience and expertise. The location, size and density of roots are often difficult to predict without exploratory excavations and therefore the impacts to the trees may be more or less severe than we anticipate.

Summary of Tree Resource: 52 trees were inventoried. There are several large English Elms and European Ash trees along the south property boundary near Esquimalt Rd, as well as a grove of Garry Oaks in the backyards of the properties on Esquimalt Road growing among rock outcrops. Many of the trees have significant proportions of their trunks covered with ivy preventing a thorough examination of their trunks.

Trees to be Removed: 41 trees will require removal due to construction-related impacts:

- **Trees NT1-2, #1-32, #917-918, and #996-1000** are located within or immediately adjacent to the footprint of the proposed building and/or parkade

Trees with Retention Status "To be Determined":

- **Elms NT3** (~70cm DBH) and **NT5** (~55cm DBH): Numerous large roots from these trees are likely to be encountered during excavation for construction of the ramp to the underground parkade, the surrounding retaining wall, and the footing for the support beam. The retaining wall is located approximately 5-5.5m from NT3 and 3.5m from NT5. We anticipate the health of NT5 is likely to be, at least, moderately impacted. Depending on the extent of excavation required west of the retaining wall to construct a footing, and the number and size of roots encountered, the health and possibly structural stability of these trees may be significantly impacted and they may require removal. It is our understanding that the applicant would like to attempt to retain these trees. Therefore, we recommend an arborist be on site to supervise all excavation within the trees' CRZs, including removal of the existing driveway slab, and determine at the time of excavation whether they remain suitable for long-term retention. We recommend an effort be made to minimize the extent of excavation outside the footprint of the retaining wall.

  Elm trees have extensive root systems and we anticipate a large number of roots to be encountered. They typically exhibit moderate to good tolerance to root disturbance, however. Root growth may be somewhat limited by the presence of the existing driveway to the east, depending on its permeability.

  A parking space is also proposed to be constructed in the same location as the existing driveway adjacent to these trees. We recommend the existing base layers be used where possible to limit root disturbance. It will likely not be possible to excavate any farther without impacting the health and structure of the trees. To construct the new parking space, we recommend the methods in the "Paved Surfaces Above Tree Roots" section below are followed.

- **Garry Oak NT4** (~60cm DBH) is located approximately 3.5m from the proposed building and retaining wall to be constructed west of the ramp to the underground parkade. Depending on the extent of excavation required west of the wall, the extent of excavation required to construct the footing for the support beam, and the number and size of roots encountered, the health and possibly structural stability of the tree may be significantly impacted and it may require removal. We recommend an effort be made to limit the excavation towards the tree. The health of this tree is also likely to be significantly impacted by the crown pruning required to attain building clearance. Two ~15cm and one ~10cm limb, in addition to several smaller branches, will have to be pruned. We estimate at least one-third of the tree's crown will be removed. We recommend the pruning be conducted in two stages. The tree should first be pruned to provide only the necessary working room for building construction. Once framing is complete and interfering branches can be identified more definitively, overhanging branches should be pruned back to suitable laterals where possible. All pruning should be performed by an ISA Certified Arborist to ANSI A300 pruning standards.

  It is our understanding that the applicant would like to attempt to retain this tree. We anticipate the health of this tree will be at least moderately impacted. We recommend the project arborist evaluate the cumulative impacts (crown and root pruning) and determine at the time of excavation whether the tree remains suitable for long-term retention.

  A parking space is also proposed to be constructed in the same location as the existing driveway adjacent to this tree. We recommend the existing base layers be used where possible to limit root disturbance. It will likely not be possible to excavate any farther without impacting the health and structure of the tree. To construct the new parking space, we recommend the methods in the "Paved Surfaces Above Tree Roots" section below are followed.

- **Garry Oak NT6** (56cm DBH): The underground parkade footprint is proposed to be constructed approximately 2m to the northeast of this tree. A retaining wall along the west side of the parkade ramp is also located approximately 3.5m to the east. It is our understanding the applicant would like to attempt to retain this tree. We anticipate, however, that both the health and structural stability of this tree will be significantly impacted, and it will probably have to be removed. If an effort will be made to retain this tree, shoring techniques will need to be used to limit the extent of excavation at the southeast corner of the underground parkade and west of the ramp down to the parkade, as large structural roots are likely to be encountered in these areas. We anticipate several metres of excavation will be required within the ramp footprint and do not anticipate retaining any roots in this direction. We recommend an arborist be on site to supervise all excavation within the tree's critical root zone and determine at the time of excavation whether the tree is viable for long-term retention.

- **Trees NT7-NT11:** These trees are located west of the property boundary at the following distances from the underground parkade footprint:

  - **Elms NT07** and **NT08** (both 8cm DBH): approximately 1.25m away
  - **Garry Oak NT09** (42cm DBH): approximately 2.25m away
  - **Douglas-fir NT10** (14cm DBH): approximately 3m away

- **Douglas-fir NT11** (28cm DBH): approximately 3.5m away

If these trees are to be retained, particularly NT09 and NT11, excavation cannot occur up to the property line. If the trees are to be retained, shoring techniques will need to be used for construction of the underground parkade. Large structural roots are likely to be encountered and depending on the number and size of roots lost, the trees may not be suitable for long-term retention.

We recommend the project arborist be on site to supervise any excavation within the critical root zone of these trees. The neighbour should be notified of the proposed impacts to their trees. It should be noted that Douglas-firs NT10 and NT11 are in poor structural condition.

Potential Impacts on Trees to be Retained and Mitigation Measures

- **Garry Oaks #101** (36cm DBH) and **#102** (30, 20cm DBH) are located approximately 2m from the property line. The architectural site plans provided show the edge of the underground parkade will be constructed approximately 3-3.5m to the east. Health impacts could be significant if excavation occurs up to the property boundary, and we therefore recommend shoring techniques be used to limit the extent of excavation within their CRZs and that the project arborist supervise all excavation within their CRZs. The neighbour should be notified of the proposed impacts to their trees.

- **Service Connections:** Based on discussions with the applicant, it is our understanding that the underground water, storm, and sewer connections may be shifted slightly from where they are shown on the preliminary site servicing plan. We do not anticipate any of the trees to be retained will be impacted as long as no excavation occurs west of the driveway entrance ramp off Esquimalt Road. We were not provided any plans showing underground hydro connections.

  - **Water:** According to the preliminary servicing plans, the proposed water lateral will be located at the east side of the property off Lampson Street and should not impact any trees to be retained.

  - **Storm and Sewer:** According to the preliminary servicing plans provided, the storm drain and sanitary sewer laterals will be installed east of the entrance to the underground parkade, outside the critical root zones of any trees to be retained.

- **Barrier fencing:** The areas surrounding the trees to be retained should be isolated from the construction activity by erecting protective barrier fencing. Where possible, the fencing should be erected at the perimeter of the critical root zones. The barrier fencing must be a minimum of 4 feet in height, of solid frame construction that is attached to wooden or metal posts. A solid board or rail must run between the posts at the top and the bottom of the fencing. This solid frame can then be covered with plywood, or flexible snow fencing. The fencing must be erected prior to the start of any construction activity on site (i.e. demolition, excavation, construction), and remain in place through completion of the project. Signs should be posted around the protection zone to declare it off limits to all construction related activity. The project arborist must be consulted before this fencing is removed or moved for any purpose.

- Barrier fencing must be erected around trees NT3-NT11 as shown on the attached tree management plan (Sketch T1) following removal of the existing driveway slab to minimize soil compaction and to avoid damaging critical roots. The existing shrubbery at the base of the trees will provide a natural barrier to construction equipment accidentally damaging their trunks until the fencing is erected.

- **Arborist Supervision**: All excavation occurring within the critical root zones of protected trees should be completed under supervision by the project arborist. Any severed or severely damaged roots must be pruned back to sound tissue to reduce wound surface area and encourage rapid compartmentalization of the wound. In particular, the following activities should be completed under the direction of the project arborist:

  - Excavation for construction of the ramp, support beam, and underground parkade within the CRZs of trees NT3-NT11 and Garry Oaks #101 and #102.
  - Removal of the existing building and driveway slab at 1108 Esquimalt Road, which will occur within the CRZs of trees NT3-NT6

- **Methods to Avoid Soil Compaction:** In areas where construction traffic must encroach into the critical root zones of trees to be retained, efforts must be made to reduce soil compaction where possible by displacing the weight of machinery and foot traffic. This can be achieved by one of the following methods:

  - Installing a layer of hog fuel or coarse wood chips at least 20 cm in depth and maintaining it in good condition until construction is complete.
  - Placing medium weight geotextile cloth over the area to be used and installing a layer of crushed rock to a depth of 15 cm over top.
  - Placing two layers of 19mm plywood.
  - Placing steel plates.

- **Demolition of the Existing Buildings:** The demolition of the existing houses, driveways, and any services that must be removed or abandoned, must take the critical root zone of the trees to be retained into account. If any excavation or machine access is required within the critical root zones of trees to be retained, it must be completed under the supervision and direction of the project arborist. If temporarily removed for demolition, barrier fencing must be erected immediately after the supervised demolition.

- **Paved Surfaces Above Tree Roots:**

  If the new paved surfaces within the CRZ of tree to be retained require excavation down to bearing soil and roots are encountered in this area, this could impact their health and structural stability. If tree retention is desired, a raised and permeable paved surface should be constructed in the areas within the critical root zone of the trees. The "paved surfaces above root systems" diagram and specifications is attached.

The objective is to avoid root loss and to instead raise the paved surface and its base layer above the roots. This may result in the grade of the paved surface being raised above the existing grade (the amount depending on how close roots are to the surface and the depth of the paving material and base layers). Final grading plans should take this potential change into account. This may also result in soils which are high in organic content being left intact below the paved area.

To allow water to drain into the root systems below, we also recommend that the surface be made of a permeable material (instead of conventional asphalt or concrete) such as permeable asphalt, paving stones, or other porous paving materials and designs such as those utilized by Grasspave, Gravelpave, Grasscrete and open-grid systems.

- **Mulching**: Mulching can be an important proactive step in maintaining the health of trees and mitigating construction related impacts and overall stress. Mulch should be made from a natural material such as wood chips or bark pieces and be 5-8cm deep. No mulch should be touching the trunk of the tree. See "methods to avoid soil compaction" if the area is to have heavy traffic.

- **Blasting:** Care must be taken to ensure that the area of blasting does not extend beyond the necessary footprints and into the critical root zones of surrounding trees. The use of small low-concussion charges and multiple small charges designed to pre-shear the rock face will reduce fracturing, ground vibration, and overall impact on the surrounding environment. Only explosives of low phytotoxicity and techniques that minimize tree damage should be used. Provisions must be made to ensure that blasted rock and debris are stored away from the critical root zones of trees.

- **Scaffolding:** This assessment has not included impacts from potential scaffolding including canopy clearance pruning requirements. If scaffolding is necessary and this will require clearance pruning of retained trees, the project arborist should be consulted. Depending on the extent of pruning required, the project arborist may recommend that alternatives to full scaffolding be considered such as hydraulic lifts, ladders or platforms. Methods to avoid soil compaction may also be recommended (see "Minimizing Soil Compaction" section).

- **Landscaping and Irrigation Systems:** The planting of new trees and shrubs should not damage the roots of retained trees. The installation of any in-ground irrigation system must take into account the critical root zones of the trees to be retained. Prior to installation, we recommend the irrigation technician consult with the project arborist about the most suitable locations for the irrigation lines and how best to mitigate the impacts on the trees to be retained. This may require the project arborist supervise the excavations associated with installing the irrigation system. Excessive frequent irrigation and irrigation which wets the trunks of trees can have a detrimental impact on tree health and can lead to root and trunk decay.

- **Arborist Role:** It is the responsibility of the client or his/her representative to contact the project arborist for the purpose of:

    - Locating the barrier fencing

- Reviewing the report with the project foreman or site supervisor
- Locating work zones, where required
- Supervising any excavation within the critical root zones of trees to be retained
- Reviewing and advising of any pruning requirements for machine clearances

- **Review and site meeting**: Once the project receives approval, it is important that the project arborist meet with the principals involved in the project to review the information contained herein. It is also important that the arborist meet with the site foreman or supervisor before any site clearing, tree removal, demolition, or other construction activity occurs and to confirm the locations of the tree protection barrier fencing.

Please do not hesitate to call us at (250) 479-8733 should you have any further questions. Thank you.

Yours truly,

Noah Talbot
ISA Certified: #PN-6822A
Tree Risk Assessment Qualified

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ISA Certified Consulting Arborists

Encl. 4-page tree resource spreadsheet, 1-page Tree Management Plan (Sketch T1), 1-page preliminary servicing plans, 1-page specification for constructing paved surfaces above tree roots, 2-page tree resource spreadsheet methodology and definitions

Disclosure Statement

Arborists are professionals who examine trees and use their training, knowledge and experience to recommend techniques and procedures that will improve their health and structure or to mitigate associated risks.

Trees are living organisms, whose health and structure change, and are influenced by age, continued growth, climate, weather conditions, and insect and disease pathogens. Indicators of structural weakness and disease are often hidden within the tree structure or beneath the ground. It is not possible for an Arborist to identify every flaw or condition that could result in failure or can he/she guarantee that the tree will remain healthy and free of risk.

Remedial care and mitigation measures recommended are based on the visible and detectable indicators present at the time of the examination and cannot be guaranteed to alleviate all symptoms or to mitigate all risk posed.

1100-1108 Esquimalt Rd and 610-612 Lampson St
Tree Resource

Tree ID	Common Name	Latin Name	DBH (cm) *over ivy ~ approximate	CRZ (m)	Crown Spread (m)	Health	Structure	Relative Tolerance	Remarks and Recommendations	By-Law Protected	Retention Status
1	Lawson Cypress	*Chamaecyparis lawsoniana*	42, 32, 22…	9.0	5	Good	Fair/poor	Moderate	Codominant union at base. Previously topped	Y	X
2	European Ash	*Fraxinus excelsior*	~15, 15, 12, 12	3.5	6	Good	Fair/poor	Moderate	Codominant union at base	Y	X
3	Western Red Cedar	*Thuja plicata*	28	4.0	4	Fair/poor	Fair	Poor	Asymmetric and sparse crown. Codominant union at 2m with included bark	Y	X
4	Western Red Cedar	*Thuja plicata*	40	6.0	6	Fair/poor	Fair	Poor	Sparse crown. Codominant union at 2m with included bark	Y	X
5	Western Red Cedar	*Thuja plicata*	34, 16	6.5	5	Fair/poor	Fair	Poor	Asymmetric and sparse crown. Codominant union at base. Crossing limbs	Y	X
6	Garry Oak	*Quercus garryana*	17	1.5	4	Fair	Fair	Good		Y	X
7	European Ash	*Fraxinus excelsior*	~50	6.0	10	Fair	Poor	Moderate	Ivy covering most of tree. Acute trunk bend, likely topped at 5m	Y	X
8	English Elm	*Ulmus minor*	~35	4.0	10	Fair	Fair	Moderate	Ivy covering most of tree. Leaning towards subject property. Secondary stem at base	Y	X
9	English Elm	*Ulmus minor*	~80	9.5	12	Fair	Poor	Moderate	Ivy covering most of tree. Leaning towards subject property. Previously topped at 2m	Y	X
10	European Ash	*Fraxinus excelsior*	43	5.0	3	Fair	Poor	Moderate	Ivy covering most of tree. Previously topped	Y	X
11	English Elm	*Ulmus minor*	66	8.0	10	Fair	Poor	Moderate	Previously topped at 3m. Cavities and poor limb attachments	Y	X
12	European Ash	*Fraxinus excelsior*	79*	9.5	12	Fair	Poor	Moderate	Ivy covering most of tree. Codominant union at 3m. One stem significantly decayed. Damaged surface roots	Y	X

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Tree ID	Common Name	Latin Name	DBH (cm) *over ivy ~ approximate	CRZ (m)	Crown Spread (m)	Health	Structure	Relative Tolerance	Remarks and Recommendations	By-Law Protected	Retention Status
13	European Ash	*Fraxinus excelsior*	16, 16, 15, 15	4.0	10	Good	Fair/poor	Moderate	Codominant union at base	Y	X
14	European Ash	*Fraxinus excelsior*	39	4.5	10	Fair	Fair	Moderate	Asymmetric crown. Deadwood. Minor trunk wounds	Y	X
15	Garry Oak	*Quercus garryana*	28*	3.0	8	Fair	Fair/poor	Good	Ivy covering most of tree leaning east	Y	X
16	Garry Oak	*Quercus garryana*	57, 48*	8.5	12	Fair	Fair/poor	Good	Ivy covering most of tree. Codominant union at base. 48cm stem nearly dead. Large deadwood. Leaning east over shed	Y	X
17	Garry Oak	*Quercus garryana*	69*	7.0	12	Fair	Fair	Good	Ivy covering most of tree. Codominant union at 3m. Growing next to rock outcrop	Y	X
18	Plum	*Prunus spp.*	25, 24*	4.5	6	Fair/poor	Fair/poor	Moderate	Ivy covering most of tree. Deadwood.	Y	X
19	English Elm	*Ulmus minor*	84*	10.0	12	Fair	Fair/poor	Moderate	Codominant union at 3m. Previously topped at 6m. Large cavity at 6m. Epicormic growth. Poor limb attachments. Ivy at base	Y	X
20	English Elm	*Ulmus minor*	75	9.0	10	Fair	Fair/poor	Moderate	Previously topped at 5m. Competing with oak. Large deadwood. Epicormic growth	Y	X
21	Garry Oak	*Quercus garryana*	33, 32	5.0	5	Good	Fair	Good	Clothesline in 32cm trunk. Leaning south. Small deadwood. Competing with oak	Y	X
22	Garry Oak	*Quercus garryana*	42	4.0	6	Good	Fair	Good	Few branches in lower crown. Slight lean	Y	X
23	Garry Oak	*Quercus garryana*	65	6.5	8	Fair	Fair	Good	Growing next to rock outcrop. Codominant union at 8m. Surface rooted. Cracks on branches in upper crown	Y	X
24	Garry Oak	*Quercus garryana*	67*	6.5	10	Fair/poor	Fair/poor	Good	Ivy covering most of tree. Deadwood and dieback. Slight lean west	Y	X

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25	Garry Oak	*Quercus garryana*	24	2.5	4	Poor	Fair/poor	Good	Dieback. Leaning south	Y	X
26	Garry Oak	*Quercus garryana*	14	1.5	2	Fair/poor	Fair/poor	Good	Nearly dead. Leaning southwest	Y	X
27	Garry Oak	*Quercus garryana*	43	4.5	8	Fair	Fair	Good	Leaning west slightly. Branch stub at 7m	Y	X
28	Garry Oak	*Quercus garryana*	36	3.5	6	Good	Fair	Good	Small deadwood. Surface rooted	Y	X
29	Garry Oak	*Quercus garryana*	48*	5.0	6	Fair	Fair	Good	Ivy covering half of tree. Leaning slightly southwest. Deadwood. Competing with oak. Growing on rock outcrop	Y	X
30	Garry Oak	*Quercus garryana*	64*	6.5	14	Good	Fair	Good	Ivy covering most of trunk. Growing on rock outcrop	Y	X
31	Garry Oak	*Quercus garryana*	42	4.0	4	Fair/poor	Poor	Good	Severe trunk bend. Deadwood	Y	X
32	Garry Oak	*Quercus garryana*	33, 26	5.0	8	Fair/poor	Fair/poor	Good	Codominant union at base. Large deadwood. Acute trunk bends	Y	X
101	Garry Oak	*Quercus garryana*	36	3.5	8	Fair	Fair	Good	Neighbour's. 2m from fence	Y	Retain
102	Garry Oak	*Quercus garryana*	~30, 20	4.0	8	Fair	Fair	Good	Neighbour's. 2m from fence	Y	Retain
917	Garry Oak	*Quercus garryana*	39	4.0	8	Fair/poor	Fair	Good	Small deadwood. Large pruning wounds on main stem	Y	X
918	Garry Oak	*Quercus garryana*	33, 25, 18	6.0	8	Fair/poor	Fair/poor	Good	Tridominant union at base. Small deadwood. Damage to buttress root	Y	X

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996	Garry Oak	*Quercus garryana*	22	2.0	6	Fair	Fair	Good	Some dieback. Codominant union at 3m	Y	X
997	Garry Oak	*Quercus garryana*	16	1.5	4	Fair/poor	Poor	Good	Large deadwood. Growing on a slope	Y	X
998	Garry Oak	*Quercus garryana*	21	2.0	5	Fair	Fair	Good	Leaning north. Growing at the top of slope	Y	X
999	Garry Oak	*Quercus garryana*	16	1.5	6	Fair	Fair	Good	Growing on slope	Y	X
1000	Garry Oak	*Quercus garryana*	60	6.0	12	Fair	Good	Good	Growing at top of slope	Y	X
NT1	European Ash	*Fraxinus excelsior*	~60	7.0	4	Fair	Poor	Moderate	Ivy covering most of tree. Deadwood. Previously topped	Y	X
NT2	English Elm	*Ulmus minor*	~100	12.0	8	Fair	Poor	Moderate	Ivy covering most of tree. Codominant union at 2m. Previously topped	Y	X
NT3	English Elm	*Ulmus minor*	~70	8.5	14	Fair	Fair	Moderate	Neighbour's. 2m from property line. Codominant union at 5m. Epicormic growth. Ivy at base	Y	TBD
NT4	Garry Oak	*Quercus garryana*	~60	6.0	12	Fair	Fair	Good	Shared. Codominant union at 3m. Ivy covers most of main stems. Competing with adjacent trees. Branch stubs. Minor dieback	Y	TBD
NT5	English Elm	*Ulmus minor*	55	6.5	10	Fair	Fair/poor	Moderate	Shared. Trunk bend at 2m, correcting. Competing with oak	Y	TBD
NT6	Garry Oak	*Quercus garryana*	56	5.5	8	Fair	Fair/poor	Good	Shared. Suppressed by elm. Deadwood. 1m X 20cm cavity at 6m. Large stub on main stem	Y	TBD
NT7	English Elm	*Ulmus minor*	8	1.0	2	Good	Fair	Moderate	Neighbour's. Adjacent to property line	N	TBD

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NT8	English Elm	*Ulmus minor*	8	1.0	2	Good	Fair	Moderate	Neighbour's. Adjacent to property line. Ivy at base	N	TBD
NT9	Garry Oak	*Quercus garryana*	42	4.0	8	Fair/poor	Fair	Good	Neighbour's. 1m from fence line. Sparse crown. Deadwood	Y	TBD
NT10	Douglas-fir	*Pseudotsuga menziesii*	14	2.0	3	Fair	Poor	Poor	Neighbour's. 1m from fence line. Failed top	Y	TBD
NT11	Douglas-fir	*Pseudotsuga menziesii*	28	4.0	5	Good	Fair	Poor	Neighbour's. 1m from fence line	Y	TBD

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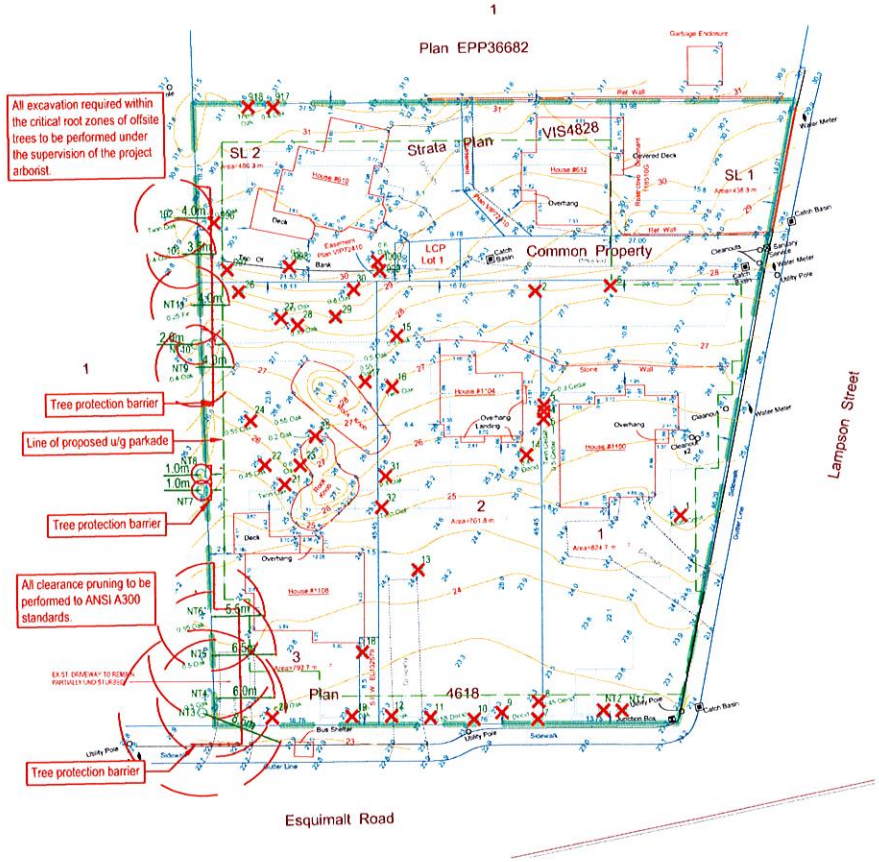

IMPACT MITIGATION

Tree Protection Barrier. The areas surrounding the trees to be retained should be isolated from the construction activity by erecting protective barrier fencing. Where possible, the fencing should be erected at the perimeter of the critical root zone. The barrier fencing to be erected must be a minimum of 1.200mm in height, of solid frame construction that is attached to wooden or metal posts. A solid board or rail must run between the posts at the top and the bottom of the fencing. This solid frame can then be covered with plywood, or flexible snow fencing. The fencing must be erected prior to the start of any construction activity on site (i.e. demolition excavation, construction), and remain in place through completion of the project. Signs should be posted around the protection zone to declare "off limits to all construction related activity. The project arborist must be consulted before this fencing is removed or moved for any purpose.

Excavation. We recommend that no excavation occur within the critical root zones of trees that are to be retained. Any excavation that is necessary within the critical root zone must be completed under the direction of the project arborist. If it is found at the time of excavation, that the excavation cannot be completed without severing roots that are critical to the trees health or stability it may be necessary to remove additional trees.

Demolition. If tree removal is proposed to be undertaken in conjunction with demolition operations, tree removal permits may be necessary. Note that some municipalities may not approve tree removal at this phase. If the municipality relaxes the requirement for barrier fencing installations prior to demolition (subject to onsite arborist supervision during demolition operations) a letter of assurance may be required by the municipality. The project arborist must be onsite to supervise/monitor demolition activities during the specific instances listed below:

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Mulch layer or plywood over heavy traffic areas. Should it be necessary to access tree protection areas during the construction phase of the project, and heavy foot traffic or vehicular encroachment is required, we recommend that a layer of wood chip horticultural mulch or plywood be installed to reduce compaction. The project arborist must be consulted prior to removing or relocating the protection barrier for this purpose.

Pruning.

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- We recommend that any pruning of by-law protected trees be performed to ANSI A300 standards and Best Management Practices.

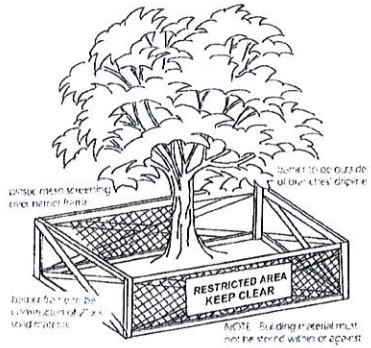
Stump removal. We recommend that, if stumps require removal, they are removed under arborist supervision, or ground using a stump grinder to avoid disturbing root systems of trees in close proximity, that are shown on the tree management drawing to be retained.

Paved areas over critical root zones of trees to be retained. Where paved areas planned to encroachment within driplines of trees to be retained, construction techniques, such as floating permeable paving, may be required. Specifications can be provided by the project arborist, in consultation with the design consultant.

Landscaping. Any proposed landscaping within the critical root zones of trees to be retained must be reviewed with the project arborist.

Arborists Role. It is the responsibility of the client or his/her representative to contact the project arborist for the purpose of:

- Locating the barrier fencing
- Reviewing the report with the project foreman or site supervisor
- Locating work zones and machine access corridors where required
- Supervising excavation for any areas within the critical root zones of trees to be retained, including any proposed retaining wall footings and reviewing any proposed fill areas near trees to be retained



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LEGEND

- Tag or ID number
- Critical Root Zone (CRZ)
- Tree protection barrier
- Tree to be removed (proposed)
- Unsurveyed tree (approximate location)

Sketch T1

Tree Management Plan

1100+1104+1108 Esquimalt Road
& 610 + 612 Lampson Street
Esquimalt, BC

DATE: August 28, 2020
PREPARED FOR: GT Mann Contracting Ltd.
SCALE: 1 : 500 @ 11" X 17"

TALBOT MACKENZIE & ASSOCIATES
CONSULTING ARBORISTS
BOX 48153
VICTORIA, BC, V8Z 7H2
TEL: 250-479-8733
EMAIL: tmtreehelp@gmail.com
www.treehelp.ca

DETAILED CONSTRUCTION NOTES:

(A) CITY OF VICTORIA TO CAP EXISTING WATER SERVICES AT DEVELOPERS EXPENSE
(B) CITY OF VICTORIA TO INSTALL 150mm FIRE AND 150mm DOMESTIC WATER SERVICES AT DEVELOPERS EXPENSE
(C) TOWNSHIP OF ESQUIMALT TO INSTALL 150mm SEWER SERVICE AT DEVELOPERS EXPENSE
(D) CONTRACTOR TO CAP EXISTING SEWER AND DRAIN SERVICES AT PROPERTY LINE
(E) CONTRACTOR TO REINSTATE SIDEWALK AND CONSTRUCT DRIVEWAY TO TOWNSHIP OF ESQUIMALT SPECIFICATIONS
(F) TOWNSHIP OF ESQUIMALT TO EXTEND DRAIN MAIN AND INSTALL 150mm DRAIN SERVICE AT DEVELOPERS EXPENSE
(G) ALL ONSITE TREES TO BE REMOVED UNLESS OTHERWISE NOTED

RW62314

TREES TO REMAIN

PARKADE LIMIT

PATIO (TYP.)

PROPOSED BUILDING

TREES TO REMAIN

LAMPSON ST

ESQUIMALT RD

JOFFRE ST

PLAN – SITE SERVICING
H 1:250

KEY PLAN
NTS

GT MANN
ESQUIMALT & LAMPSON
PRELIMINARY SITE SERVICE

Scale horiz 1:250
Sheet 1 of 1
Eng. Project No. 31073

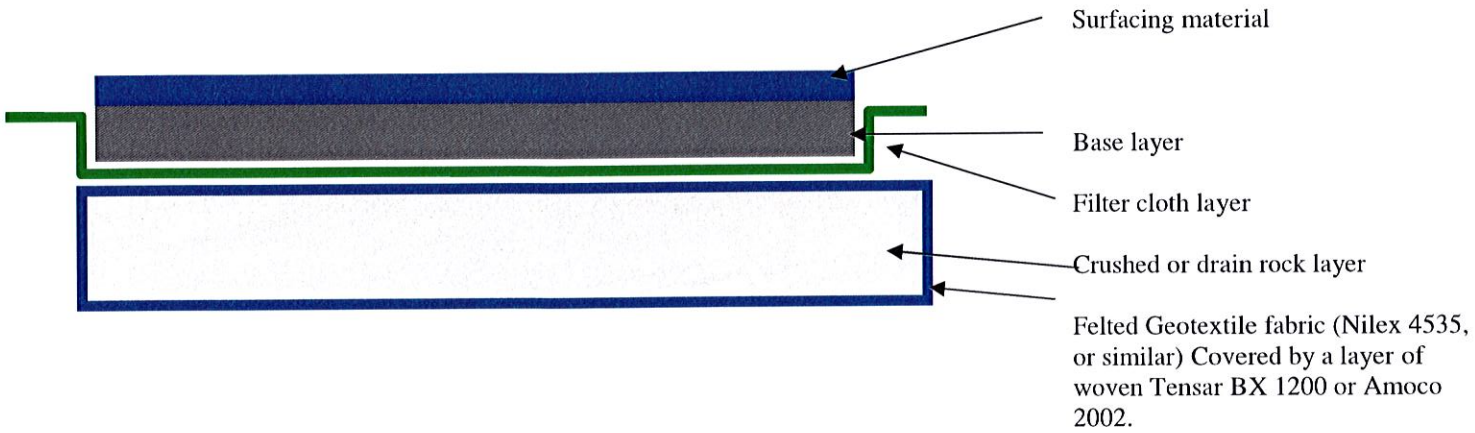
JEA J E ANDERSON & ASSOCIATES
SURVEYORS - ENGINEERS
VICTORIA NANAIMO PARKSVILLE
PHONE 250-727-2214 FAX 250-727-3096

DISCUSSION/COORDINATION

Talbot Mackenzie & Associates

Consulting Arborists

Diagram – Site Specific Driveway, Parking and Walkway



Specifications for Paved Surfaces Above Tree Roots (Driveway, Parking and Walkway Areas)

1. Excavation for construction of the driveway/parking/walkway areas must remove only the top layer of sod and not result in root loss

2. A layer of medium weight felted Geotextile fabric (Nilex 4535, or similar) is to be installed over the entire area of the critical root zone that is to be covered by the paved surface. Cover this Geotextile fabric with a layer of woven Amoco 2002 or Tensar BX 1200. Each piece of fabric must overlap the adjoining piece by approximately 30-cm.

3. A 10cm layer of torpedo rock or 20-mm clean crushed drain rock, is to be used to cover the Geotextile fabric (depth dependent on desired finished grade).

4. A layer of felted filter fabric is to be installed over the crushed rock layer to prevent fine particles of sand and soil from infiltrating this layer.

5. The bedding or base layer and permeable surfacing can be installed directly on top of the Geotextile fabric.

6. Two-dimensional (such as CombiGrid 30/30 or similar) or three-dimensional geo-grid reinforcements can be installed in combination with, or instead of, the geotextile fabric specified in the attached diagram.

7. Ultimately, a geotechnical engineer should be consulted and in consultation with the project arborist may specify their own materials and methods that are specific to the site's soil conditions and requirements, while also avoiding root loss and reducing compaction to the sub-grade.

Talbot Mackenzie & Associates
Consulting Arborists

Box 48153 RPO - Uptown Victoria, BC V8Z 7H6
Ph: (250) 479-8733
Fax: (250) 479-7050
Email: tmtreehelp@gmail.com

Tree Resource Spreadsheet Methodology and Definitions

Tag: Tree identification number on a metal tag attached to tree with nail or wire, generally at eye level. Trees on municipal or neighboring properties are not tagged.

NT: No tag due to inaccessibility or ownership by municipality or neighbour.

DBH: Diameter at breast height – diameter of trunk, measured in centimetres at 1.4m above ground level. For trees on a slope, it is taken at the average point between the high and low side of the slope.
* Measured over ivy
~ Approximate due to inaccessibility or on neighbouring property

Crown Spread: Indicates the diameter of the crown spread measured in metres to the dripline of the longest limbs.

Relative Tolerance Rating: Relative tolerance of the tree species to construction related impacts such as root pruning, crown pruning, soil compaction, hydrology changes, grade changes, and other soil disturbance. This rating does not take into account individual tree characteristics, such as health and vigour. Three ratings are assigned based on our knowledge and experience with the tree species: Poor (P), Moderate (M) or Good (G).

Critical Root Zone: A calculated radial measurement in metres from the trunk of the tree. It is the optimal size of tree protection zone and is calculated by multiplying the DBH of the tree by 10, 12 or 15 depending on the tree's Relative Tolerance Rating. This methodology is based on the methodology used by Nelda Matheny and James R. Clark in their book "Trees and Development: A Technical Guide to Preservation of Trees During Land Development."

- 15 x DBH = Poor Tolerance of Construction
- 12 x DBH = Moderate
- 10 x DBH = Good

To calculate the critical root zone, the DBH of multiple stems is considered the sum of 100% of the diameter of the largest stem and 60% of the diameter of the next two largest stems. It should be noted that these measures are solely mathematical calculations that do not consider factors such as restricted root growth, limited soil volumes, age, crown spread, health, or structure (such as a lean).

Health Condition:

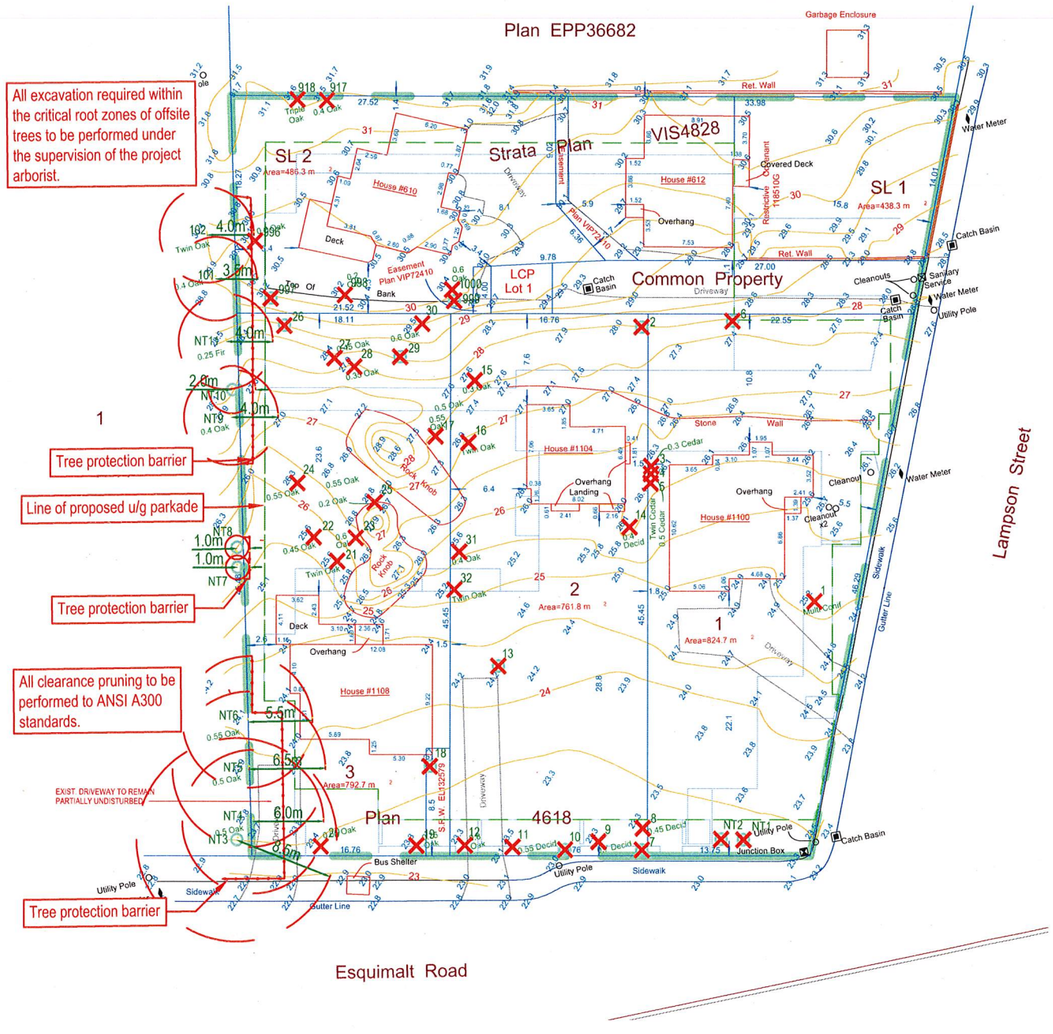
- Poor - significant signs of visible stress and/or decline that threaten the long-term survival of the specimen
- Fair - signs of stress
- Good - no visible signs of significant stress and/or only minor aesthetic issues

Structural Condition:

- Poor - Structural defects that have been in place for a long period of time to the point that mitigation measures are limited
- Fair - Structural concerns that are possible to mitigate through pruning
- Good - No visible or only minor structural flaws that require no to very little pruning

Retention Status:

- X - Not possible to retain given proposed construction plans
- Retain - It is possible to retain this tree in the long-term given the proposed plans and information available. This is assuming our **recommended mitigation measures are followed**
- Retain * - See report for more information regarding potential impacts
- TBD (To Be Determined) - The impacts on the tree could be significant. However, in the absence of exploratory excavations and in an effort to retain as many trees as possible, we recommend that the final determination be made by the supervising project arborist at the time of excavation. The tree might be possible to retain depending on the location of roots and the resulting impacts, but concerned parties should be aware that the tree may require removal.
- NS - Not suitable to retain due to health or structural concerns



IMPACT MITIGATION

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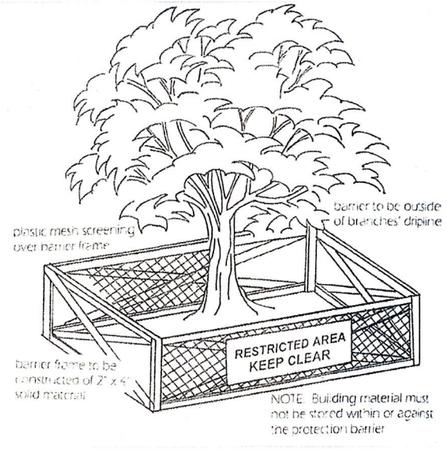

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LEGEND

- Tag or ID number (##)
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- Tree protection barrier
- Tree to be removed (proposed)
- Unsurveyed tree (approximate location)

Sketch T1

Tree Management Plan

1100+1104+1108Esquimalt Road
& 610 + 612 Lampson Street
Esquimalt, BC

DATE: August 28, 2020
PREPARED FOR: GT Mann Contracting Ltd.
SCALE: 1 : 500 @ 11" X 17"

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Talbot Mackenzie & Associates
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Box 48153 RPO Uptown
Victoria, BC V8Z 7H6
Ph: (250) 479-8733 ~ Fax: (250) 479-7050
Email: tmtreehelp@gmail.com

January 12, 2021

GTMann Contracting
1551 Broadmead Avenue
Victoria, BC V8P 2V1

Attention: Graeme Mann

RE: 1100-1108 Esquimalt Road, 610-612 Lampson Street

At your request we met at the above-mentioned address on December 18, 2020 and January 6, 2021to review the potential to retain additional Garry oak trees on the property given the proposed development that is anticipated. Our most recent tree protection plan for the proposal is dated November 20, 2020. Since that report has been submitted, we were asked to comment on potential building revisions and the ability to retain trees: 26, 27, 28, 917, 918, 996, 997 and 998.

During our November 18, 2020 meeting and based on the proposed building revisions and on-site discussions, we determined that:

- It will likely be possible to retain tree numbers 917 and 918, providing their critical root zones can be adequately retained during the blasting for the underground parking. They will require significant pruning for the building and ultimately their retention status will have to be determined at the time of construction. It is our understanding that the desire is to retain the trees, and all reasonable efforts will be made to retain these two trees.
- Tree numbers 998, 27 and 28 will not be possible to retain even with the suggested revisions due to the proximity of the proposed underground parking area and the existing grades the trees are growing on.
- Tree number 26 is nearly dead and not suitable to retain.
- Trees numbered 996 and 997 would likely be possible to retain given the proposed revisions but given their current health and structure and the impacts their retention will have on the proposed building design, it may be more desirable to construct the building as originally proposed and replant with healthy young trees that can better adapt to the new environment that is going to be introduced.

During our January 6, 2021 meeting, we did not review any proposed building revisions, but visually examined an area further South on the property where there are additional Garry oak trees (trees 21-25) and discussed the potential to retain any of them. The oaks are growing on a rocky

outcrop with shallow soil pockets and limited rooting environment. Given these growing conditions and the new exposure that is anticipated from the removal of surrounding trees, we feel that a significant portion of the surrounding rock and possibly additional trees around these trees will need to be retained to ensure a good potential for the trees to be successfully retained. Based on our onsite discussions and a review of the existing and proposed elevations, it is our understanding that such a revision will have too great an impact on the proposed building design and providing additional trees to replant is the more desirable option. By providing new, healthy young Garry oak trees in adequate growing conditions it will ensure there are healthy well structured trees in the future.

Please do not hesitate to call us at 250-479-8733 should you have any questions.

Thank you,

Graham Mackenzie
ISA Certified # PN-0428
TRAQ – Qualified

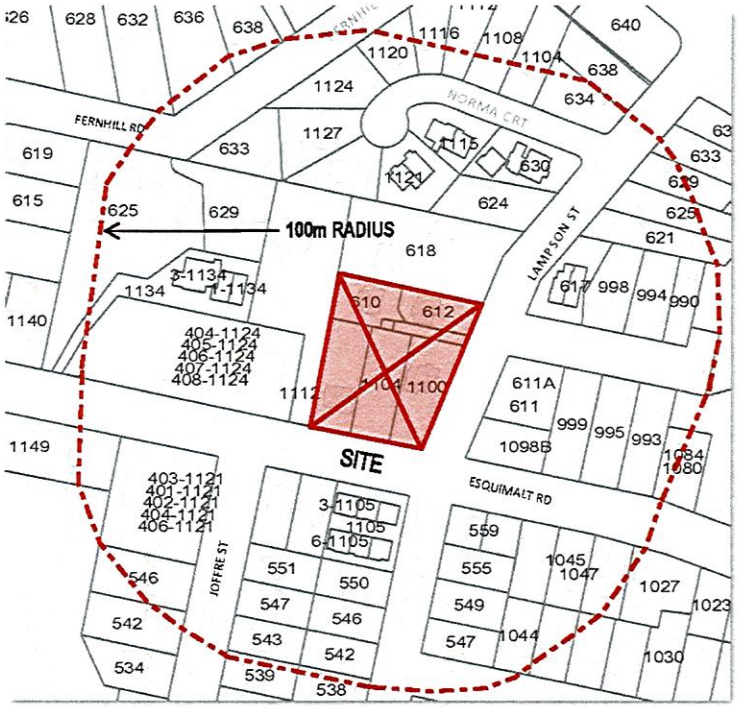
Talbot Mackenzie & Associates
ISA Certified & Consulting Arborists

Disclosure Statement

Arborists are professionals who examine trees and use their training, knowledge and experience to recommend techniques and procedures that will improve the health and structure of individual trees or group of trees, or to mitigate associated risks. Trees are living organisms, whose health and structure change, and are influenced by age, continued growth, climate, weather conditions, and insect and disease pathogens. Indicators of structural weakness and disease are often hidden within the tree structure or beneath the ground. It is not possible for an arborist to identify every flaw or condition that could result in failure nor can he/she guarantee that the tree will remain healthy and free of risk. Remedial care and mitigation measures recommended are based on the visible and detectable indicators present at the time of the examination and cannot be guaranteed to alleviate all symptoms or to mitigate all risk posed.

YOU'RE INVITED

TO A NEIGHBOURHOOD CONSULTATION MEETING REGARDING
A PROPOSED 6 STOREY RESIDENTIAL DEVELOPMENT AT:



1100 + 1104 + 1108 ESQUIMALT ROAD
610 + 612 LAMPSON ST

WHEN: **DECEMBER 13, 2018**
5:00 – 7:00 pm

WHERE: **SENIOR'S CENTRE**
ESQUIMALT RECREATION CENTRE
527 FRASER STREET

WHY: WE WOULD LIKE TO UPDATE YOU ON THE PROJECT, AND GIVE YOU THE OPPORTUNITY TO PROVIDE US WITH YOUR THOUGHTS.
REFRESHMENTS WILL BE SERVED!

CONTACT: **PRAXIS ARCHITECTS INC.**
HEATHER SPINNEY
heather.spinney@praxisarchitectsinc.com
250-475-2702

PRAXIS
ARCHITECTS INC.

PRAXIS
ARCHITECTS INC.

1100 - 1104 - 1108 Esquimalt Rd. + 610 - 612 Lampson St.
Public consultation 2018.12.13

Thank you for your attendance. Please sign in and share your comments/feedback in the space provided below.

Name	Address	E-mail
Judy Crowder	547 Joffre St.	
Comments: Too modern looking, parking concerns		
Neal Martin	618 Lampson St	
Comments: Concern about shadow effect on our property, loss of sun. View trees/landscape		
Mark Pyra		
Comments: Height is a major concern! Privacy + lack of sun as well. Esquimalt needs more development but six stories is too high.		
CINDY WALSH	9-618 Lampson	
Comments: Loss of view which was my major reason for purchasing. Concerned with height, blockage of light, parking, traffic, too dense!		
Ann Nightingale	547 Lampson St	
Comments:		
Jodi Mann	8-618 Lampson St	
Comments: Concerned about height of development blocking sunlight + view.		
KARL WOODWARD	408-1124 ESQUIMALT RD	—
Comments: I live next door to the proposed development. Curious about the design ammenities and impact on my residents. Nice design, nice to see 2 & 3 bedroom units plus more parking spaces than units is nice. Looks Good!		
Melinda Luttay	408-1124 Esquimalt Rd	
Comments: I live in #/next door, to the proposed development. I think the design could ~~be~~ have more character with style of the building. ~~Needs~~ Extra traffic concern at the corner Lampson St and Esquimalt Rd as well as Parking ~~around~~ around the ~~the~~ residential streets		
Colin McTaggart	12-618 Lampson St	
Comments: Not against density but this is too big. 40-50 units max		
Comments:		

PRAXIS
ARCHITECTS INC.

1100 - 1104 - 1108 Esquimalt Rd. + 610 - 612 Lampson St.

Public consultation 2018.12.13

Thank you for your attendance. Please sign in and share your comments/feedback in the space provided below.

Name	Address	E-mail
barb	Fernhill Rd	

Comments:
Great IDEA.

CHERYL	1121 ESQUIMALT RD	

Comments: CONCERNED ABOUT TRAFFIC INGRESS/EGRESS. ALREADY, IT'S HARD TO GET OUT OF JOFFRE - SEVERAL RUSH HOURS. I THINK IT'S TOO BIG/TALL.

Pola Wojnarowicz	6-618 Lampson Street	

Comments: Traffic along Esquimalt Road turning onto Lampson street will be additionally backed up ~~#~~ compared to usually. The shadows created by the height are too large

Comments:

Mike Vandemeer	5-618 Lampson ST	

Comments:
Somewhat concerned about # of unit & impact to ~~traffic~~. Why 7 stories?

Taryn Mah	1-618 Lampson street.	

Comments:
① too high. ② too dense ③ loss of neighbourhood feeling ④ bad traffic ⑤ loss of view/sun ⑥ ugly modern, loss of character to the neighbourhood. ⑦ Unusual for the block.

Megan Vandemeer	5-618 Lampson St	

Comments:
① Concerned about loss of greenspace and trees ③ for density, but concern about the signif increas
② Concerned about loss of sunlight on surrounding properties for garden space
④ concerned about increase in traffic, are there plan to adjust the traffic plan?
⑤ concerned about height, ~~very~~ highest buildings around are ~ 4 stories.
⑥ concerned about privacy in my residence → units looking down into our bedroom.

Valerie Z. Cimon	1190 Old Esquimalt Rd	

Comments:
seems like maximum densification, huge building with minimal landscaping.

Comments:

PRAXIS
ARCHITECTS INC.

1100 - 1104 - 1108 Esquimalt Rd. + 610 - 612 Lampson St.

Public consultation 2018.12.13

Thank you for your attendance. Please sign in and share your comments/feedback in the space provided below.

Name	Address	E-mail
ELIZABETH J MEARS	1016 BEWDLEY AVE	
Comments: STRONG CONFORMITY TO OCP & DAA GUIDELINES. GOOD UNIT MIX FOR A GROWING COMMUNITY		
Donahoe	1010 Lyall St.	
Comments: Too big		
NADIA MCTAGGART	12-618 LAMPSON	
Comments: Too high, too dense, not in keeping with feel of Lampson st, obstructing light, traffic		
Karen Rotgans	1198 Munro St	
Comments: To high to many ~~shadow~~ other then that, it looks awesome Shadows for neighbours behind		
Comments:		
Comments:		
Comments:		
Comments:		
Comments:		
Comments:		
Comments:		

WATT Consulting Group

ESQUIMALT & LAMPSON CORNERS

Traffic Impact Assessment

Author: MJ Oh

Reviewer: Nadine King, P.Eng., PTOE

Date: March 26, 2021
File No.: 3012.B01

TABLE OF CONTENTS

APPENDICES

LIST OF FIGURES

LIST OF TABLES

1.0 INTRODUCTION

Watt Consulting Group was retained by GT Mann Contracting to conduct a traffic impact assessment for the proposed multi-family residential development on the northwest corner of Esquimalt Road / Lampson Street in the Township of Esquimalt. The study will review the existing traffic operations along with the post development and long term conditions for all modes of transportation.

1.1 STUDY AREA

See **Figure 1** for the study area and location. The study area includes the site accesses and key intersection of Esquimalt Road / Lampson Street.

Figure 1: Study Area and Site Location

2.0 EXISTING CONDITIONS

2.1 LAND USE

There are five (5) single-family houses on the existing site and the current zoning is multi-family residential (RM-1: 3 Lots on Esquimalt Road) and comprehensive development (CD-22: 2 Lots on Lampson Street). The area surrounding the development site is a mix of multi-family and single-family residential. The Esquimalt Plaza shopping mall and recreation centre are located within walking distance (300m, 4-minute walk) from the site to the west.

2.2 ROAD NETWORK

Esquimalt Road is an east-west major road with a three-lane cross section (centre medians or two-way left turn lane) through the town. There are sidewalks and bike lanes on both sides of Esquimalt Road. Lampson Street is a two-lane major road running north-south and connects to Craigflower Road to the north. The speed limit is 40 km/h for all roads in the study area.

The Esquimalt Road / Lampson Street intersection is signalized with split phasing on Esquimalt Road. The existing laning at the intersection is a left / through lane and a right lane for all four (4) approaches.

2.3 TRAFFIC VOLUMES

Traffic counts for Esquimalt Road / Lampson Street were collected from the 2018 Township of Esquimalt City-Wide Network Study. The traffic counts were undertaken at the intersection during the AM and PM peak hours on March 8, 2018. Background volumes for the analysis (short term and 10-year horizon) were obtained using an annual 2.0% growth rate. See **Figure 2** for 2021 peak hour background volumes.

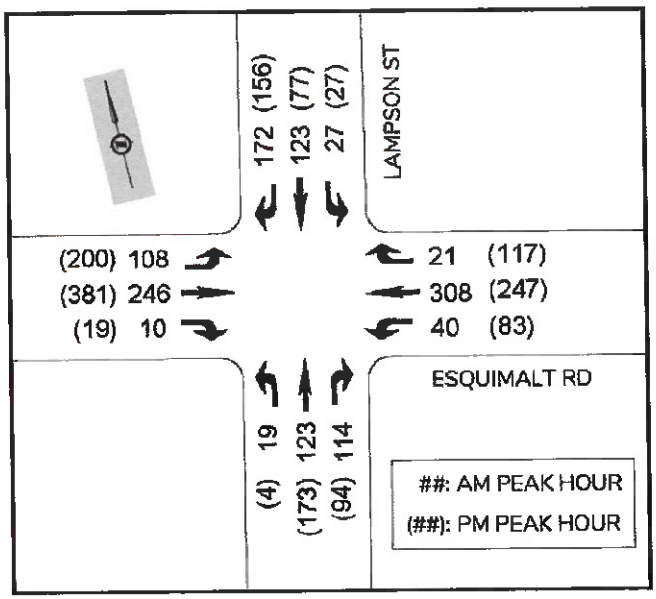


Figure 2: 2021 Peak Hour Background Volumes

2.4 TRAFFIC MODELLING – BACKGROUND INFORMATION

Analysis of the traffic conditions at the intersections within the study area were undertaken using Synchro software (for signalized and stop-controlled intersections).

Synchro / SimTraffic is a two-part traffic modelling software that provides analysis of traffic conditions based on traffic control, geometry, volumes, and traffic operations. Synchro software (Synchro 9/10) is used because of its ability to provide analysis using the Highway Capacity Manual (2010) methodology, while SimTraffic integrates established driver behaviours and characteristics to simulate actual conditions by randomly "seeding" or positioning vehicles travelling throughout the network. These measures of effectiveness include level of service (LOS), delay and 95th percentile queue length (7.5m for a vehicle).

The delays and type of traffic control are used to determine the level of service. The level of services are broken down into six letter grades with LOS A being excellent operations and LOS F being unstable / failure operations. Level of service C is generally considered

to be an acceptable LOS by most municipalities. Level of service D is generally considered to be on the threshold between acceptable and unacceptable operations. A description of level of service and Synchro is provided in **Appendix A**.

2.5 2021 BACKGROUND TRAFFIC CONDITIONS

The 2021 background traffic conditions were analyzed for Esquimalt Road / Lampson Street during the AM and PM peak hours.

In the AM peak hour, the intersection operates at a LOS D or better for all movements except the southbound left/through movement (on Lampson Road) which operates at a LOS E. In the PM peak hour, the southbound left/through movement is at a LOS F, and the westbound left/through and northbound left/through movements operate at a LOS E. In the PM peak hour, the westbound right turn movement exceeds the right turn lane storage. See **Table 1** for opening day background LOS, delays, and queues.

TABLE 1: 2021 BACKGROUND CONDITIONS AT ESQUIMALT RD/LAMPSON ST

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	LOS	Delay (s)	Queue (m)	LOS	Delay (s)	Queue (m)
EBLT	D	42.8	86.0	D	51.7	156.1
EBR	A	0.2	20.1 (25)	A	1.2	30.3 (25)
WBLT	C	34.4	87.1	**E**	59.3	102.7
WBR	A	0.2	25.7 (40)	B	14.8	60.8 (40)
NBLT	D	51.0	43.5	**E**	66.4	68.0
NBR	A	9.3	15.1 (40)	B	11.3	30.2 (40)
SBLT	E	**56.6**	41.0	**F**	**102.7**	48.7
SBR	A	9.5	32.1 (35)	B	11.2	31.2 (35)

*Note: 95th percentile Queues based on SimTraffic results (averaged from five simulation runs); (##) = Existing Storage Length

3.0 POST DEVELOPMENT

3.1 PROPOSED LAND USE

The proposed development is for two mid-rise multi-family residential buildings with a total of 89 dwelling units.

3.2 SITE ACCESS

Two site accesses are proposed: one (Access 1) is on Esquimalt Road and the other (Access 2) on Lampson Street. Access 1 is located 40m from Esquimalt Road. Access 2 is located 50m from Esquimalt Road and is offset from Wordsley Street. See **Figure 3** for the site plan and accesses.

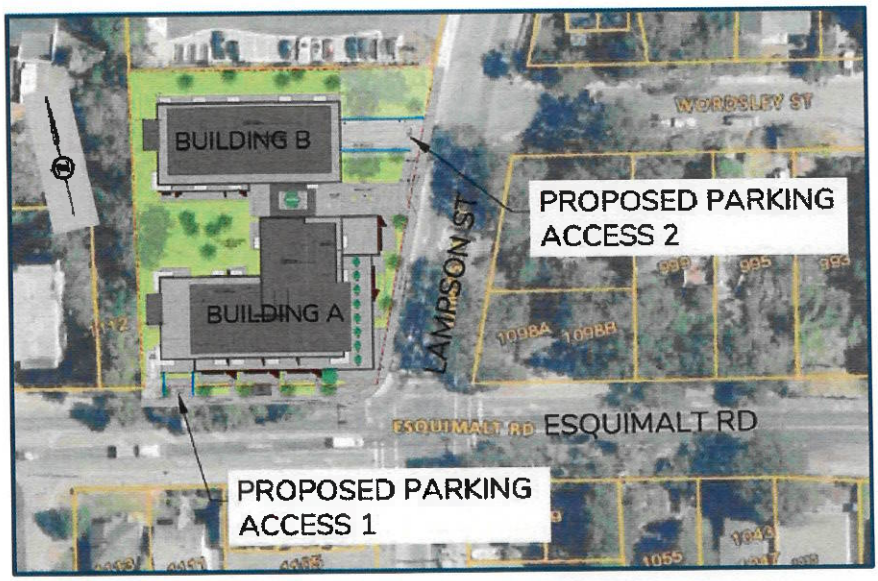


Figure 3: Site Plan and Accesses

The proposed site access on Esquimalt Road does not meet the TAC's suggested minimum corner clearance for collector road (55m) or arterial road (70m) at major intersections. The placement of the access is also within the eastbound left/through lane and the westbound left turn lane for Joffre Street. Further, the 95th percentile eastbound queue lengths are 91m during the AM peak hour and 159m during the PM based on the

opening day post development analysis results. Therefore, Access 1 on Esquimalt Road is to be a right in and right out for safety.

The proposed site access on Lampson Street is 5m less than TAC's suggested minimum corner clearance (55m) for collector road from Esquimalt Road; however, the 95th percentile southbound queue lengths are 46m to 49m (28m on average) during the peak hours based on opening day analysis results. Therefore, the queues from the intersection will not block the proposed access. The northbound queues at the access on Lampson Street will not queue back to Esquimalt Road (less than 2 vehicle queue on average). Based on the 2021 post development analysis, the exiting movement (left turns) from the access will operate at a LOS B and therefore there is no operational issues with a full movement access on Lampson Street.

At Access 2 on Lampson Street, the available sight distance (100m) to the left and right (through the intersection) meets the TAC's required intersection sight distance (85m) for a 40 km/h speed limit (posted speed). For vehicles turning from Esquimalt Road to be observed, the sight distance is only 55m; however, these vehicles will be travelling at 20 to 25km/h, which requires a left turning sight distance of 45m which is exceeded. Across from the site access, Wordsley Street has no restricted turn movements. The offset between the Wordsley Street intersection and the site access minimizes left turning (into each access/road). Based on the assessment the Lampson Street access can be full movement in the short term; however, in the long term left turns from Lampson into the driveway may need to be restricted. Significant left turns into the Lampson Street access are not expected as only traffic from west of Lampson Road (travelling eastbound) would need to turn left into the access which would only be several trips per peak hour. For the purpose of the study, no left turns into the Lampson Street access were analyzed.

3.3 TRIP GENERATION

Trip generation rates were estimated using the 10th Edition of the ITE Trip Generation Manual. Trip generation rates for the weekday AM and PM peak hours are shown in **Table 2**. **Table 3** shows the estimated trips generated by the proposed development with multi-family residential use. The existing site trips were deducted from the generated site trips. The development is expected to generate 28 new weekday AM peak hour trips and 34 new weekday PM peak hour trips to the surrounding road network.

TABLE 2: PEAK HOUR TRIP GENERATION RATES

ITE Land Use		Weekday AM			Weekday PM		
Code	Description	Rate	In	Out	Rate	In	Out
221	Multi-Family Housing (Mid-Rise)	0.36	26%	74%	0.44	61%	39%

TABLE 3: ESTIMATED DEVELOPMENT TRIPS

Description	Units	Weekday AM			Weekday PM		
		In	Out	Total	In	Out	Total
Multi-family (Mid-Rise)	89	8	24	32	24	15	39
Existing Trips Deduction *	5	(-1)	(-3)	(-4)	(-3)	(-2)	(-5)
Net Trips Total		7	21	28	21	13	34

* Existing trips estimated based on existing land uses of the site (5 Single-Family Homes).

3.4 TRIP ASSIGNMENT

The site trip assignment is based on the 2017 CRD Origin-Destination Household Travel Survey Report and existing trip distributions at the study intersection in the area. **Table 4** illustrates the site trip distributions for AM and PM peak hours. The resulted trip assignments for peak hours are shown in **Figure 4**.

TABLE 4: DISTRIBUTION PERCENTAGES OF SITE TRIPS

AM Peak Hour	PM Peak Hour
• 60% of trips from/to the East • 10% of trips from/to the West • 25% of trips from/to the North • 5% of trips from/to the South	• 60% of trips from the East • 10% of trips from the West • 25% of trips from the North • 5% of trips from the South • 50% of trips to the East • 15% of trips to the West • 30% of trips to the North • 5% of trips to the South

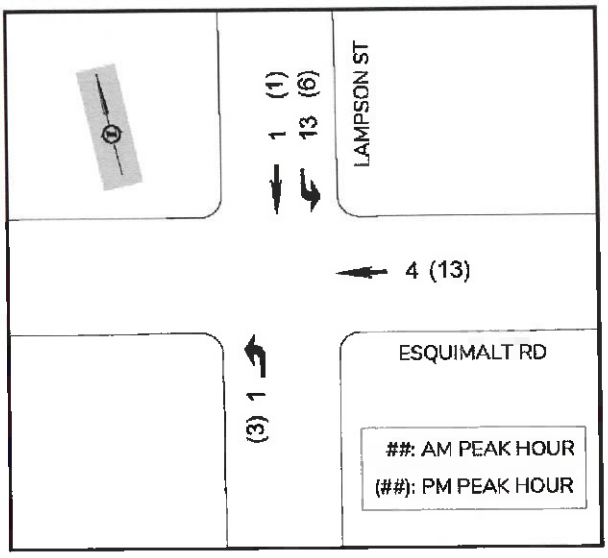


Figure 4: Trip Assignment

3.5 OPENING DAY POST DEVELOPMENT TRAFFIC CONDITIONS

The opening day post development conditions were analyzed for the intersection of Esquimalt Road / Lampson Street during the AM and PM peak hours.

In the AM peak hour with the development, the westbound left/through movement will drop to a LOS D, but the additional delay by the development will be less than two (2) seconds. All other movements will continue to operate at the same levels of service as

background conditions. In the PM peak hour with the development, all movements will operate at the same levels of service as the background conditions. The estimated additional queues by the development will be minor with less than 5m added for any movements except for the Esquimalt Road westbound left/through, which increases from 103m to 125m in the PM peak hour.

The proposed development does not trigger the need for any mitigation measures at Esquimalt Road / Lampson Street. See **Table 5** for opening day post development LOS, delays, and queues.

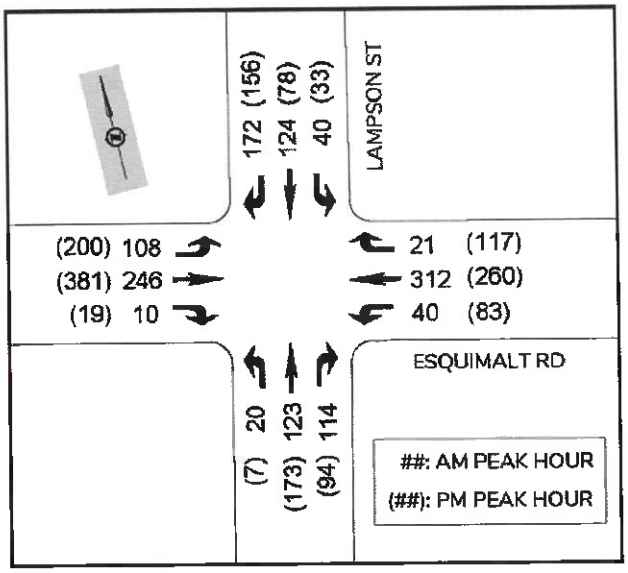


Figure 5: Opening Day Post Development Volumes

TABLE 5: OPENING DAY POST DEVELOPMENT AT ESQUIMALT RD/LAMPSON ST

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	LOS	Delay (s)	Queue (m)	LOS	Delay (s)	Queue (m)
EBLT	D	44.1	91.2	D	53.8	158.6
EBR	A	0.2	23.3 (25)	A	1.2	28.8 (25)
WBLT	D	35.9	88.1	**E**	**63.7**	125.2
WBR	A	0.2	21.0 (40)	B	15.5	70.0 (40)
NBLT	D	49.5	43.6	**E**	**64.1**	65.9
NBR	A	8.9	16.4 (40)	B	11.0	27.9 (40)
SBLT	**E**	**67.1**	46.0	**F**	**109.0**	45.7
SBR	A	9.1	39.9 (35)	B	10.8	39.7 (35)

*Note: 95th percentile Queues based on SimTraffic results (averaged from five simulation runs); (##) = Existing Storage Length

4.0 2031 10-YEAR HORIZON TRAFFIC CONDITIONS

For the ten-year horizon analysis, 2031 background volumes were obtained using an annual growth rate of 2.0%, which is based on the Esquimalt City-Wide Network Study. See **Figure 6** for 2031 peak hour background volumes.

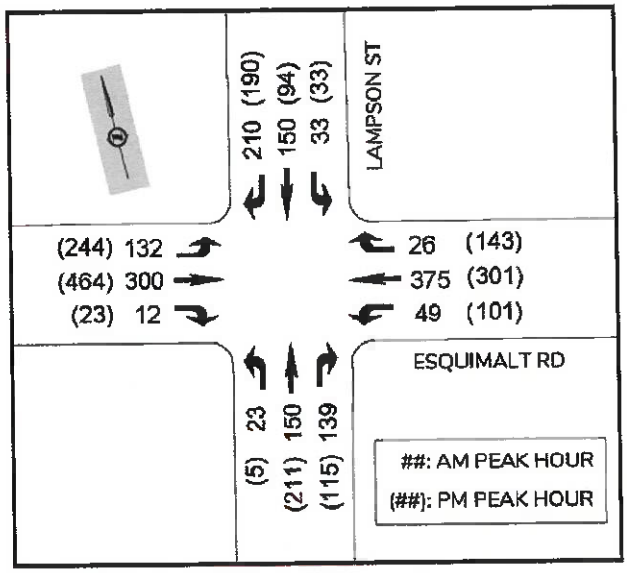


Figure 6: 2031 Background Volumes

4.1 2031 BACKGROUND CONDITIONS ANALYSIS RESULTS

The 2031 background conditions were analyzed for the intersection of Esquimalt Road / Lampson Street during the AM and PM peak hours with projected volumes.

In the AM peak hour, the three left/through movements for the eastbound / northbound / southbound will operate at a LOS E and the westbound left/through will operate at a LOS D. In the PM peak hour, the three left/through approaches will operate at a LOS F and the westbound left/through will operate at a LOS E with the current signal phasing.

To improve intersection operations, the eastbound and westbound laning (on Esquimalt Road) should be revised to a left turn lane and a through/right. This laning change will allow for the split phasing to be removed. Protected/permitted left turn phases could be added for the Esquimalt Road movements while permitted left turn phases remain for the Lampson Street movements. With these improvements, operations will operate at a LOS D or better for all movements in 2031. See **Tables 5** for 2031 background LOS, delays and queues.

TABLE 6: 2031 BACKGROUND CONDITIONS AT ESQUIMALT RD/LAMPSON ST

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	LOS	Delay (s)	Queue (m)	LOS	Delay (s)	Queue (m)
EBLT	E	**61.0**	127.6	F	**98.8**	**262.1**
EBR	A	0.2	31.7 (25)	A	1.9	40.7 (25)
WBLT	D	54.4	100.3	**F**	**90.4**	**181.1**
WBR	A	**1.0**	**31.0 (40)**	B	18.7	86.8 (40)
NBLT	E	**61.5**	82.9	**E**	**71.1**	100.8
NBR	A	**8.6**	39.0 (40)	B	12.0	61.2 (40)
SBLT	E	**73.1**	48.4	**F**	**175.0**	**61.8**
SBR	A	8.9	43.4 (35)	B	10.6	57.4 (35)

*Note: 95th percentile Queues based on SimTraffic results (averaged from five simulation runs); (##) = Existing Storage Length

4.2 2031 POST DEVELOPMENT ANALYSIS RESULTS

The 2031 post development conditions were analyzed by adding the development trips to 2031 background traffic volumes. In the 2031 AM peak hour at Esquimalt Road / Lampson Street, all movements remain at the same LOS except for the southbound left/through, which will drop to a LOS F with the existing signal timing. In the PM peak hour, all movements will remain at the same LOS as background conditions with the existing signal timing. As with the background conditions, changes in the laning and removal of the split phasing will improve long term conditions.

See **Table 7** for the results of the 2031 post development analysis. See **Figure 7** for 2031 post development volumes.

TABLE 7: 2031 POST DEVELOPMENT AT ESQUIMALT RD/LAMPSON ST

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	LOS	Delay (s)	Queue (m)	LOS	Delay (s)	Queue (m)
EBLT	**E**	**71.8**	137.2	**F**	**98.8**	**252.4**
EBR	A	0.2	35.4 (25)	A	1.9	35.6 (25)
WBLT	D	52.6	**108.1**	**F**	**96.5**	**168.1**
WBR	A	0.9	30.5 (40)	B	19.2	77.1 (40)
NBLT	**E**	**60.1**	68.1	**E**	**73.2**	87.2
NBR	A	8.3	42.1 (40)	B	12.2	43.5 (40)
SBLT	**F**	**96.4**	50.5	**F**	**254.0**	**59.9**
SBR	A	8.6	46.1 (35)	B	10.6	54.3 (35)

*Note: 95th percentile Queues based on SimTraffic results (averaged from five simulation runs); (##) = Existing Storage Length

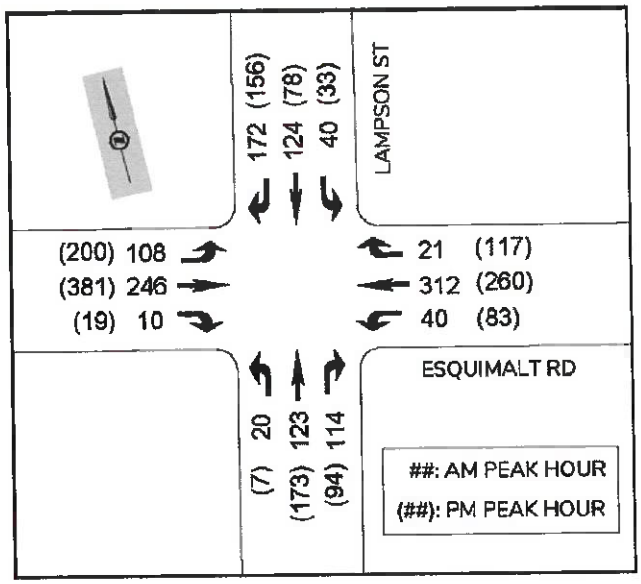


Figure 7: 2031 Post Development Volumes

5.0 ACTIVE TRANSPORTATION

5.1 PEDESTRIAN FACILITIES

Sidewalks are provided on both sides along Esquimalt Road and Lampson Street within the study area.

5.2 BICYCLE FACILITIES

Bike lanes are provided on Esquimalt Road with direct connection to downtown Victoria and the Galloping Goose Regional Trail. The site is also less than 1km from the Esquimalt + Nanaimo (E+N) Rail Trail, which provides a direct off-road cycling route to View Royal and the West Shore.

Currently, there are no bike facilities on Lampson Street; however, there are plans in the long-term for a bike facility on this road. The Township is currently undertaking its Active Transportation Network Plan. As part of that planning process, both technical analyses and public / stakeholder engagement will be undertaken to explore different

bike facility options on various corridors in the Township including Lampson Street. Therefore, a bike facility will likely be implemented on Lampson Street, but the specific facility has not yet been determined.

5.3 TRANSIT FACILITIES

The site has transit routes along the Lampson Street and Esquimalt Road frontages. Route 15 (Esquimalt/Uvic) is one of the region's frequent transit routes with service frequency of 15 minutes or less during weekdays. This route provides direct service between the DND and the University of Victoria, via downtown Victoria, and travels along Esquimalt Road. Route 26 (Dockyard/UVic) also provides services four (4) times an hour along Esquimalt Road and Lampson Street from DND to UVIC, via Tillicum & Uptown Mall.

There is a westbound transit stop directly on the Esquimalt frontage of the development. The current stop is approximately 50m in length (red curb) from Lampson Street to the east. At the intersection, there is a 20m bus bay / layby area; however, the painted curb extends beyond the layby area with another 30m as an on-street bus stop. The current bus stop sign and shelter are located at the west end of the stop in the on-street portion of the stop. Based on the current location of the bus stop sign and shelter, it is expected that buses are currently stopping in the vehicle travel lane; however, the actual operations of this stop should be reviewed with BC Transit to determine if the existing layby area is utilized. See **Figure 8** for current bus stop.

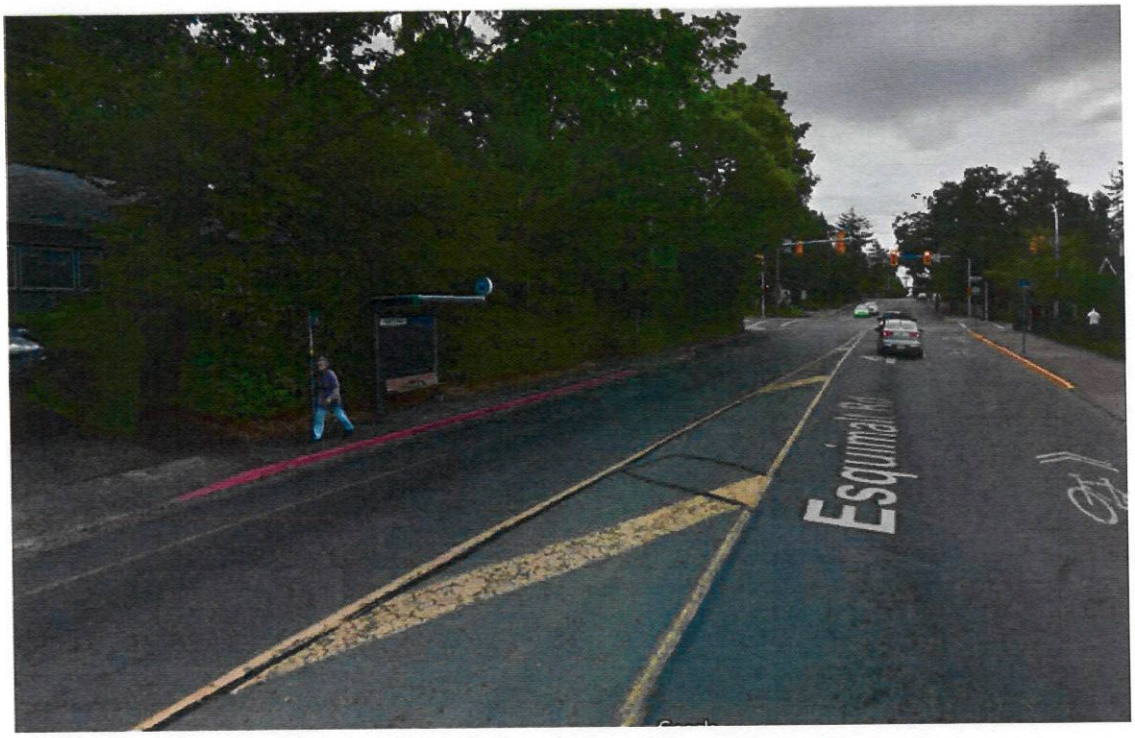


Figure 8: Existing Transit Stop on the Frontage

If the bus is currently stopping in the on-street portion of the stop, then the addition of the development traffic does not significantly impact operations at the signal as the westbound traffic would already be stopped behind the stopped transit vehicle. The added traffic on this section of Esquimalt Road is 4 vehicles per hour in the AM and 13 vehicles per hour in the PM or one additional vehicle every 15 minutes in the morning and one additional vehicle every 4.6 minutes or about one extra vehicle every three cycles of the traffic light. This additional traffic will not increase any existing queuing created by the on-street stop by more than one vehicle once and awhile.

If transit is utilizing the layby area only, the plan to switch to on-street operations may create queues behind the transit vehicle and block traffic when stopped. Most of this queueing would occur due to existing traffic as the development would add minimal additional traffic to this movement. It is recommended that BC Transit and the Township meet to discuss the current operations of this stop and BC Transit's preferred

stop type. Transit tends to prefer on-street stops as it allows them to re-enter traffic much easier than from a bus bay or layby area. If an on-street stop is preferred, then the stop should be located as far west of the intersection to allow for vehicles to queue behind the bus and make the signal. If the on-street stop is too close the intersection a stopped bus may block all westbound traffic per cycle from making the signal and since the intersection is split phases, it is a longer wait for the signal to return to westbound. This could frustrate drivers who may use the on-coming lane to try and pass the bus.

In addition to the westbound stop directly in front of the site on Esquimalt Road, there are two additional westbound stops within 130m. One is east of Lampson in front of the Westport/Southport residential buildings and one is west of Lampson Street at Fernhill Road. In the eastbound direction there are transit stops at Fernhill Road, the far side (east) of Lampson Street and then at Macaulay Street.

6.0 CONCLUSIONS

At the intersection of Esquimalt Road / Lampson Street, the three left/through movements currently operate at a LOS E/F with long queues on Esquimalt Road in the PM peak hour. In the AM peak hour, the southbound left/through movement operates at a LOS E while all other left/through movements operate at a LOS D or better. The proposed development does not impact traffic operations at the study intersection of Esquimalt Road / Lampson Street. The development will not change the existing levels of service at the intersection in the opening day peak hours as the added site trips are not significant. Therefore, no mitigation is required due to the development in the short term.

In 2031 ten-year horizon, without the development, all of the left/through movements will operate at a LOS E/F in the AM and PM peak hour except for the westbound left/through in the AM peak. The addition of the development drops the southbound left/through to a LOS F in the AM peak hour; all other movements and times of day remain at the same LOS. To mitigate these impacts in the long term, the eastbound and westbound approaches should be revised to a left turn lane and a through/right with

protected / permitted left turn phases for the Esquimalt Road movements. With these improvements, operations will operate at a LOS D or better for all movements.

At the site access on Esquimalt Road, traffic control should be a right in / right out due to the proximity of the signalized intersection and left/through lane, the eastbound left turn to Joffre Street, and the transit stop. At the site access on Lampson Street, the access can be full movement in the short term; however, left turn restrictions into the site in the long term may be required.

No bicycle or sidewalk changes are required due to this development. The existing bus stop on the site frontage should be reviewed with BC Transit to determine existing operations and their preference as to the type of stop. As indicated in Section 5.2, a bike facility is expected on Lampson Street in the near future.

7.0 RECOMMENDATIONS

The following recommendations are made for the proposed development in the short term:

- Restrict the Esquimalt Road access to right in / right out.
- Allow the Lampson Street access to be full movement.
- Consult with BC Transit and Township staff to determine if the existing layby is utilized by transit and if it can be removed leaving the stop approximately 50m from Esquimalt Road.

In the long term, for Esquimalt Road / Lampson Street, the City should consider changing the laning to a left and a through/right and protected / permitted left turn phases for the eastbound and westbound movements.

APPENDIX A: SYNCHRO INFORMATION

SYNCHRO MODELLING SOFTWARE DESCRIPTION

The traffic analysis was completed using Synchro and SimTraffic traffic modeling software. Results were measured in delay, level of service (LOS) and 95th percentile queue length. Synchro is based on the Highway Capacity Manual (HCM) methodology. SimTraffic integrates established driver behaviours and characteristics to simulate actual conditions by randomly "seeding" or positioning vehicles travelling throughout the network. The simulation is run five times (five different random seedings of vehicle types, behaviours and arrivals) to obtain statistical significance of the results.

Levels of Service

Traffic operations are typically described in terms of levels of service, which rates the amount of delay per vehicle for each movement and the entire intersection. Levels of service range from LOS A (representing best operations) to LOS E/F (LOS E being poor operations and LOS F being unpredictable / disruptive operations). LOS E/F are generally unacceptable levels of service under normal everyday conditions.

The hierarchy of criteria for grading an intersection or movement not only includes delay times, but also takes into account traffic control type (stop signs or traffic signal). For example, if a vehicle is delayed for 19 seconds at an unsignalized intersection, it is considered to have an average operation, and would therefore be graded as an LOS C. However, at a signalized intersection, a 19 second delay would be considered a good operation and therefore it would be given an LOS B. The table below indicates the range of delay for LOS for signalized and unsignalized intersections.

Table A1: LOS Criteria, by Intersection Traffic Control

Level of Service	Unsignalized Intersection Average Vehicle Delay (sec/veh)	Signalized Intersection Average Vehicle Delay (sec/veh)
A	Less than 10	Less than 10
B	10 to 15	11 to 20
C	15 to 25	20 to 35
D	25 to 35	35 to 55
E	35 to 50	55 to 80
F	More than 50	More than 80

Alex Tang

From: Amador, Ericka <Ericka_Amador@BCTransit.Com>
Sent: April-14-21 7:22 AM
To: Joel Clary; Bill Brown
Cc: Alex Tang; Graeme Mann; Heather Spinney; Megenbir, Levi; Richard Syrett
Subject: Re: Memo from BC Transit Regarding Functionality of the Bus Layby on Esquimalt Road west of Lampson
Attachments: image001.jpg; image002.jpg; image003.png; image004.jpg; image005.jpg; image006.jpg; image007.jpg; image008.jpg; image009.jpg; image010.jpg; image011.jpg; image012.jpg; image013.jpg; image014.jpg; image015.jpg

Hi Bill and all,

Our Transit Supervisor team has reported that both the route 26 and route 15 stop “in-road” and do not use the existing pull out currently.

Presumably, the proposed change to the stop would match current conditions and stop use.

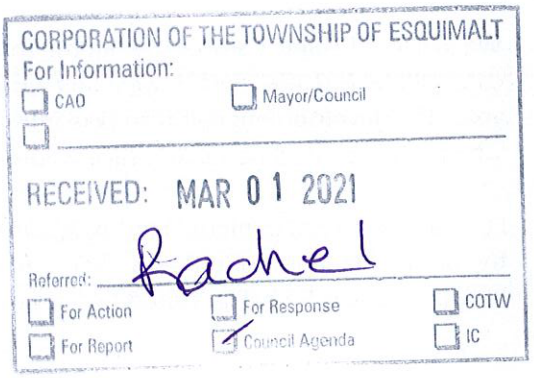
Thank you,
Ericka

3900-03

Kim Maddin

From: Corporate Services
Sent: March-01-21 3:46 PM
To: Kim Maddin
Subject: FW: RZ000058 - Lampson and Esquimalt Rd.

Importance: High



Mail log Please.

Corporate Services
General Delivery Email

For the latest on the Township's response to COVID-19, please visit esquimalt.ca/covid19

From: Development Services <Development.Services@esquimalt.ca>
Sent: March-01-21 1:43 PM
To: Corporate Services <Corporate.Services@esquimalt.ca>
Cc: Alex Tang <Alex.Tang@esquimalt.ca>
Subject: FW: RZ000058 - Lampson and Esquimalt Rd.

Please add this to the late items on tonight's agenda

Development Services
General Delivery Email

For the latest on the Township's response to COVID-19, please visit esquimalt.ca/covid19

From: Colin McTaggart <colin.mctaggart@ameliaartists.com>
Sent: February-14-20 1:53 PM
To: Development Services <Development.Services@esquimalt.ca>
Cc: Nadia McTaggart
Subject: Re: RZ000058 - Lampson and Esquimalt Rd.

February 14th, 2020

Via Email

Development Services
The Corporation of the Township of Esquimalt
1229 Esquimalt Road
Esquimalt, BC
V9A 3P1

Re: RZ000058 - Lampson and Esquimalt Rd.

My name is Colin McTaggart and with my wife Nadia McTaggart we live and own #12-618 Lampson St. We have concerns with the current development proposed for Lampson and Esquimalt rd. and would like to make them know to the Township.

We live in a 12 unit 3 storey townhome that is south facing on Lampson hill. The condo proposed to be built in front of us would be 6 stories east to west and would basically become a wall blocking our sunlight for the better part of the year. The development needs to take into account the impact it will have on the neighbourhood and the 12 families who just purchased new south-facing homes in Esquimalt. In its current design, it does not.

I am not anti-development in our neighbourhood, it would be hypocritical, but there must be a way to bring density to the block of land in front of us without taking away our sunlight. Why does this need to be 1 building? Maybe two buildings would be better suited to the site like the Duet in James Bay.

Best Regards,

PLEASE NOTE OUR NEW ADDRESS

Colin McTaggart
Artist Management
Amelia Artists Inc.
240-730 View St.
Victoria, BC
V8W 3Y7 Canada
Office: (250) 995-2642
Cell: (250) 532-2246

From: John Hastings
Date: March 1, 2021 at 4:42:09 PM PST
To: Mayor and Council <mayorandcouncil@esquimalt.ca>
Subject: Lampson st and esquimalt rd

I'm writing this letter in hopes to encourage you mayor and the council to reevaluate the proposed development for the corner of Lampson and Esquimalt rd myself and many others that live in the immediate area of the proposed development or upset at the size and density of the building I encourage you to look at scaling back the size so it doesn't affect The surrounding residence . I have been here over 30 years and been opposed to both developments that have taken place on Ladson Street in the last 15 years now to find plans for another massive building is a heart wrenching there are a number of young families on Lampton Street and are concerned with another 90+ vehicles coming in and out intersection every day it's scary I agree the development is needed for that corner but myself and numerous other residents living in the immediate area feel that the size of it is going to be too much . I hope counsel and our mayor take into the account the number of families currently living in this area that are going to be negatively impacted by this building. Just because the OCP says you can build a unit the size doesn't mean we should

Sincerely John Hastings 538 and 542 Lampton St.

From: Jill Smith
Date: March 1, 2021 at 6:42:29 PM PST
To: Mayor and Council <mayorandcouncil@esquimalt.ca>
Subject: Re: Lampson Corners rezoning request – support

Dear Mayor and Councillors,

We are in support of the proposed development on Lampson Street at Esquimalt Road. Also the rezoning request appears reasonable. This is just the sort of land use we'd like to see on Esquimalt Road.

Thank you!

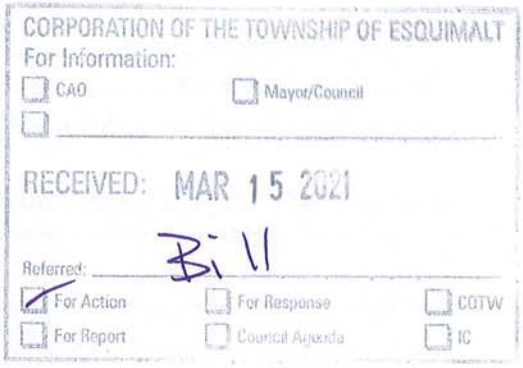
Kindly,
Jill and Dexster Smith
629 Lampson Street

3220-20

Kim Maddin

From: Laurie Hurst
Sent: March-15-21 9:26 AM
To: Kim Maddin
Subject: FW: Lampson Corners development project

Categories: Mail



For mail log, thanks.

Laurie Hurst, *CPA, CGA*
Chief Administrative Officer
Tel: 1-250-414-7133
For the latest on the Township's response to COVID-19, please visit esquimalt.ca/covid19

From: Barb Desjardins <Barbara.Desjardins@esquimalt.ca>
Sent: March-15-21 9:19 AM
To: Laurie Hurst <laurie.hurst@esquimalt.ca>
Subject: Fwd: Lampson Corners development project

Public input

Sent from my iPhone

Barbara Desjardins
Mayor, Township of Esquimalt
Lekwungen Territory
Tel: 1-250-883-1944
Begin forwarded message:

> **From:** Shirley Waldon
> **Date:** March 15, 2021 at 9:09:31 AM PDT
> **To:** Mayor and Council <mayorandcouncil@esquimalt.ca>
> **Subject: Lampson Corners development project**

Dear Mayor Desjardins and members of Esquimalt Council:

I am writing to express my concerns on 2 fronts over the proposed development on the corner of Esquimalt Road and Lampson Street.

The first is that while the redevelopment of that property is long overdue (as is the one directly across the street at 611 Lampson & 1098 Esquimalt), what is currently being proposed is far too big and does not fit into the overall esthetics of the area. How are the owners of this proposed complex going to access or exit from this property? Good luck trying to access it during the afternoon rush hour from either side.

Had this been simply townhouses similar to those at 618 Lampson, it would have been far more family friendly for this area. The number of condo complexes currently either being built in the overall area is more than sufficient. There is currently 4 other condo complexes either being built or nearing completion as well as 1 which was given approval awhile at at the corner of Head St. and Esquimalt Rd and yet other proposed redevelopment in the 800 block of Esquimalt. All of these are within about a 15 to 20 block radius of one another. We do not need another one.

The second major concern I have is parking. While I realize that Council has requested that a traffic study be conducted, I would like Council to fully understand the issues that already take place on a daily basis along Lampson Street.

I live in a condo complex at 1000 Esquimalt Rd. The only way to access our driveway is to turn off Lampson onto Wordsley (which is directly across the street from this proposed development). Given that parking along Wordsley has been designated as residential only, the number of vehicles parking along the portion of Lampson St between 613 and 620 grows with each passing day. The number of times I have nearly been rear-ended from individuals coming down Lampson St as I await the traffic coming up the hill in order to turn left onto Wordsley is too numerous to count. And, it becomes next to impossible to access during the afternoon rush. During those times, I basically have to circle around from Old Esquimalt Rd. down Head St. then turn right onto Esquimalt Rd before turning right onto Lampson and again right onto Wordsley.

If this project proceeds where are people expected to park? To simply presume that folks are going to take the bus or only have 1 vehicle doesn't cut it. The reality is that a good number of households have at least 1 car sometimes 2 or have a single large truck that can not be accommodated in smaller parking spaces.

It is also my understanding that Council is also now considering the installation of a bike lane along that very same corridor. So where are the vehicles that currently park along that portion of Lampson St. expected to park? And what safety measures are going to be implemented to ensure the safety for the very few cyclists who come down Lampson St? And how are drivers going to be able to turn right at the bottom of the hill? As a pedestrian, you take your life into your own hands when trying to cross the road at the bottom of that intersection and more specifically at that very corner. I personally avoid it at all costs. Adding this large of residential project into the mix has the potential of creating more headaches than it's worth.

I ask for 2 things:

1. That Council give my concerns serious consideration before giving final approval of this proposed development. And,

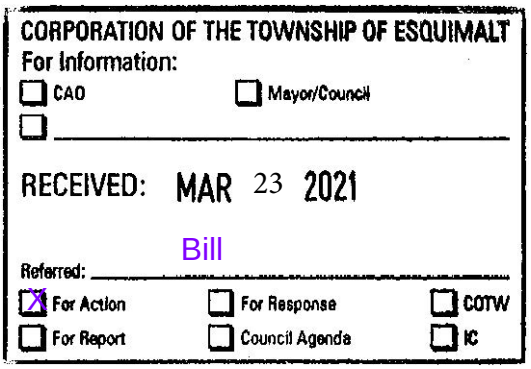
2. That the contents of this email be read into the minutes of any future public hearing.

Sincerely,

Shirley Waldon
304 – 1000 Esquimalt Rd
Esquimalt BC V9A 3N2

Deborah Liske

Subject: FW: Letter to Council - The Vanderveers
Attachments: Letter to Council_The Vanderveers_Ref 1100_1004_1108 Esquimalt Road and 610_612 Lampson Street Rezoning Application .pdf



From: Mike Vanderveer <
Sent: March-22-21 11:07 AM
To: Corporate Services <Corporate.Services@esquimalt.ca>
Cc: Megan Vanderveer
Subject: Letter to Council - The Vanderveers

Good Day,

Please see our attached letter to council ref the proposed re-zoning application for 1100/1004/1108 Esquimalt Road and 610/612 Lampson Street. Please do not hesitate to contact us if you have any questions.

Thank you,

Megan and Michael Vanderveer

Megan and Michael Vanderveer
5-618 Lampson Street
Esquimalt, BC
V9A 6A1

Madam Mayor and Council,

We are writing this letter to you and your council to bring forward concerns our family has regarding the proposed re-zoning application for 1100/1004/1108 Esquimalt Road and 610/612 Lampson Street.

We have lived in Esquimalt since 2014, renting, and have made the decision to invest in Esquimalt with our 2018 purchase of our townhouse at 618 Lampson Street, The Saxon. We were motivated to stay in Esquimalt due to the availability of green space and the small community feeling. We acknowledge the a need to increase in density and developments in order to generate population growth and tax revenue in support of increased availability of amenities. We are concerned that the proposed development will result in negative effects towards our investment in this community and the surrounding neighbourhood as well.

The Esquimalt Official Community Plan (OCP) states the following objective:

Support expansion of housing types within Esquimalt while addressing concerns such as tree protection, parking, traffic, noise, effects on neighbouring properties, and neighbourhood character.

We do not believe that this development, as proposed, meets the OCP objective as a result of the effects on neighbouring properties, traffic and parking and the neighbourhood character.

In 2018 Madam Mayor, you were quoted as stating the following:

It will change, but we're going to have to work hard to keep what we've got going, which is a warm, small-town feel, friendly community,

In order to ensure that work hard at keeping what we've got going we offer the following concerns:

1) <u>Effects on Neighbouring Properties:</u>

Substantial Loss of Natural Sunlight:

The Saxon units are south facings units with large floor to ceiling windows designed to maximize the use of natural light during all seasons. You can see in the images that the winter shadow study illustrates a substantial, if not total, shadow on our development to the north and surrounding properties. Such a massive shadow will result in year-round increased electric lighting and heating requirements. This will be exacerbated during the winter months and could increase our susceptibility to seasonal affective disorder. With several young children, expecting parents and individuals that work from home, our access to natural light is something we are very concerned about.

This image displays the large floor to ceiling windows that permit a substantial amount of natural light to enter our units subsequently reducing our electrical light and heat demands.

Impacts to City Mandated Community Garden:

Further to the concern of sunlight for individual units is the impact of the new build on our beautiful and highly utilized community garden. This garden has become a staple within our small community bringing people together, educating children on healthy eating/food production, and encourages a more sustainable approach to urban living. The garden receives a substantial amount of sunlight from the south permitting well flourished growth year-round. While the adjacent fence has a small impact to the sunlight received, the impact from the current houses and proposed development have/will have a much greater impact to the garden and its production while illustrating a lack of concern for sustainable urban living.

We have attached several images below to highlight our garden. Of note, we are fully engaged in the planning of the 2021 growing season and have receive a substantial amount of participation and enthusiasm from members our development. Furthermore, we have decided to utilize a portion of the garden beds as a kid's corner furthering our encouragement of youth education. This garden is important to us.

This garden has been such a delight to have and truly is a point of social connection and community for the Saxon. It will be a tragic result to see it so negatively impacted by such a large build when other density options, options like ours, exist.

Privacy:

As mentioned, we have massive floor to ceiling windows. The windows on our third floor are for our master bedrooms and give viewing access to our main en-suite bathrooms. The development as proposed would put approximately two stories looking into and down to our master bedrooms and bathrooms. This has a dramatic impact to our privacy and will further increase the amount of time with our blinds closed resulting on increased demand on electrical light and heat which negates the intended effect of the large windows.

2) Traffic:

The next concern focuses on the inevitable increased traffic at the Lampson St/Esquimalt Road intersection. We were extremely happy that there was a decision to see a traffic study for this development prior to the public hearing occurring. This gives us faith that council similarly holds our concerns. We would like to have confirmation that the traffic study will consider the current reduced traffic due to surrounding businesses having an increased number of commuters/ employees working from home due to Covid-19. Future builds (English Inn/Esquimalt Town Square Etc.) will also see an increase in traffic. We are very much concerned seeing this turn into a downtown style intersection that is no longer conducive to walks with dogs and kids. We are a family development and do not want to see the walkability reduced by having that corner turn into an over capacity intersection.

3) Parking:

The proposed development will see a dramatic increase on parking demands. While it is understood that Esquimalt is hopeful that more housing availability will reduce vehicle traffic and the associated parking demand, we are already seeing a tenuous parking situation in the

vicinity of this proposed locations. Street parking is regularly taken up on Lampson (both sides of Esquimalt Road) as well as Wordsley St. Additionally, we often see nonresident guests utilizing our visitor parking due to a lacking availability of street side parking, a problem we anticipate will increase with density growth. This area of concern has resulted in us considering the placement of "No Parking" signs and a towing contract.

We do not believe we are seeing the vehicle reduction anticipated with development and many members of our development have multiple cars resulting in parking problems. This will only be exacerbated by the dramatic increase in parking demands associated this build with specific reference to the limited visitor spots.

4) <u>Does not match neighborhood character:</u>

The size of the development does not fit the surrounding builds. It is bordered north and south by townhouses, a house to the east and a small apartment complex to the west. This building towers over anything surrounding it and will cause a dramatic reshaping of area. This does not support the para 5.3 of the Official Community Plan which supports developments "that integrates with existing and proposed adjacent uses". Furthermore, introducing something of this scale has the serious potential to encourage larger buildings in the vicinity that would continue to wall in the surrounding developments that are much smaller. Our concern is that each building will attempt to bigger than the last in order to gain access to the view. This development itself is designed with the second building being taller than the first structure for both buildings to have roof top ocean views. This competitive massing has the potential turn the beautiful views of High Rock Park into nothing but the back of buildings.

These images clearly illustrate the massive disparity in building size compared to the surrounding buildings. This building dwarfs anything surrounding it and clearly does not integrate well into the surrounding properties.

Again, our family is not opposed to the development and density increase that Esquimalt is going through. We just ask that the proposed development be re-evaluated based on the points raised above. We have invested a substantial amount into Esquimalt and in an area of town that has a small-town vibe and feeling. The prospect of this building and the sheer disregard towards the

integration into neighbouring properties leans us towards regretting our original decision of investing in Esquimalt.

Please work with us to keep Esquimalt, as you suggested in 2018, “a warm, small-town feel, friendly community” and keep it somewhere we want to live.

Respectfully,

Megan and Michael Vanderveer