

The following points were considered in assessing this application:

- In 2021, the City of Victoria commenced transportation upgrades on Fairfield Road with the goal of improving safety, accessibility, and comfort for all road users in coordination with road paving and traffic signal renewal. This has involved improvements to sidewalks and driveways to eliminate tripping hazards, improving walking surfaces and increasing the width of sidewalks. The relocation of the driveway at 903 Collinson Street forms part of this project. The driveway relocation is a collaboration between the City and the owner of the property.
- These transportation upgrades further the broader objectives of the *Official Community Plan, 2012 (OCP)* and the Fairfield Neighbourhood Plan to support a safer and more enjoyable pedestrian environment.
- The variance is to reduce the required distance from the parking stall to the street by 0.66m, from 1.0m to 0.34m. The intent of the requirement of a 1.0m setback to a parking stall from a street is to create a buffer strip and soften the visual impact of the parking stall. This variance is considered supportable due to the physical limitations of the subject property. In addition, a large boulevard exists, which will be planted with grass and a municipal tree. The combination of the wide boulevard and plantings will mitigate the lack of vehicle buffer strip.

BACKGROUND

Description of Proposal

The proposal is to relocate the driveway from Quadra Street to Collinson Street to create safer access and egress and to improve the pedestrian environment. The required number of parking stalls are maintained (one). However, a variance is required to reduce the minimum distance from the parking stall to the adjacent street (Quadra Street) from 1.0m to 0.34m.

Sustainability

Improving the pedestrian environment and planting the boulevard supports sustainability objectives.

Active Transportation

The application generally supports active transportation by creating an improved pedestrian environment at a busy signalized arterial intersection.

Public Realm

As this is a City-initiated project in cooperation with the owner, the City is responsible for the enhanced public realm as described in the Analysis Section of this report.

Accessibility

The *British Columbia Building Code* regulates accessibility as it pertains to buildings. The accessibility of the site will remain relatively unchanged from the current status.

Existing Site Development and Development Potential

The site is presently a single-family dwelling in the Small Lot Zone. Under the current R1-S2 Single Family Dwelling District Zone, no further development potential exists.

Data Table

The following data table compares the proposal with the existing R1-S2, Restricted Small Lot (Two Storey) District Zone. An asterisk is used to identify where the proposal does not meet the requirements of the existing zone. Two asterisks are used to identify where the proposal is legally non-conforming.

Zoning Criteria	Proposal	Existing Zone R1-S2
Site area (m ²) – minimum	183.3**	260
Lot width (m) – minimum	38	10
Parking – minimum	1	1
Parking location	Side yard	Not specified
Parking stall distance from property line (m) – minimum	0.34*	1

Relevant History

In 2005, the Humboldt Valley Precinct Plan was adopted by City Council. To implement the Plan, a number of smaller properties between Collinson Street and Fairfield Road were rezoned to the Small Lot House Zone (R1-S2) due to their parcel sizes and the limited redevelopment opportunities. In essence, the parcels were placed in a zone that best fit the current development of the parcels, which were generally small, older homes on relatively small lots. Since the lot is so small, it is challenging to accommodate parking in a manner that is consistent with the Zoning Bylaw.

The intersection of Collinson Street and Quadra Street has remained relatively unchanged in recent years with only minor adjustments to improve safety. As part of the current project, staff have reviewed the safety at the Quadra Street and Fairfield Road intersection and identified the private driveway at 903 Collinson Street, which accesses from Quadra Street, as a concern. The position of the driveway requires the owner to reverse into the middle of the intersection when leaving the property, creating conflicts with traffic and pedestrians.

A Memo from the Engineering and Public Works Department (attached) provides additional background of the project scope and rationale for the relocation of the driveway.

Community Consultation

Consistent with the Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variance Applications, on August 16, 2021 the application was

referred for a 30-day comment period to the Fairfield CALUC. At the time of writing this report, a letter from the CALUC had not been received.

This application proposes variances, therefore, in accordance with the City's Land Use Procedures Bylaw, it requires notice, sign posting and a meeting of Council to consider the variances.

ANALYSIS

Official Community Plan

The proposal to relocate a driveway crossing for safer pedestrian and vehicular safety is consistent with the OCP, which has a broad objective to support pedestrian movement by designing rights-of-way to support pedestrian movement and improve connectivity.

Local Area Plan - Fairfield

The Neighbourhood Plan notes a number of transportation goals to make walking, cycling and transit more efficient, safer and enjoyable for users.

Tree Preservation Bylaw and Urban Forest Master Plan

As part of this project, with the removal of the driveway, one new municipal tree will be able to be installed by the City on the boulevard fronting this property. An additional tree may be possible and will be determined as the project progresses.

Regulatory Considerations

The proposal meets the required number of parking stalls (one) for a single-family dwelling. The parking stall is located in the front yard as permitted under the bylaw and meets the minimum standards for stall dimensions. However, given the small parcel size, the new driveway cannot meet the required 1.0m distance from a parking stall to a street. The requested variance to reduce this distance to 0.34m is considered supportable since the improvements to the municipal boulevard will provide alternative landscaping in this section of Quadra Street. Some plantings can be installed in the remaining buffer strip.

As this is a joint project with the landowner, the City is responsible for the design and capital budget for the driveway relocation as part of the broader intersection upgrades. The City will cover the cost of the driveway access within the right-of-way and the owner is responsible for cost of building the driveway on private property. The owner is working with City staff to determine a suitable surface material such as permeable pavers.

This application does involve the loss of the raised landscaped garden adjacent to the house (west); however, the rear yard of the subject parcel will become available as outdoor space for the owner when the existing driveway is relocated.

CONCLUSIONS

The relocation of the driveway will create a safer pedestrian environment along Quadra Street with a reconstructed continuous sidewalk and the elimination of the unsafe reversing manoeuvre within the signalized intersection. While the buffer between the relocated parking stall and the street does not meet the 1.0m standard, this will be mitigated by the large

boulevard and introduction of landscaping within the public right-of-way. Therefore, staff recommend that Council support the proposed variance.

ALTERNATE MOTION

That Council decline Development Variance Application No. 00273 for the property located at 903 Collinson Street.

Respectfully submitted,

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Report accepted and recommended by the City Manager.

List of Attachments

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans dated/date stamped August 5, 2021
- Attachment D: Technical rationale for variance provided by the Engineering and Public Works Department.