F.1.a.c **903 Collinson Street: Development Variance Permit No. 00273 (Fairfield)**
Moved By Councillor Alto
Seconded By Councillor Thornton-Joe

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

"That Council authorize the issuance of Development Variance Permit Application No. 00273 for 903 Collinson Street in accordance with:

1. Plans date stamped August 5, 2021.
2. Development meeting all Zoning Regulation Bylaw requirements, Schedule C, except for the following variance:
   a. Reduce the minimum distance from the parking stall to a street from 1.0m to 0.34m.
3. The Development Variance Permit lapsing two years from the date of this resolution."

CARRIED UNANIMOUSLY

F.3 903 Collinson Street: Development Variance Permit No. 00273 (Fairfield)

Committee received a report dated August 26, 2021 from the Director of Sustainable Planning and Community Development regarding information, analysis and recommendations for a Development Variance Permit Application to relocate the driveway from Quadra Street to Collinson Street to create safer access and egress for vehicular access for the property located at 903 Collinson Street, and recommending that it move to an opportunity for public comment.

Moved By Councillor Thornton-Joe
Seconded By Councillor Alto

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

"That Council authorize the issuance of Development Variance Permit Application No. 00273 for 903 Collinson Street in accordance with:

1. Plans date stamped August 5, 2021.
2. Development meeting all Zoning Regulation Bylaw requirements, Schedule C, except for the following variance:
   i. Reduce the minimum distance from the parking stall to a street from 1.0m to 0.34m.
3. The Development Variance Permit lapsing two years from the date of this resolution."

CARRIED UNANIMOUSLY

Committee of the Whole Report
For the Meeting of September 9, 2021

To:	Committee of the Whole	**Date:**	August 26, 2021
From:	Karen Hoese, Director, Sustainable Planning and Community Development		
Subject:	**Development Variance Permit No. 00273 for 903 Collinson Street**		

RECOMMENDATION

That Council, after giving notice and allowing an opportunity for public comment at a meeting of Council, consider the following motion:

"That Council authorize the issuance of Development Variance Permit Application No. 00273 for 903 Collinson Street in accordance with:

1. Plans date stamped August 5, 2021.
2. Development meeting all Zoning Regulation Bylaw requirements, Schedule C, except for the following variance:
   i. Reduce the minimum distance from the parking stall to a street from 1.0m to 0.34m.
3. The Development Variance Permit lapsing two years from the date of this resolution."

LEGISLATIVE AUTHORITY

In accordance with Section 498 of the Local Government Act, Council may issue a Development Variance Permit that varies a Zoning Regulation Bylaw provided the permit does not vary the use or density of land from that specified in the Zoning Regulation Bylaw.

EXECUTIVE SUMMARY

The purpose of this report is to present Council with information, analysis, and recommendations for a Development Variance Permit application for the property located at 903 Collinson Street. The proposal is to relocate the driveway from Quadra Street to Collinson Street to create safer access and egress for vehicular access to the property 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.

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.

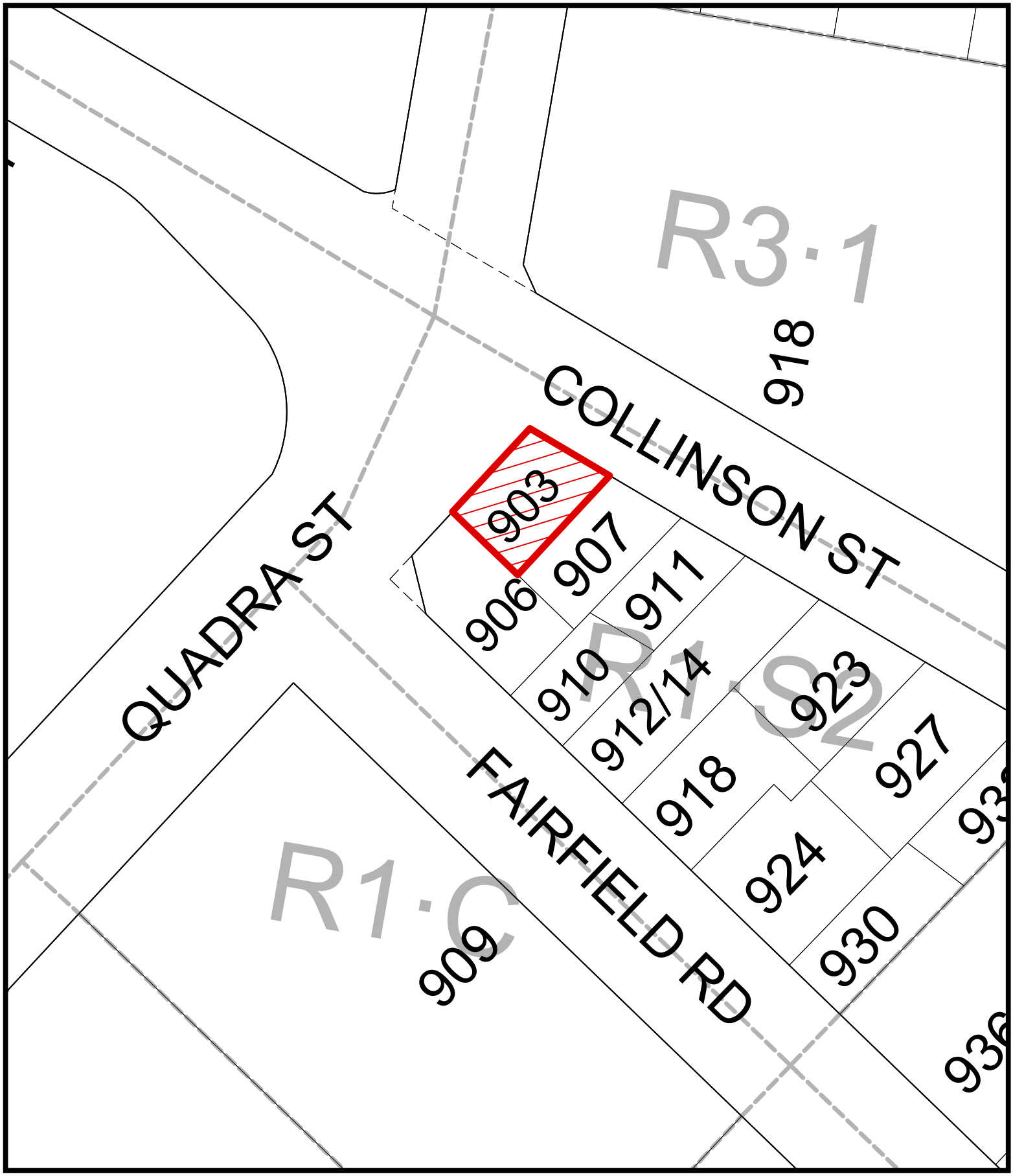
Respectfully submitted,

Lucina Baryluk Senior Planner Development Services Division	Karen Hoese, Director Sustainable Planning and Community Development Department

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.



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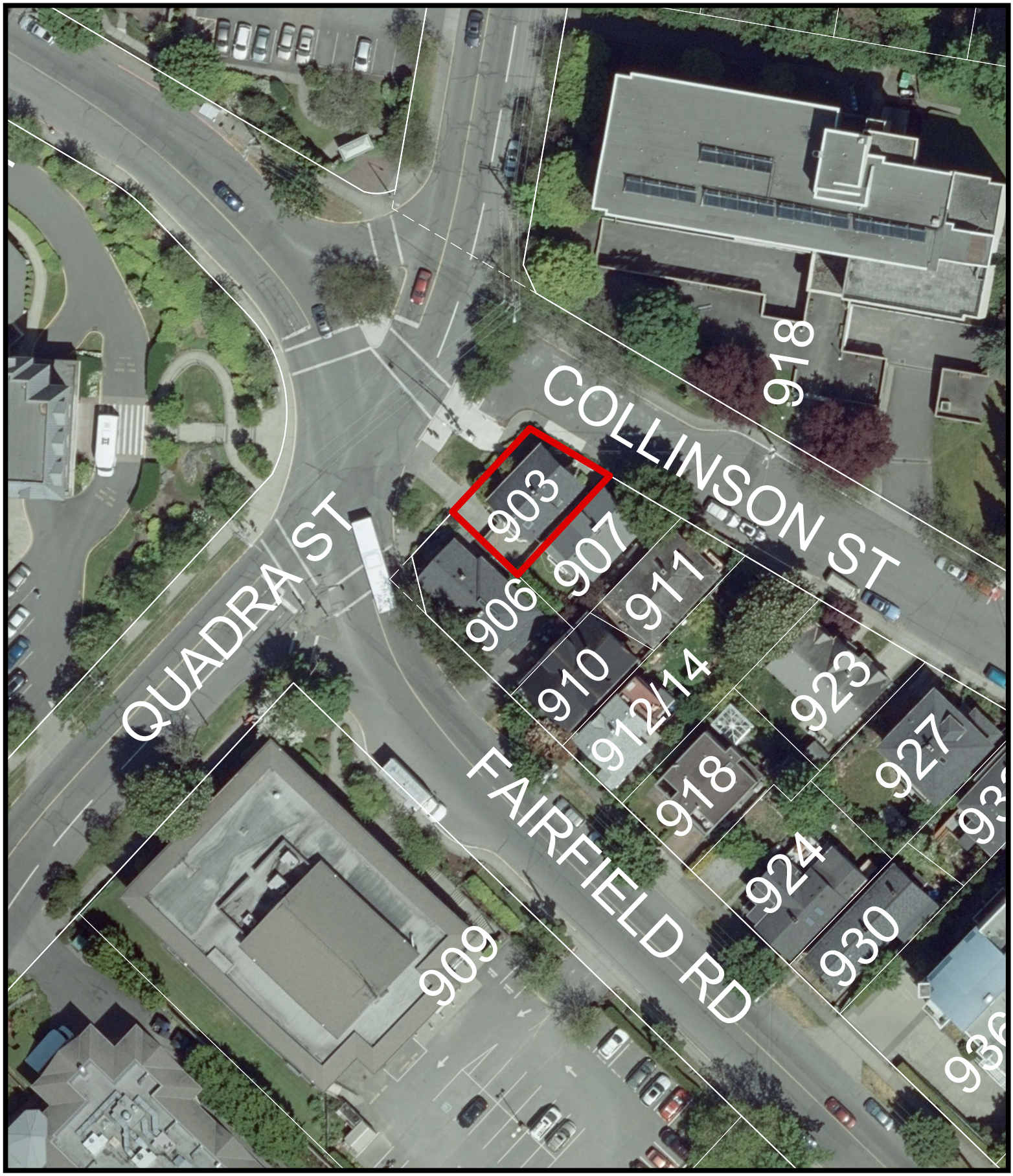
903 Collinson Street

Development Variance Permit No.00273

CITY OF VICTORIA



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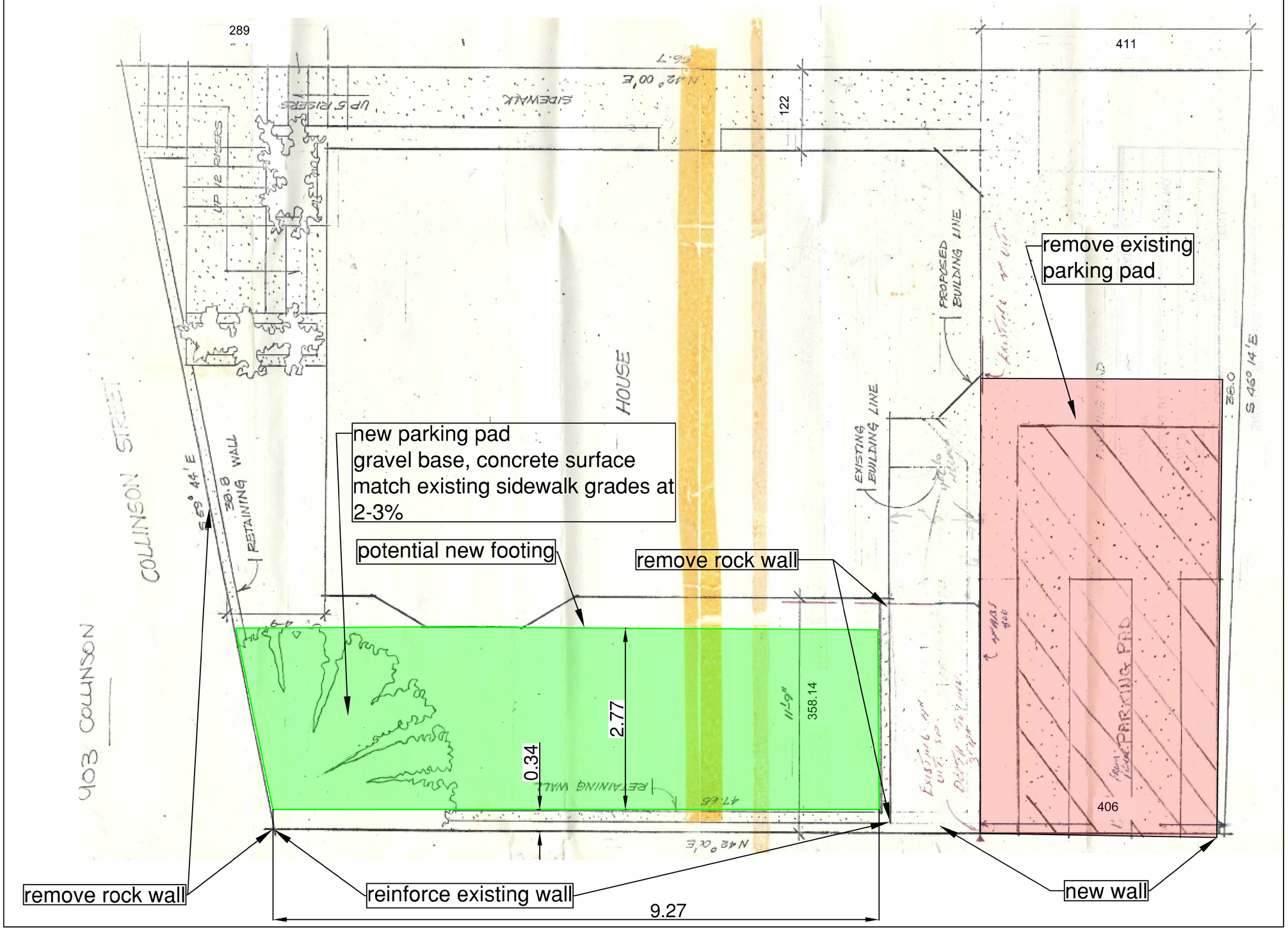
903 Collinson Street

Development Variance Permit No.00273

CITY OF VICTORIA

ATTACHMENT C

Original Submission
Received Date: August 5, 2021



LEGEND

SURFACE DETAIL

STORM DRAIN MANHOLE
STORM DRAIN VENT
CATCH BASIN
DRAIN CLEANOUT
DRAIN LATERAL
SANITARY SEWER MANHOLE
SANITARY SEWER VENT
SEWER CLEANOUT
SEWER LATERAL
HYDRO MANHOLE
HYDRO POLE
HYDRO POLE WITH DIP
JOINT POLE
HYDRO POLE WITH LIGHT
HYDRO SERVICE BOXES
HYDRO VAULT
POLE ANCHOR
FLUSH
WATER VALVE ON MAIN
WATER SERVICE VALVE
WATER METER
BOULEVARD SERVICE
FIRE HYDRANT
REDUCER
LIGHT MANHOLE
LIGHT PULL BOX – SIDEWALK
TEL MANHOLE
TEL POLE
TEL POLE WITH DIP
TEL POLE WITH LIGHT
TEL SERVICE BOXES
TEL VAULT
HYDRO/TEL POLE TO BE REMOVED
HYDRO/TEL POLE TO BE RELOCATED
SIGNAL PULL BOX – SIDEWALK
LIGHT/SIGNAL PULL BOX – STREET
LIGHT POLE (STEEL)
SIGNAL POLE (STEEL)
LIGHT/SIGNAL POLE (STEEL)
CLUSTER LAMP – TYPE A
CLUSTER LAMP – TYPE B
STREET SIGN
PARKING METER
GAS METER
GAS VALVE
GAS SNIFFER
TEST HOLE
FENCE LINE
RETAINING WALL
TREE
ROCK OUTCROP

REVISIONS

NO.	REVISION DESCRIPTION	DATE

KEY NOTES

PROFESSIONAL SEAL

PROJECT: 903 Collison Street Driveway Relocation			
CHECKED BY	CITY ENGINEER	APPROVED BY:	SCALE: NTS
DRAWN BY: Amy Do	DESIGN BY	SHT. No.: 1 OF 1	DATE: 2021-07-27

CITY OF VICTORIA

DRAWING NUMBER: N/A

Committee of the Whole Report
For the Meeting of September 9, 2021

To:	Committee of the Whole	**Date:**	August 30, 2021
From:	Philip Bellefontaine, Director, Engineering & Public Works		
Subject:	**Attachment D - Rationale for Driveway Variance**		

Purpose

The purpose of this attachment is to provide the rationale for a driveway width variance associated with the relocation of an existing residential driveway as a part of a city-led infrastructure project on Fairfield Road. This information accompanies the Committee of the Whole staff report for Development Variance Permit No. 00273 for 903 Collinson Street.

Project background

Transportation upgrades on Fairfield Road between Blanshard Street and Vancouver Street were identified and prioritized for investment from the City's 2020 pavement condition assessment. The project commenced in early 2021 with the focus on asset renewal and accessibility upgrades to meet goals identified in Go Victoria, the City's sustainable mobility strategy.

Works include:

- Reconstruction of sidewalk on the north side, between Rupert Terrace and Quadra Street, to increase width of sidewalk and improve walking surface.
- Realignment of curb, pedestrian ramps, and medians to provide more sidewalk width and improve accessibility, comfort, and legibility for drivers and pedestrians at the intersection of Fairfield Road and Quadra Street.
- Traffic calming measures and crosswalk improvements at the intersection of Rupert Terrace and Quadra Street to encourage slower speeds and reduce crossing distance for pedestrians.
- Replacement of end-of-life traffic signal poles and lighting
- Road repaving.

Changes to 903 Collinson Street

During the project, staff were approached by the owner at 903 Collinson Street about relocating their driveway from Quadra Street to Collinson Street, to address safety concerns at the Quadra Street and Fairfield Road intersection. Staff reviewed and supported the residents' request to relocate the driveway. The current position of the driveway requires the owner to reverse into the middle of the intersection on what is an arterial road and with reduced sight lines. (See Figure 3, below).

Figure 1: Driveway Replacement Location

Relocating the driveway onto Collinson Street will help to reduce the number of conflicts within the intersection and provides a safer vehicle access to the residence. This change is consistent with the Highway Access Bylaw of having the property access from the lower (local road) designated street. A tree and additional landscaping will be planted in the existing driveway location after it has been relocated.

Variance to parking stall offset

The relocation of the driveway requires a variance to the 1.0m landscape area required adjacent to the parking stall as outlined in Schedule C of the Zoning Bylaw. The minimum dimensions of the parking stall of 2.7m by 5.1m are satisfied, along with the 1.0m buffer in the front yard. A variance from 1.0m to 0.3m is required for the side yard landscape buffer due to the existing building location and limited side yard setback. This variance is supported given the intersection safety improvement, increased planting opportunity and limited impact to the adjacent sidewalk.

Staff are working in cooperation with the owner and works need to be completed prior to road paving, scheduled for the fall of 2021. The relocation has been included in the scope and budget of the Fairfield Road project which is funded through the Complete Streets capital program.

Respectfully submitted,

Jesse Neufeld
Manager, Transportation Design and Construction

Ross Kenny
Assistant Director, Transportation

Philip Bellefontaine
Director, Engineering & Public Works

Report accepted and recommended by the City Manager.

1

Development Variance Permit for 903 Collinson Street

1

Aerial View

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2

Subject Property

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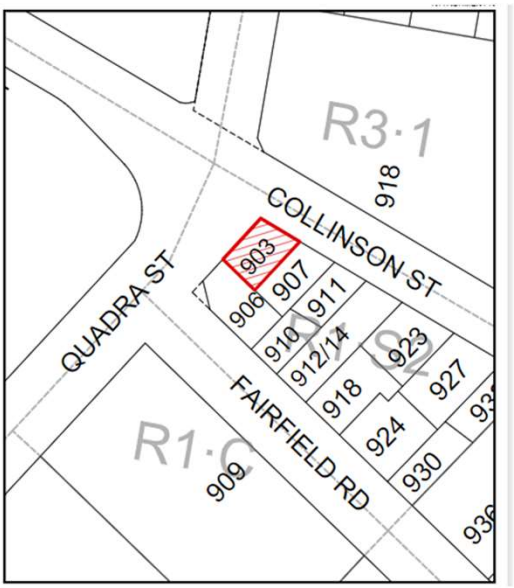

3

Intersection – Quadra & Collinson

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Existing driveway

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Street View – Location of new driveway

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Location of new driveway

7

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7

Site plan showing relocation

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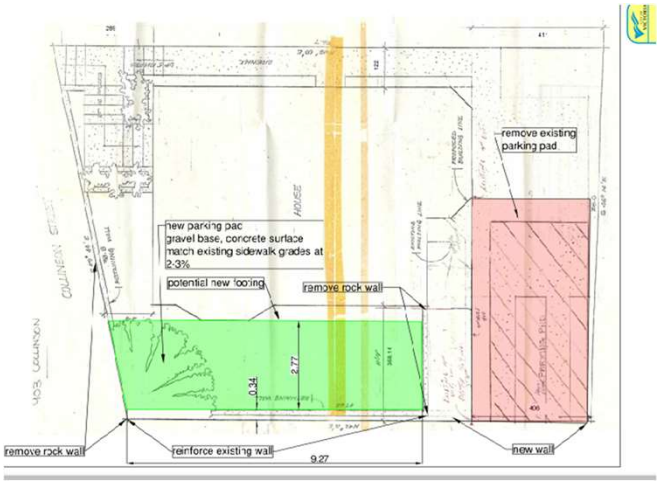

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8

Boulevard to be replanted

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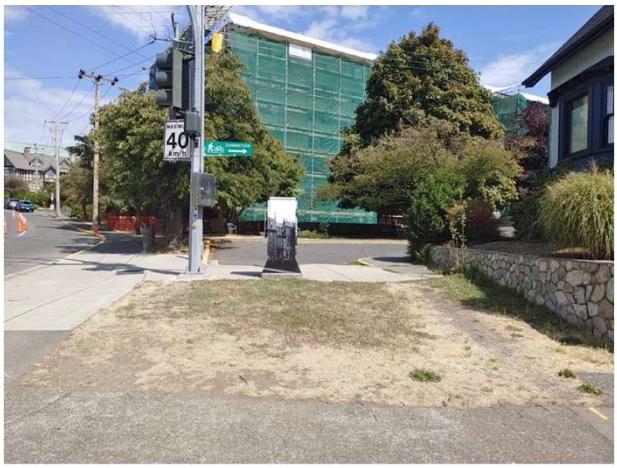

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