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City of Victoria
1 Centennial Square
Victoria, BC V8W 1P6

Andrew Mills
Hazlett Homes
andrew@hazletthomes.ca

April 25th, 2024

Attention: Mayor Alto and Council

Re: Updated Variance Request and Response to Staff request for accessible parking on site

Dear Mayor Alto and Council,

We continue to work with planning staff on ongoing improvements to the proposal for 8 townhouses located at 1035 Russell Street. The proposal up to this point has been a rezoning to a site-specific zone based on an RT zone. Staff has informed me now that the site-specific zone will be based on the missing middle zone.

As such, particular variances have changed slightly.

We are now requesting to:

- i. reduce the side (east) setback from 4.0m to 3.01m. Note this functionally is the rear yard of the development;
- ii. reduce the rear (south) setback from 4.0m to 1.52m. Note this is functionally the side yard of the development;
- iii. increase the site coverage from 50% to 53.3%;
- iv. decrease the open site space requirement from 45% to 40.18%;



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- v. decrease the number of required visitor parking stalls from 1 to 0; and
- vi. decrease the number of required van accessible parking stalls from 1 to 0

I am given the impression planning staff is supportive of all the above variances save for variance vi, which is to decrease the number of required van accessible parking stalls from 1 to 0

We feel unable to satisfy this requirement and feel that satisfying would unduly harm the end product townhomes. We also feel there is a viable alternative that has been utilized in other parts of Victoria. We provide the following details to support these claims

1. The standard three level townhouse units are not themselves accessible so removing 2 parking spaces to create one accessible space does not seem like it would be a productive strategy given most residents will not need accessible parking.
2. This proposed development has two garages. Accessible parking would be in one garage only. It is unlikely accessible parking would be allocated to the unit in which accessible parking is required.

Our alternative suggestion is to create a off site, street accessible parking such as is illustrated in the attached photo taken from Stadacona Avenue in Victoria. This space would more easily capture visitors with mobility impairments and if needed for a resident would guarantee the space could be utilized by any resident, not just a resident on one side of the building. Clearly, this is a viable option given it's use in other areas. In our estimation, if accessible parking is the end goal provides a better solution for this issue and does not adversely effect the proposed development parking areas.

Sincerely,
Andrew Mills
Applicant



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Appendix A: Photos

