

## **REPORTS OF COMMITTEES**

### **1. Committee of the Whole – January 18, 2018**

#### **1. Development Variance Permit Application No. 00199 for 1750 Haultain Street (North Jubilee)**

##### **Motion:**

It was moved by Councillor Alto, seconded by Councillor Coleman, 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 No. 00199 for 1750 Haultain Street, in accordance with:

1. Plans date stamped November 15, 2017
2. Development meeting all Zoning Regulation Bylaw requirements, except for:
  - i. reduce the required vehicle parking from five stalls to one stall for a kindergarten use
  - ii. increase the required bicycle parking spaces from zero to three Class 1 (weather-protected) and five Class 2 (short-term visitor) spaces
  - iii. reduce the minimum lot width for a house conversion to a kindergarten from 18m to 15m.
3. Final issuance of the Development Variance Permit subject to receipt of registered Statutory Right-of-Way (SRW) of 1.40m on Haultain Street to the satisfaction of the Director of Engineering and Public Works.
4. The Development Variance Permit lapsing two years from the date of this resolution."

**Carried Unanimously**

### **3.3 Development Variance Permit Application No. 00199 for 1750 Haultain Street (North Jubilee)**

Committee received a report dated January 4, 2018, from the Director of Sustainable Planning and Community Development regarding recommendations for the proposal to reduce the number of off-street parking stalls from five to one for the property located at 1750 Haultain Street.

- Motion:** It was moved by Councillor Isitt, seconded by Councillor Lucas, 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 No. 00199 for 1750 Haultain Street, in accordance with:
1. Plans date stamped November 15, 2017
  2. Development meeting all Zoning Regulation Bylaw requirements, except for:
    - i. reduce the required vehicle parking from five stalls to one stall for a kindergarten use
    - ii. increase the required bicycle parking spaces from zero to three Class 1 (weather-protected) and five Class 2 (short-term visitor) spaces
    - iii. reduce the minimum lot width for a house conversion to a kindergarten from 18m to 15m.
  3. Final issuance of the Development Variance Permit subject to receipt of registered Statutory Right-of-Way (SRW) of 1.40m on Haultain Street to the satisfaction of the Director of Engineering and Public Works.
  4. The Development Variance Permit lapsing two years from the date of this resolution."

CARRIED UNANIMOUSLY 18/COTW



## Committee of the Whole Report For the Meeting of January 18, 2018

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**To:** Committee of the Whole

**Date:** January 4, 2018

**From:** Jonathan Tinney, Director, Sustainable Planning and Community Development

**Subject:** Development Variance Permit Application No. 00199 for 1750 Haultain Street

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### 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 No. 00199 for 1750 Haultain Street, in accordance with:

1. Plans date stamped November 15, 2017
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for:
  - i. reduce the required vehicle parking from five stalls to one stall for a kindergarten use
  - ii. increase the required bicycle parking spaces from zero to three Class 1 (weather-protected) and five Class 2 (short-term visitor) spaces
  - iii. reduce the minimum lot width for a house conversion to a kindergarten from 18m to 15m.
3. Final issuance of the Development Variance Permit subject to receipt of registered Statutory Right-of-Way (SRW) of 1.40m on Haultain Street to the satisfaction of the Director of Engineering and Public Works
4. 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 1750 Haultain Street. The proposal is to reduce the number of off-street parking stalls from five stalls to one stall, so as to resume the operation of a kindergarten. The house was converted to a kindergarten in



1981 and the five parking stalls required at that time were not used and later removed. The kindergarten operated for several years, but closed in July of 2017. The new owner would like to re-open the day care; however, the parking requirements in Schedule C - Off-Street Parking must be satisfied.

The following points were considered in assessing this application:

- the *Official Community Plan, 2012* (OCP) encourages the development of quality, accessible and affordable childcare, including preschools and out-of-school care throughout the City
- the OCP supports the inclusion of community services (including childcare) in all Urban Place Designations
- the rear yard is used as a play area for the kindergarten, and without rear yard parking the property cannot accommodate the five parking spaces required to comply with the *Zoning Regulation Bylaw*
- the on-street parking demand would generally be experienced for brief periods of the day coinciding with drop-off and pick-up of children
- Haultain Street is a People Priority Greenway in a highly walkable residential neighbourhood close to public transit stops, all of which support alternative modes of transportation
- the applicant will be supplying bicycle parking and stroller parking on-site to mitigate the parking variances
- the variance for lot width is considered supportable because this requirement was added after the conversion to a kindergarten, and the use of the subject property is not changing.

## **BACKGROUND**

### **Description of Proposal**

The proposal is to re-establish a kindergarten. Specific details include:

- the entire building will be used as a kindergarten and no part of it will be used for residential purposes
- the kindergarten will accommodate up to 24 children and three staff
- one off-street parking stall is provided in the side yard
- the applicant will supply weather-protected bike and stroller parking under the deck and in the basement to mitigate the parking variance
- a bicycle repair stand is proposed for use by staff and parents.

The proposed variances are related to:

- reducing the required parking from five parking stalls to one parking stall
- reducing the minimum lot width for a house conversion to a kindergarten from 18m to 15m
- increasing the required bicycle parking spaces from zero to three Class 1 (weather-protected) and five Class 2 (short-term visitor).

### **Sustainability Features**

The applicant's letter dated November 12, 2017 outlines the sustainability features associated with this application.

## Active Transportation Impacts

The application proposes the following features which support active transportation:

- five outdoor covered bike parking stalls for parents, children and staff
- three indoor bike parking stalls for staff
- end-of-trip facilities for staff
- a bicycle repair station for the use of staff and parents.

## Public Realm Improvements

No public realm improvements are proposed in association with this Development Variance Permit Application.

The applicant has agreed to a request from the City to grant a Statutory Right-of-Way of 1.4m to achieve future transportation-related needs on the corridor.

## Accessibility Impact Statement

The British Columbia Building Code regulates accessibility as it pertains to buildings.

## Existing Site Development and Development Potential

The subject property is a single family dwelling converted to a kindergarten use in 1981. Under the House Conversion Regulations, the building could be converted to three self-contained units.

Under the current R1-B Zone, Single Family Dwelling District, the property could be redeveloped as a single family dwelling with a secondary suite or a garden suite.

## Data Table

The following data table compares the proposal with the existing R1-B Zone, Single Family Dwelling District. An asterisk is used to identify where the proposal differs from the existing zone.

Zoning Criteria	Proposal	Zone Standard R1-B	Comments
Site area (m <sup>2</sup> ) - minimum	690	460	670m <sup>2</sup> for House Conversion to kindergarten
Lot width (m) - minimum	15.2*	15.0	18m for House Conversion to kindergarten
Total floor area (m <sup>2</sup> ) - maximum	267	420	
Site coverage % - maximum	20	40	
Parking - minimum	1*	5	1 stall per staff (3) plus 2



<b>Zoning Criteria</b>	<b>Proposal</b>	<b>Zone Standard R1-B</b>	<b>Comments</b>
<i>Proposed Schedule C Parking - minimum</i>	1	3	1 stall per 100 m <sup>2</sup> of floor area
Parking location	Behind front line of building	Behind front line of building	
Bicycle parking stalls Class 1 - minimum	3*	n/a Only required for new construction	Within basement
Bicycle parking stalls Class 2 - minimum	5*	n/a Only required for new construction	Under porch for weather protection

### **Relevant History**

The existing house was constructed in 1913 and has been renovated since that time. In 1981, the City processed a Building Permit to allow the conversion of the existing house from a single family dwelling to a kindergarten. The plans associated with this Building Permit showed five parking stalls located in the rear yard. It would appear that the rear yard may have been cleared for this purpose, but it is difficult to determine if the area ever used for vehicle parking. From the City's 2007 aerial photo collection, it is clear the rear yard was used for play structures since that time. The kindergarten closed in July 2017 and the property was sold to a new owner who wishes to maintain this use. The new owner is applying for a variance from Schedule C - Off-Street Parking to re-open the kindergarten with one parking stall.

The requirements in the current Schedule G to allow a kindergarten are as follows:

- the building must have been constructed as a single family residence prior to 1931
- a minimum lot area of 670m<sup>2</sup>
- a minimum lot width of 18m.

The subject property does not meet the minimum width requirement and therefore an additional variance is required.

### **Community Consultation**

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, on October 20, 2017, the application was referred for a 30-day comment period to the North Jubilee Neighbourhood Association. A letter dated November 14, 2017, is attached to this report.

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**

### **Jubilee Neighbourhood Plan**

The *Jubilee Neighbourhood Plan* does not provide specific guidance on the inclusion or expansion of childcare facilities. The plan states the following:

“Evaluate development proposals in light of the diversity of age groups and family structures in the neighbourhood and explore opportunities to provide amenities for various age groups through the development review process.”

## **Regulatory Considerations**

### Off-Street Parking

The current off-street parking requirement is five parking stalls: one space per employee (3) plus two additional stalls. The proposal is to reduce the parking requirement to one off-street stall.

While Schedule C - Off-Street Parking does not permit tandem parking (one parking stall behind another) or required parking to be located in the front yard, the existing driveway has sufficient length to accommodate more than one vehicle.

With respect to the availability of on-street parking, Haultain Street is limited to Residents Only parking. Under the general procedures for residential parking zones, visitors, and people dropping children off are entitled to use the on-street parking. The applicant has indicated in their letter to Mayor and Council that there appears to be adequate on-street parking opportunities within the immediate vicinity of the site to accommodate parents picking up and dropping off their children. The applicant cites a previous parking analysis which indicates that typical pick-up and drop-off time is between three and 10 minutes.

Additionally, the applicant is proposing a number of bicycle-related facilities and features, which would help offset the parking variance.

It should be noted that the proposed Schedule C - Off-Street Parking, if adopted by Council, would require a minimum of 3 motor vehicle parking stalls.

### Bicycle Parking

Bicycle parking for this proposal is not required; however, in order to mitigate the parking shortfall, the applicant is proposing five weather protected bicycle and stroller parking spaces for parents and staff and three indoor bicycle parking spaces for staff. To ensure that this bicycle parking is provided as proposed, the application includes a variance to increase the required number of bicycle parking stalls from zero to three Class 1 (weather-protected) and five Class 2 (short-term visitor) stalls.

There would also be end-of-trip facilities for staff that include an area for storing and drying wet weather gear. The applicant is also proposing a bicycle repair stand on-site, which will be available for staff and parent use.

### Lot Width for House Conversion to Kindergarten

The House Conversion Regulations state that a house constructed as a single family dwelling prior to 1931 may be converted to a kindergarten if it has a minimum lot width of 18m. The site has a lot width of 15.2m; however, the lot does exceed the minimum lot area of 670m<sup>2</sup> by 20m<sup>2</sup>. Staff recommend supporting this variance as the use would not change with this proposal.



## CONCLUSIONS

The OCP supports the integration and availability of community services, such as kindergartens, throughout the City. City policy also encourages providing infrastructure to support active modes of transportation, such as bicycle parking. The subject property is located in a walkable neighbourhood with access to transit and bike routes, and this proposal would support users in their choice of active transportation modes. The parking variance is mitigated by the inclusion of bike parking and other means of supporting active transportation, such as stroller parking, end of trip facilities for staff, and a bike repair station. Staff recommend that Council consider supporting this application.

## ALTERNATE MOTION

That Council decline Development Variance Permit Application No. 00199 for the property located at 1750 Haultain Street.

Respectfully submitted,



Chelsea Medd  
Planner  
Development Services Division





Jonathan Tinney, Director  
Sustainable Planning and Community  
Development Department



Report accepted and recommended by the City Manager:

Date:

## List of Attachments

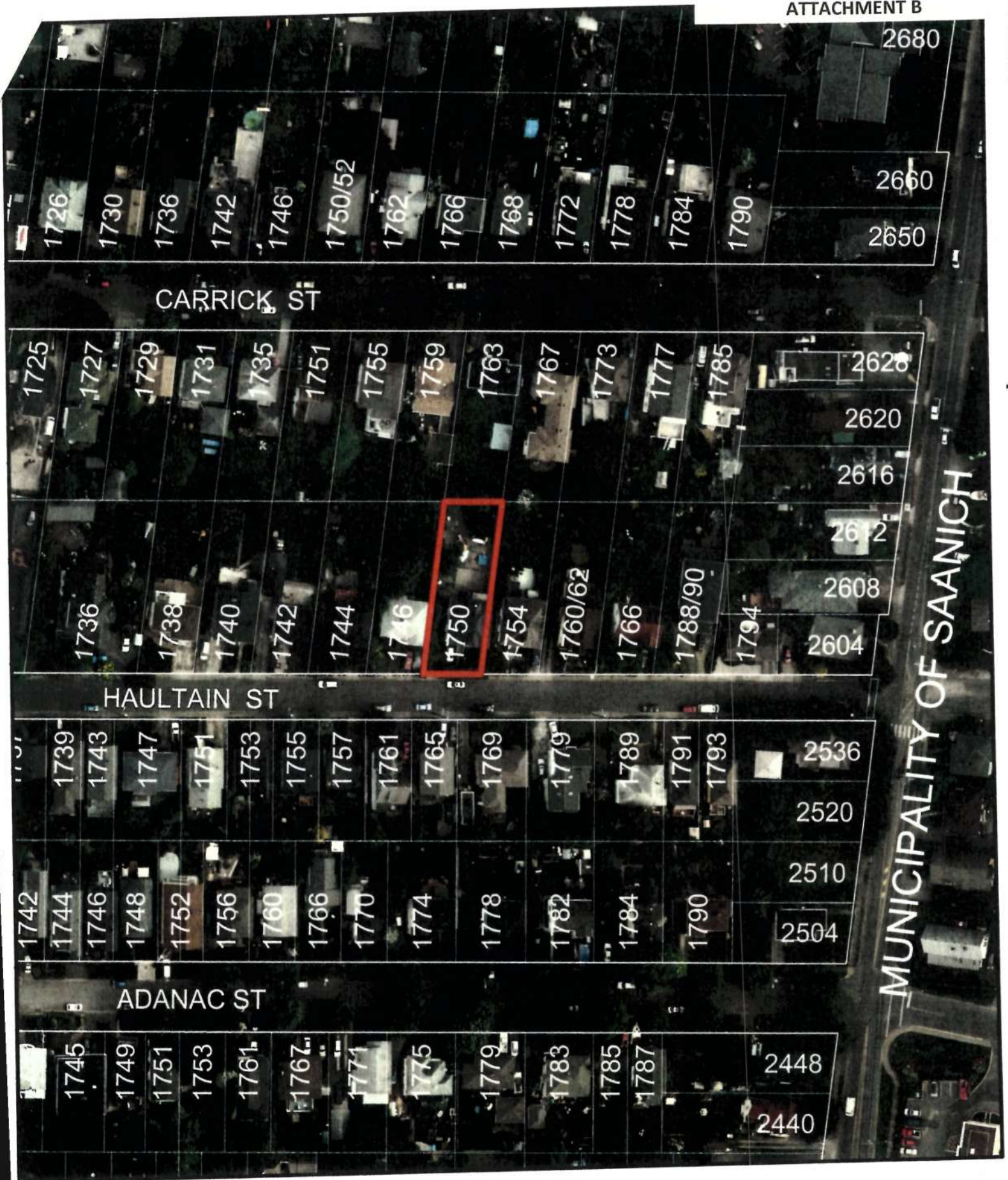
- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans date stamped November 15, 2017
- Attachment D: Letter and Attachments from Applicant to Mayor and Council dated November 12, 2017
- Attachment E: Community Association Land Use Committee Comments dated November 14, 2017.





ATTACHMENT A  
2680

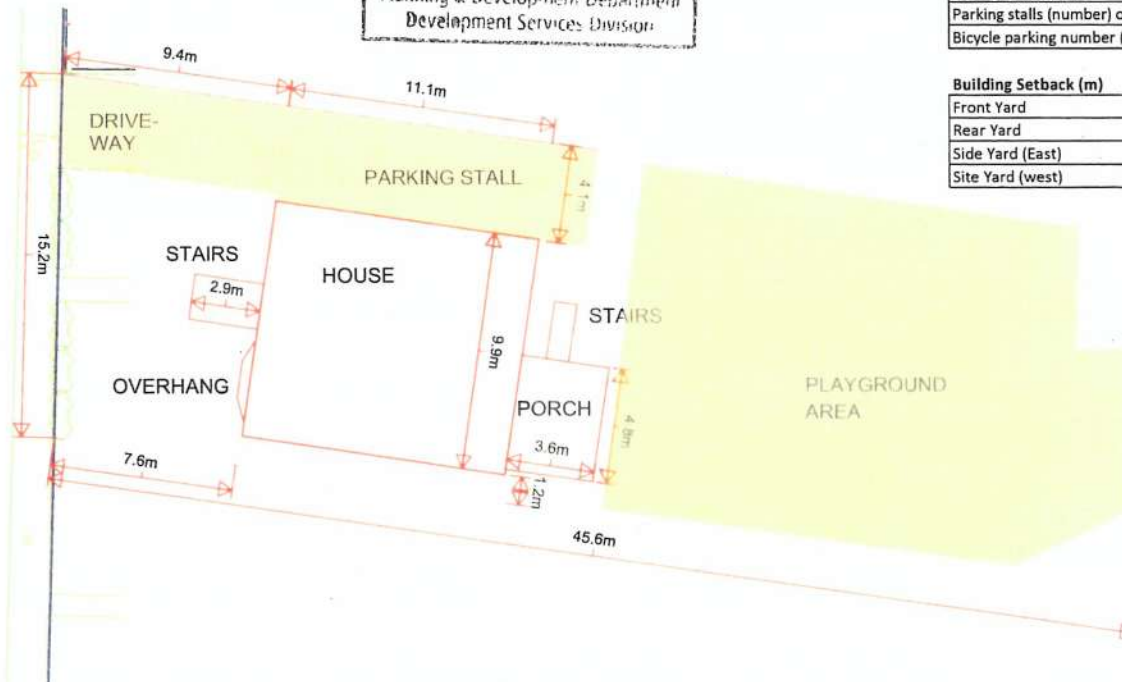
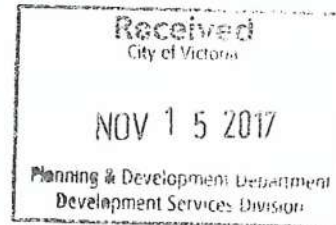




1750 Haultain Street  
Development Variance Permit #00199







PROJECT INFORMATION TABLE

Zone Standard 1750 Haultain  
Existing

Zoning	R1-B Schedule C - Building Class 8.6(b)	
Site area (m2)	460 min	690
Total floor area (m2)	70 min, 420 max	267
Floor space ratio	-	0.39:1
Site coverage %	40% max	20%
Open site space %	-	68%
Height (m)	7.6 max	9
Number of storeys	2	2
Parking stalls (number) on site	5	1
Bicycle parking number (storage and rack)	0	0

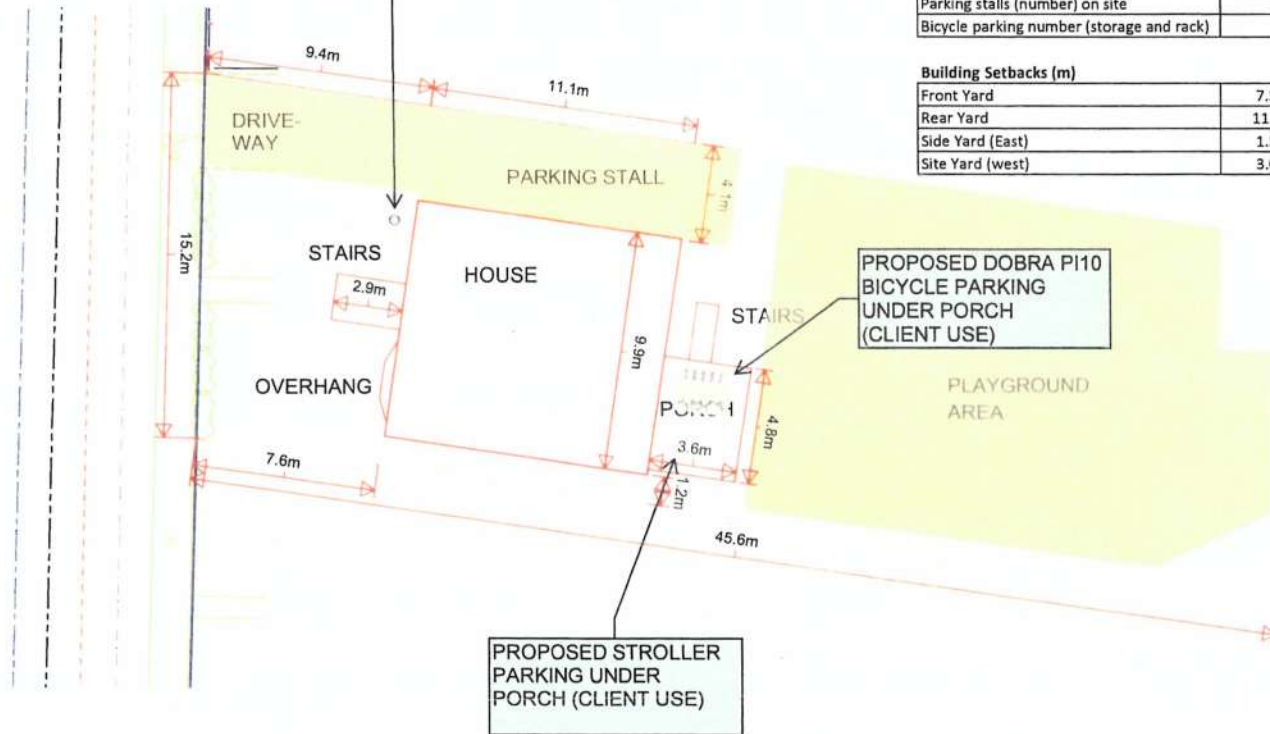
Building Setback (m)

Front Yard	7.5 min	7.6
Rear Yard	11.4 min	18.7
Side Yard (East)	1.5 min	1.2
Site Yard (west)	3.0 min	4.1



References:  
City of Victoria AutoCAD basemap drawing  
<<http://www.victoria.ca/EN/main/online-services/open-data-catalogue.html>>, accessed: 14 Sept 2017  
BC Land Survey titled "Plan of the Easterly 1/2 Lot 20, Section 25, Plan 332", by John A. Whittaker, File 2428, BK. 148, PG. 45, certified 22 March 1982

SITE PLAN - EXISTING	DATE: 12 NOV, 2017
1750 HAULTAIN STREET, VICTORIA	REV: 1
APPLICANT: MAUREEN O'CONNELL	DRAWN BY: JM
778-223-4315	SCALE: 1:200



# PROJECT INFORMATION TABLE

	Zone Standard	1750 Haultain Existing	Proposal - if different from Zone Standard
Zoning	R1-B		
	Schedule C - Building Class B.6(b)		
Site area (m2)	460 min	690	-
Total floor area (m2)	70 min, 420 max	267	-
Floor space ratio	-	0.39:1	-
Site coverage %	40% max	20%	-
Open site space %	-	68%	-
Height (m)	7.6 max	9	9
Number of storeys	2	2	-
Parking stalls (number) on site	5	1	1
Bicycle parking number (storage and rack)	0	0	8

## Building Setbacks (m)

Front Yard	7.5 min	7.6	-
Rear Yard	11.4 min	18.7	-
Side Yard (East)	1.5 min	1.2	1.2
Site Yard (west)	3.0 min	4.1	-

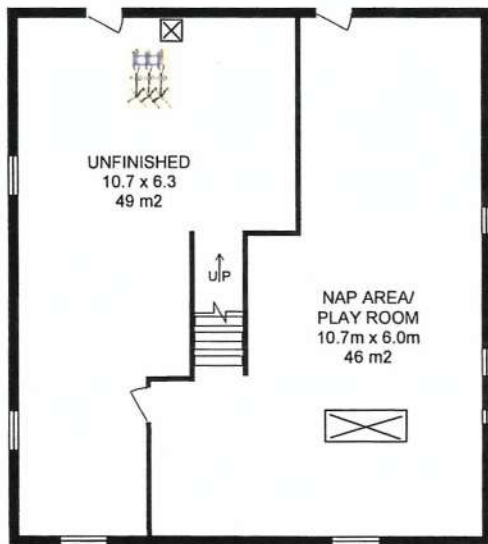
Number of Children: 20 - 24  
Number of Staff: 3



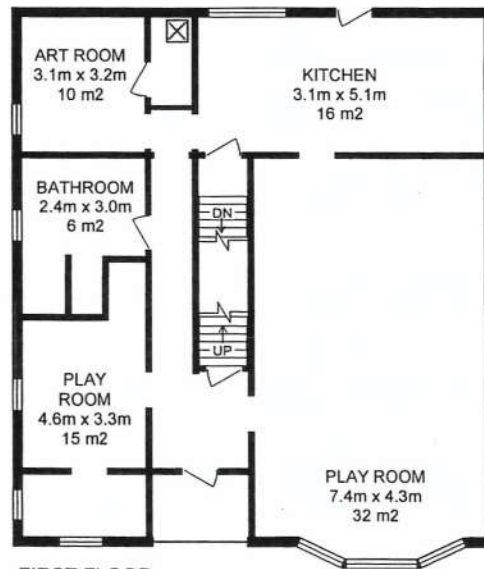
References:  
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SITE PLAN - PROPOSED	DATE: 12 NOV, 2017
1750 HAULTAIN STREET, VICTORIA	REV: 1
APPLICANT: MAUREEN O'CONNELL	DRAWN BY: JM
778-223-4315	SCALE: 1:200





BASEMENT



FIRST FLOOR



SECOND FLOOR

DIMENSIONS AND AREAS ADDED (REV 1)

NOTE: ONLY CHANGE PROPOSED TO EXISTING FLOOR PLANS IS  
ADDITION OF DOBRA P16 BICYCLE PARKING INSIDE UNFINISHED  
BASEMENT AREA

FLOOR PLANS - EXISTING

1750 HAULTAIN STREET, VICTORIA

APPLICANT: MAUREEN O'CONNELL  
778-223-4315

DATE: 12 NOV, 2017

REV: 1

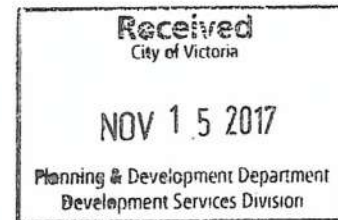
DRAWN BY: JM

SCALE: 1:100

314 – 4363 Halifax Street  
Burnaby BC  
V5C 5Z3

12 November 2017

Mayor Lisa Helps and Council  
1 Centennial Square  
Victoria BC  
V8W 1P6



Dear Mayor and Council,

My husband and I recently purchased the property located at 1750 Haultain Street in the North Jubilee Neighbourhood. This is a kindergarten house conversion, located in a residential neighbourhood (zoned R1-B). I am applying for a Development Variance Permit in support of having the property resume use as a community daycare. Specifically, I would like to provide bicycle parking, stroller parking, and a bicycle repair station instead of the motor vehicle parking which was approved at the time of the house conversion, but no longer exists today.

This house has operated as a daycare facility since the early 1980s, as ABC Kindergarten. At that time, the City of Victoria required that five hard-surface parking spots be constructed to support a daycare of this size, calculated as one spot per employee, plus two. The five parking spots are shown covering approximately half of the rear yard on the approved kindergarten conversion drawings, however the proprietor of former ABC Kindergarten has clarified that while these stalls were constructed when ABC Kindergarten opened in the 1980s, they were never used, and were subsequently removed. These parking stalls do not exist on the property today. Instead, what does exist on the property to service motor vehicle parking is the driveway.

Despite the missing parking, I am not aware of related historical problems or complaints in the neighbourhood regarding parking during the over 30 years that the former daycare operated. At the time of our purchase, the area designated for parking has a built-in play structure and sandbox, where these parking spots were shown on the approved layout. The approved development plan, a photo showing the current play equipment, and an email from the former proprietor of ABC Kindergarten are all attached (Attachments 1, 2 & 3).

Instead of providing the car parking shown on the approved development plan, which is not needed or wanted, I propose to install two bicycle parking racks with a total capacity for eight bicycles, located outdoors and indoors, respectively. To further support cycling, both to our property and along Haultain Street in general, I propose to install a bicycle repair station at the front of the property (Dero model Fixit Air Kit 2). This will be placed such that it would be accessible to those accessing the daycare, as well as to all bicycle commuters along Haultain Street. A designated covered location will also be available for storing strollers.



In support of this variance are the following specific details:

- This property has successfully operated as a daycare between the early 1980s and the end of July 2017 using the parking which is currently available on site. The driveway has space for three cars to park in line.
- The new daycare will operate with fewer staff and children than the former ABC Kindergarten, and will not have a business vehicle, as did the former ABC Kindergarten, (see Attachment 4: Supporting Data, for further details). The new daycare will have 24 children and 3 staff.
- This property is located on a bike route and is well served by public transit. Six bus routes pass within one block, including three frequent routes. This property is very easily accessible without use of a car.
- There is a car share vehicle parked on the block (MODO) which will facilitate after work trips for staff, without them having to bring a vehicle to the daycare. This could also serve select parents.
- Alternative off-street parking options will be provided through the installation of one indoor bike rack for staff, accessed through the back door to the house, and one outdoor covered bike rack at the rear of the house for children, parents and staff, thus creating space for parking eight bicycles. Bicycle commuting will be further encouraged through the installation of a bicycle repair station, end-of-trip facilities for staff, and a parent-handbook.
- This proposal enhances the value of the property for children attending the daycare, by providing a much larger outdoor play area. An online search of former ABC Kindergarten revealed that the play space in the rear of the house was an attractive feature of the daycare, (see attachment).
- This proposal supports sensible storm water management by generating less surface water runoff during rainfall and storm events.
- Within the medium term (3 to 5 years), my family and I plan to restore this house to use as a single-family home and occupy it personally. Were new hard surface parking for motor vehicles to be installed now and removed in a few years, unnecessary waste would be generated, and construction disturbance would occur in the neighbourhood.
- The long-term adjacent neighbours strongly support this proposal, (see attachment), and feel strongly that they do not want a parking lot built in the rear of this property.
- This variance application is consistent with the goals outlined in Victoria's Official Community Plan (OCP), specifically:

Land Management and Development	"Victoria has compact development patterns that use land efficiently."
	"Neighbourhoods include centres of economic activity that serve the needs of residents within walking, wheeling or cycling distance."
Transportation and Mobility	"Victorians move freely and efficiently via a safe, integrated and convenient network of public transit, bike routes, and a supportive, inviting pedestrian realm in preference to driving alone."
Transportation and Mobility/ Climate Change and Energy	"Transportation options reduce fossil fuel dependence, help conserve energy and produce low greenhouse gas emissions and other air contaminants."

Climate Change and Energy	"The waste stream to the regional landfill is reduced to a minimum, with recovery, re-use, recycling and composting of resources undertaken as standard practice"
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- This application also supports the transportation targets outlined in the OCP:

Transportation and Mobility	"By 2041, 70% of all trips to work will be bike, walking or transit."
	"By 2041, 60% of all trips will be by bike, walking or transit."

I trust that you will agree that the variance requested herein provides a range of benefits and aligns closely with the stated goals of the OCP. Please do not hesitate to contact me with any questions or concerns at 778-223-4315.

Sincerely,



Maureen O'Connell

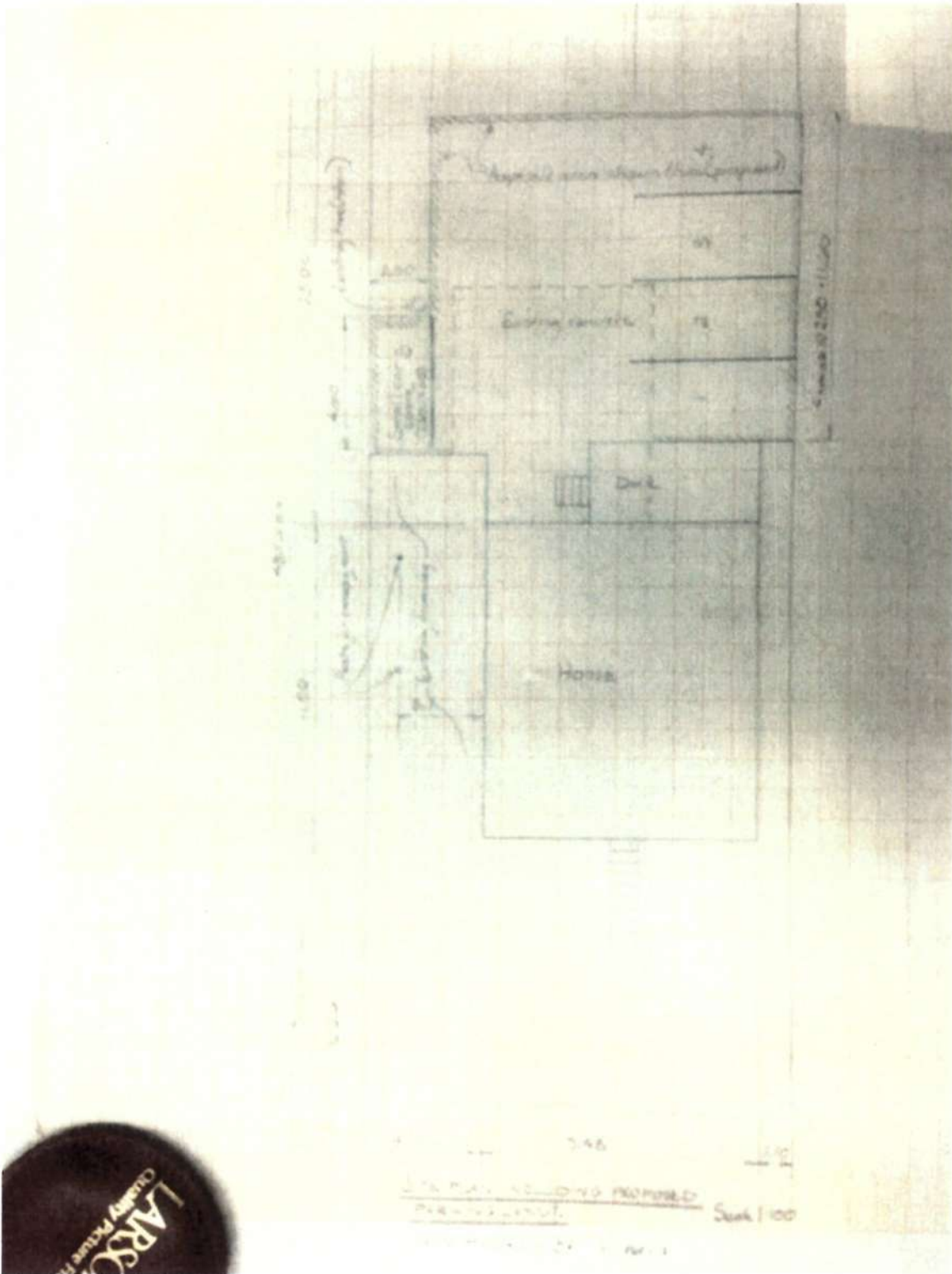


Attachments:

- Attachment 1: 1980s Site Plan with Proposed Parking Layout
- Attachment 2: Site Photographs
- Attachment 3: Email from proprietor of former daycare 'ABC Kindergarten'
- Attachment 4: Supporting Data
- Attachment 5: Letter of Support from Adjacent Neighbour
- Attachment 6: Bicycle & Stroller Parking
- Attachment 7: Repair Station Product Details – Dero Fixit Air Kit 2
- Attachment 8: Online Daycare Review



## Attachment 1 – 1980s Site Plan with Proposed Parking Layout



Photograph 1: Site Plan submitted in the early 1980s, as part of the daycare conversion application for 1750 Haultain Street, Victoria, BC

## Attachment 2 – Site Photographs



Photograph 1: House on 1750 Haultain Street, Victoria, BC (looking north north-east)



Photograph 2: Play space behind 1750 Haultain Street, Victoria, BC (looking north) (date: 30 July 2017)

### Attachment 3 – Email from proprietor of former daycare ‘ABC Kindergarten’



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**Parking**

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**Zora Creery** <[REDACTED]>  
To [REDACTED]

Mon, Oct 23, 2017 at 9:16 PM

We have started the day care with 3 staff and 24 children. We had made the required 5 spots parking in the back yard where the paving stones are, facing the neighbor's fence. 3 spots there, 2 spots where the arch is now standing. We had to cut down a beautiful cherry tree for it, its trunk was still used for climbing. Trucks dugged down about 3 feet and filled the whole space with large rocks, then smaller rocks, finally gravel, for drainage as required. It was a real waste of money but bureaucracy rules. These requirements should be changed and adjusted according to the situation. We have never used the parking as neighbours do not really want to smell cars fumes in their backyard. We adjusted our parking and parked a van and 2 cars in the driveway and one small one right beside the driveway on the grass when necessary. The owner is allowed to park on the street. The parking was never an issue as the parents only drop off and pick up, they do not park all day. We were licenced for 29 children and had that number of children until the end of June. In July we had a bit less because of the closure. Our neighbours on either side are used to children, one we do not see much of, the other Heather and Jason love having the day care there. Also the elderly lady behind the day care is very friendly and used to talk to the children and staff. The day care was part of the neighbourhood, we used the church hall down the road for dance classes and Xmas concerts, the other direction, down the Haultain, we visited many store owners. We also used the parks. Many of our families lived in the neighbourhood and everyone knew us on the street. In my opinion day cares belong in the family neighbourhoods. There are many day cares in town with street parking only, not even having a driveway. There is a very large Oaklands day care on Victor street with no parking, except the street, there is Castlevue day care on Joan Cresc. without any parking, there is Sundance day care, no parking and many others, a parking is never a problem. I think this shows that the parking requirement does not make sense as there could be 3 or 4 cars easily in one residential house and they do not require special parking, only their licence plates have to be registered. I hope this explains few things and helps a bit. I heard there were supposed to be some changes in the parking city by laws...Zora Creery

## Attachment 4 – Supporting Data

There is currently not a daycare operating at 1750 Haultain Street, since the closure of ABC Kindergarten at the end of July, 2017. ABC Kindergarten closed with the sale of the property as they were unable to finalize the sale of the business. Despite having an interested daycare provider, a new daycare has not yet opened at this address because the property does not meet the required parking requirement per Schedule C.

The "3-5" daycare, operating out of Richmond Elementary, wishes to relocate to 1750 Haultain Street. They began business in August 2017 at the school as a short-term solution while they await the parking situation to be resolved at 1750 Haultain Street. The school cannot house the daycare long-term, and the "3-5" daycare is keen to relocate to a facility better suited for its needs.

### 1. Daycare size

Table 1 below provides a comparison between the number of children and staff at the proposed daycare, versus those at former ABC Kindergarten, which operated at this address between the early 1980s and the end of July 2017. The table also provides data on the number of parking spaces available under both scenarios, as well as the parking demand generated by the ownership of a business vehicle.

Table 1. Proposed Daycare (relocated "3-5") versus former daycare ABC Kindergarten

	Proposed daycare (relocated "3-5")	Former daycare ABC Kindergarten Early 1980s - 2017
Max number of children	24	29
Number of Staff	3	4
Number of motor vehicle parking stalls	1	1
Number of bicycle parking stalls	8 Class 1: 5 – outdoors 3 – indoors	0
Stroller parking	4 – outdoors indoors at discretion of daycare provider	0
Number of business vehicles	0	1

*Note: values provided for ABC Kindergarten reflect those during June 2017. The daycare begun in the 1980s with 24 children, and three staff. Refer to attached e-mail from proprietor of ABC Kindergarten for further details.*

The above table demonstrates that the new daycare will operate with fewer children and staff than what has historically been operating at this property. Furthermore, the daycare will operate with added bicycle parking, where none had been provided previously. Three Class 1 bicycle parking stalls will be located indoors for staff, and accessed through the rear of the building. Five Class 1 bicycle parking stalls will be

located outdoors and be available to parents, children and staff. Further details on the bicycle parking to be added are provided in Attachment 6. Strollers may be stored under the back porch of the house, or indoors in the unfinished basement area. The "3-5" daycare will not need to park a business vehicle, as was the case of ABC Kindergarten.

It is also worth noting that the "3-5" daycare plans to operate out of 1750 Haultain Street initially with a maximum of 20 children, and three staff. This daycare must maintain an 1:8 ratio. The daycare may expand later to 24 children, which is the reason for the value provided in Table 1.

While considered only one parking stall, the driveway can accommodate three cars in line. As daycare staff typically work a very similar shift, this business is conducive to all staff parking in-line in the driveway, assuming all staff were to drive.

## 2. Trips taken by various transportation modes

Site specific data cannot be provided for the various transportation modes of staff and children at 1750 Haultain Street as there is not currently a daycare in operation at this address. Data from nearby ABC Infant Care, located at 2700 Scott Street, and the "3-5" daycare, at Richmond Elementary, was solicited in October 2017 and are provided below as examples of typical transportation modes used for accessing daycares in the neighbourhood.

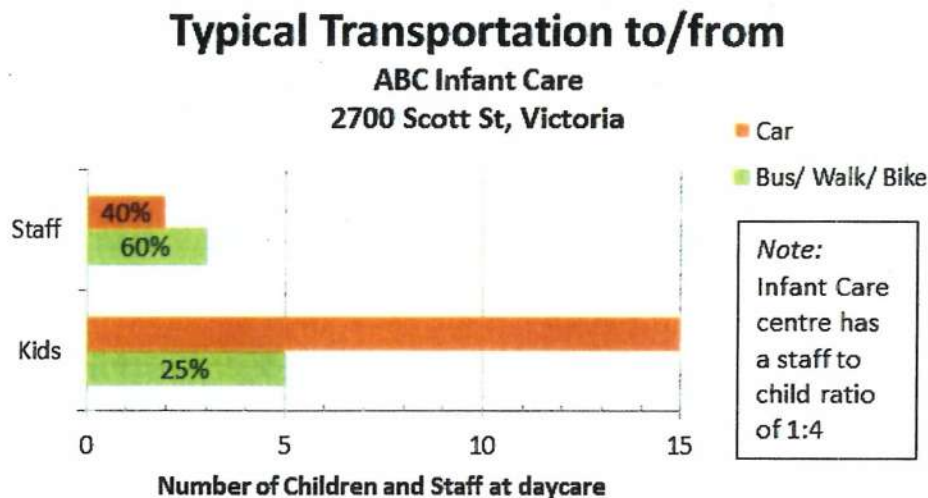


Figure 1. Typical Transportation to/from ABC Infant Care, 2700 Scott Street, Victoria

The proprietor of ABC Infant Care noted that the percentage of children arriving by active transportation increases from the values reported in Figure 1 when the weather is nicer.

Transportation mode data is also provided in Figure 2 for the "3-5" daycare, which will be relocating to 1750 Haultain Street.



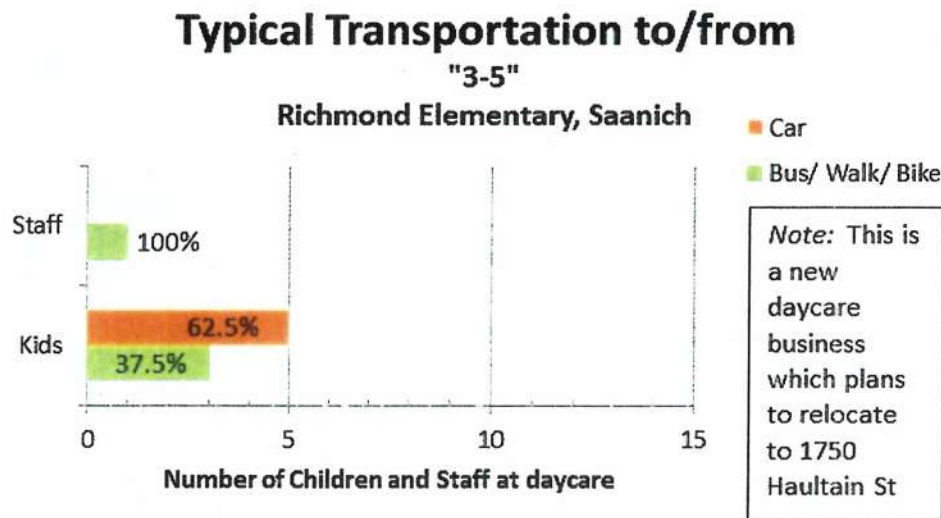


Figure 2. Typical Transportation to/from "3-5", Richmond Elementary School, Saanich

The "3-5" daycare will begin operation with up to 20 children at 1750 Haultain Street, and may later expand up to 24 children. As Figure 2 illustrates, the "3-5" daycare only currently has eight children, not all of whom are full time. The one employee at "3-5", who commutes to work by bus, will remain when the business relocates to 1750 Haultain Street.

Data collected by others suggests that the percentage of families and staff using alternative modes of transportation (i.e. not driving) to access daycares in Victoria is similar to the two examples presented above, if not higher when considering transportation for children being dropped off or picked up. Data regarding transportation modes used to access the James Bay Child Care facility at 149 Montreal Street, Victoria, were presented in the Planning and Land Use Committee Report, Rezoning Application #00458 for 149 Montreal Street, dated October 2, 2014:

- 48% of families at James Bay Child Care Society walk, bike or bus to drop off/ pick up children
- 63% of daycare staff at James Bay Child Care Society walk, bike or bus to get to work

(Reference: City of Victoria's Committee of the Whole Updated Amended Agenda for 2 February, 2017, (pg 196 of 418),

<https://victoria.civicweb.net/filepro/document/119886/Committee%20of%20the%20Whole%20-%202002%20Feb%202017%20-%20Agenda%20-%20Pdf.pdf>, accessed 20 October, 2017)

Data regarding transportation modes used to access the New Kids on the Block Daycare (Gorge area), 2969 Earl Grey St, Victoria, was presented in the Parking Analysis Report for 349/351 Kipling Street, Victoria:

- 33% of families at New Kids on the Block Daycare (Gorge) Walk, Bike, or use public Transit.

(Reference: Parking Analysis, 349/351 Kipling Street Victoria, <http://fairfieldcommunity.ca/wp-content/uploads/2014/07/Parking-Analysis-349-351-Kipling-St-Daycare-Proposal-.pdf>, accessed 19 October, 2017).

1750 Haultain Street is located on a traffic calmed stretch of Haultain Street, thereby making access by motor vehicle more difficult. It is located on a designated bike route, and is serviced by six bus routes. This existing transportation infrastructure and options will support daycare staff and children coming and going by transportation modes other than motor vehicle.

### 3. Typical drop off and pick up behaviour

Similar to the previous section, site specific data cannot be provided regarding the typical drop off and pick up behaviours at 1750 Haultain Street, as there is not currently a daycare in operation at this address.

Instead, data is presented from a parking analysis conducted at 349/351 Kipling Street in Victoria. This parking analysis was conducted by Bart Johnson, BA, MA, MBA, PhD, CHE, PMP, as part of a daycare proposal, (<http://fairfieldcommunity.ca/wp-content/uploads/2014/07/Parking-Analysis-349-351-Kipling-St-Daycare-Proposal-.pdf>, accessed 19 October, 2017). In this Parking Analysis report, it is estimated that the drop off and pick up times typically last 3 to ten minutes in duration.

The report also states that the drop off and pick up times typically occur gradually over time. Mr. Johnson provides the following estimates of how many motor vehicles can be expected for pick up/ drop off at a given time at 349/351 Kipling Street, which can be scaled for the 'high estimate' to 1750 Haultain Street based on number of children.

Table 2. Motor vehicle parking demand estimates generated by daycare drop off and pick up

	349/351 Kipling Street	Proposed daycare (relocated "3-5")
Number of children in attendance at daycare	86	24
High Estimate	13 – 29	1 - 8
Medium Estimate	4 - 12	
Low Estimate	1 - 4	
<b>Overall Estimate</b>	<b>4 - 12</b>	

*Note: Data from 349/351 Kipling Street is taken from the Parking Analysis report referenced above.*

Table 2 provides an indication that a daycare of 86 children may incur a very low parking demand at any given time. The parking demands at 1750 Haultain Street should be less than at 349/351 Kipling simply due to fewer children attending this daycare, (maximum of 24 children).



#### 4. Photographs of Street

The following photographs were taken over the course of one business week to provide a snapshot of the parking demand along Haultain Street, nearby to 1750 Haultain Street. These photos targeted typical daycare drop off and pick up times, as well as some other random times throughout the day, as not all daycare drop off and pick up always occurs first at the start and end of the day. Photographs are taken from in front of driveway at 1750 Haultain Street, (North side of Haultain Street). Images looking west are all provided on the right-hand side of the page, while images looking east are on the left.



8:20 Monday, October 30<sup>th</sup>, 2017



8:47 Monday, October 30<sup>th</sup>, 2017



9:35 Monday, October 30<sup>th</sup>, 2017





16:25 Monday, October 30<sup>th</sup>, 2017



17:19 Monday, October 30<sup>th</sup>, 2017



7:56 Tuesday, October 31<sup>st</sup>, 2017



9:00 Tuesday, October 31<sup>st</sup>, 2017







16:37 Tuesday, October 31<sup>st</sup>, 2017



17:28 Tuesday, October 31<sup>st</sup>, 2017



8:02 Wednesday, November 1<sup>st</sup>, 2017



16:38 Wednesday, November 1<sup>st</sup>, 2017





17:25 Wednesday, November 1<sup>st</sup>, 2017



7:53 Thursday, November 2nd, 2017



11:20 Thursday, November 2nd, 2017



16:42 Thursday, November 2nd, 2017







17:12 Thursday, November 2nd, 2017



8:03 Friday, November 3rd, 2017



8:12 Friday, November 3rd, 2017



16:41 Friday, November 3rd, 2017



## Attachment 5 – Letter of Support from Adjacent Neighbour

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

October 20<sup>th</sup>, 2017

Dear Honourable Mayor and Council,


We are writing on behalf of our neighbor Maureen O'Connell (1750 Haultain Street) and her application for a development variance permit – application number **DVP No. 00199**.

Mrs. O'Connell and her family recently purchased the house right next door to ours. At the time of the purchase the house had been functioning as a daycare for the last 30 years and the hope for the new owners is to continue to have the house provide much needed daycare services. The issue seems to be offering off-street parking spots for parents of the children attending the daycare and workers of the daycare. If these parking spaces are created it would mean significantly reducing the children's play space in the backyard as well as removing the permanent play structures that are currently installed. As neighbours whose chain-link fence separates us from the daycare we cannot speak against this idea strongly enough!

We have lived at 1754 Haultain Street for almost 10 years. During that whole time our neighbor has been ABC Kindergarden Daycare until August of this year. Parking has never been an issue in the area around the daycare. Parents drop off and pick up Monday thru Friday for no more than 5 or 10 minutes at a time. Most of this activity happens between 7:30-8:00am and then 5:00-5:30pm. There is more than an adequate amount of street parking to accommodate this very quick transition of vehicle traffic. For us, as neighbours of the daycare, we are much more interested in listening to the kids running around the backyard, having fun and playing in the sandbox then listening to vehicle ignitions and breathing in exhaust fumes. As our society becomes greener there will be even less of a need for off-street vehicle parking.

We **strongly support** the variance permit for 1750 Haultain Street being granted because it is based on historical practice that has worked for 30 years and it also supports our society's ideals of outdoor, physical activity for children and the reduction of car-centered environments, as we perceive it. We are willing to attend any council meetings to support Mrs. O'Connell's family with their application. Please contact us if you require any further information.

Respectfully,



Heather Weir & Jason Skrenka  
1754 Haultain Street

## Attachment 6 – Bicycle & Stroller Parking

The new daycare business at 1750 Haultain Street will operate with added bicycle parking, where as there has historically not been any bicycle parking provided at this property. Table 1 below is also presented in Attachment 4, but is provided here again as a summary.

Table 1. Proposed Daycare (relocated "3-5") versus former daycare ABC Kindergarten

	Proposed daycare (relocated "3-5")	Former daycare ABC Kindergarten Early 1980s - 2017
Max number of children	24	29
Number of Staff	3	4
Number of motor vehicle parking stalls	1	1
Number of bicycle parking stalls	8 Class 1: 5 – outdoors 3 – indoors	0
Stroller parking	4 – outdoors indoors at discretion of daycare provider	0
Number of business vehicles	0	1

*Note: values provided for ABC Kindergarten reflect those during June 2017. The daycare begun in the 1980s with 24 children, and three staff. Refer to attached e-mail from proprietor of ABC Kindergarten for further details.*

Table 2. Bicycle Parking Details

Bicycle Parking Type	Details
<ul style="list-style-type: none"> <li>3 x Indoor Class 1 bicycle parking stalls</li> </ul>	<ul style="list-style-type: none"> <li>Available for staff</li> <li>Accessed through the rear of the building.</li> <li>A ramp for accessing the indoor bicycle parking area will also be constructed as per the City of Victoria's Bicycle Parking Strategy</li> <li>Consist of Dobra Pi(6) rack</li> </ul>
<ul style="list-style-type: none"> <li>5 x Outdoor Class 1 bicycle parking stalls</li> </ul>	<ul style="list-style-type: none"> <li>Available to parents, children and staff</li> <li>Consist of Dobra Pi(10) rack</li> </ul>

The Dobra Pi(6) and Dobra Pi(10) are fabricated by Dobra Design, which is based out of Vancouver, BC. The existing back porch will be used to provide rain protection for the outdoor bike parking. There is an area available under the west side of the porch, which will be used for the bike parking, that will not block an entrance or egress to the house, (1.8 m tall). Refer to the Site Plan and Floor Plan for specific installation locations of the Pi(6) and Pi(10). Photographs and dimensions of the bike racks are provided in Photographs 1 and 2 that follow.



# DOBRA DESIGN

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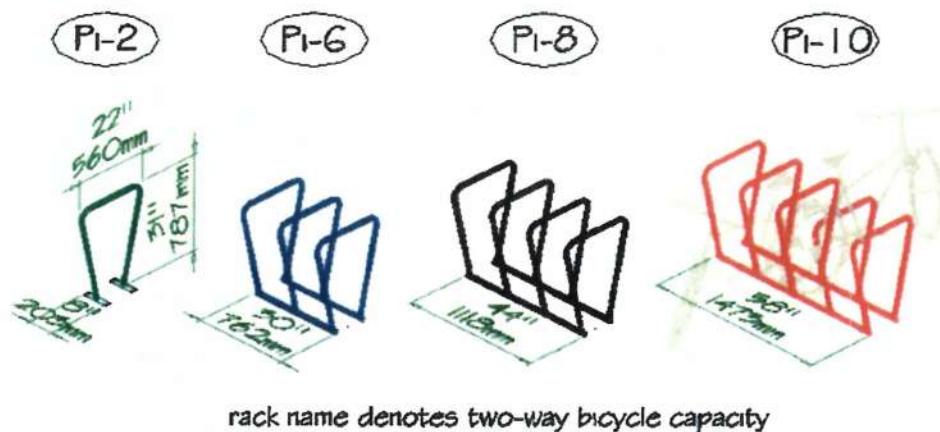
Pi-2	Pi-6	Pi-8	Pi-10
2 bikes~1 per side 30" tall	6 bikes~3 per side 30" tall, 30" long	8 bikes~4 per side 30" tall, 44" long	10 bikes~5 per side 30" tall, 58" long

**Pi ~ PHOTO GALLERY**  
[PHOTO GALLERY](#)

**Pi ~ DETAILS**  
[PHOTO GALLERY](#)

Our *Pi* series is an economical, smart looking multiple rack in a one-piece, all-welded steel tube design. The entire rack is finished in polyester powder-coating in a choice of colours.

Photograph 1: Dobra Design Website (<http://www.dobradesign.com/piexterior.php>)



Photograph 2: Racks with dimensions ([http://www.dobradesign.com/pi\\_details.php](http://www.dobradesign.com/pi_details.php))

The bicycle parking locations and racks have been selected with consideration of the City of Victoria's Bicycle Parking Strategy, dated August 2011.

(<http://www.victoria.ca/assets/Departments/Engineering~Public~Works/Documents/parking-bicycle-strategy.pdf>)

End of trip facilities will be provided for staff of the daycare. This will include an area in the basement for hanging wet clothing, as well as a designated area for storing change of clothing, and or shoes.

The east underside of the back porch will be used to store strollers, opposite the bicycle parking. The daycare will keep a few keyed locks which can be leant to parents who wish to lock their stroller to one of the porch posts, but who arrive without their own lock.

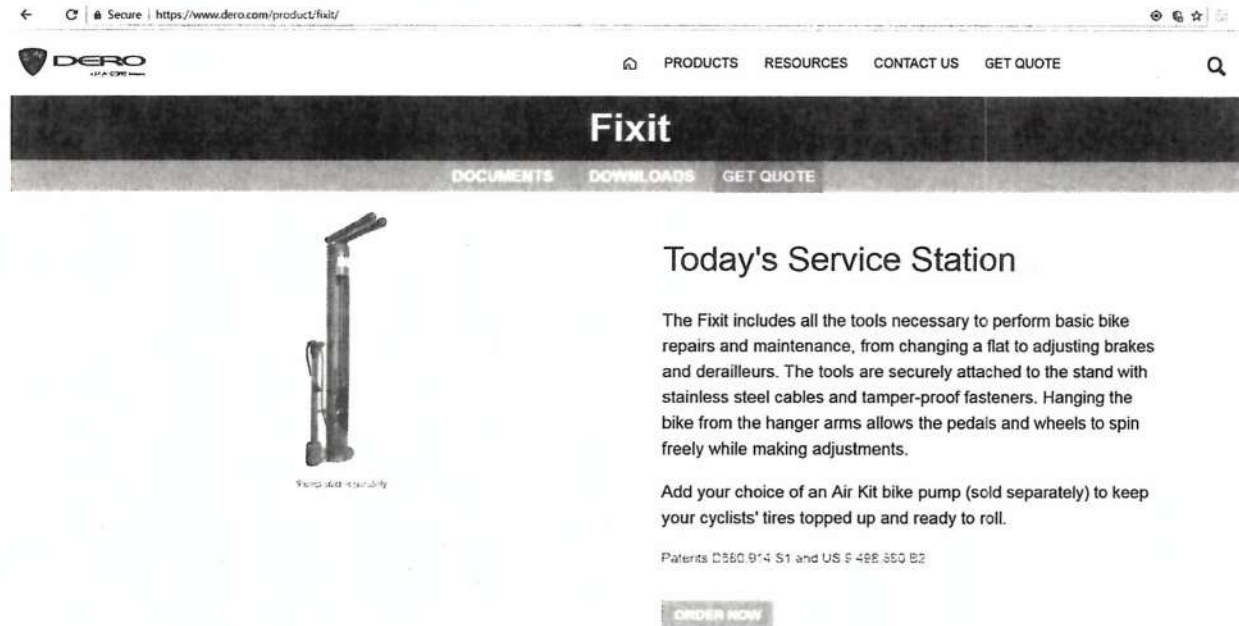
A bicycle repair station will be installed against the house in the front of the property. The intent of this repair station is to be accessible to all accessing the daycare, as well as others in the community. Signage will be posted encouraging the public to make use of the repair station.

The parent handbook to be provided to parents will outline the transportation options available for accessing the daycare, including bus routes, bicycle parking, and the option to leave strollers or bikes at the daycare. This handbook will also describe the on-site bicycle repair station, encourage active transportation, and provide a reminder for deliberate consideration to the neighbours when accessing the daycare facility.



## Attachment 7 – Repair Station Product Details

I will install one Fixit Air Kit 2 by Dero at the front of the property, up against the northwest corner of the house. The repair station will be off the driveway to ensure the safety of anyone using it, and will not block the window at the front of the house. The northwest corner of the house is also the most visible location from the street.



Photograph 1: Fixit website (<https://www.dero.com/product/fixit/>)

# FIXIT



## Today's Service Station

The Fixit includes all the tools necessary to perform basic bike repairs and maintenance, from changing a flat to adjusting brakes and derailleurs. The tools and air pump are securely attached to the stand with stainless steel cables and tamper-proof fasteners. Hanging the bike from the hanger arms allows the pedals and wheels to spin freely while making adjustments.

*Patents D680,914 S1 and US 9,498,880 B2*



**DERO**  
A PLACORE Company



Hanger arms accommodate most types of bikes

QR code takes smart phone users to comprehensive bike repair web site

Large surface area for sponsorship, branding, or way-finding signage

Tools are secured with braided stainless steel aircraft cables

Pump hose is reinforced for maximum protection

Pump holster can be mounted on either side or back of Fixit

Hanger and pump (shipped as 2nd package) pack inside main body for easy, inexpensive shipping

Hanger arms can be mounted at 12, 3, 6, or 9 o'clock

Hanger is ADA compliant

Includes most commonly used tools for simple bike maintenance

Screwdrivers and Allen Wrenches are on swivel connectors for easier use

Pump head accommodates Presta and Schrader valve stem types



Tools included:  
 Philips and flat head screwdrivers  
 2.5, 3, 4, 5, 6, 8mm Allen wrenches  
 Headset wrench  
 Pedal wrench  
 8, 9, 10, 11mm box wrenches  
 Tire levers (2)

## FINISH OPTIONS

Galvanized

Stainless




Powder Coat



Thermoplastic




## Attachment 8 – Former Daycare Review

 **GoDayCare** - Find the best daycare for your child in British Columbia

**Abc Kindergarten - child care review and scores**

CAUTION: Always verify the credentials of the daycare provider before placing your child in daycare. We do not endorse any daycare centres nor do we check their credibility. Here are some points to consider while choosing a daycare centre.



**Little Koala Daycare - Child Day Care**

Montessori & Play based program. Learn and have fun! Register now.

[Learn More](#)


**Abc Kindergarten - daycare location and information**

**Location:** 1750 Haultain Street  
Victoria BC

**Age groups:** Infant Toddler Kindergarten  
Preschool Schoolage

**Telephone:** 250-598-3741


- [Add a Review](#)
- [Map this daycare](#)
- [Show nearby daycares](#)



**Details of the review and rating of Abc Kindergarten**

The reviews and comments are community contributed content and are not based on investigative or verified data. It is merely a participant's opinion and should not be used as facts. ALWAYS investigate a childcare provider on your own.

Endorsed	Review Score	Staff Ratios	Equipment	Attention	Fees	Hygiene Facilities	Curriculum	Meals	
YES	93%	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>

 My daughter enjoyed her time at this daycare. She started at the Infant centre then moved to the kindergarten for older kids. **Really liked the outside play area.** Also was able to enroll my daughter in ballet lessons thru the daycare. Also had a choice of swimming and gymnastics.

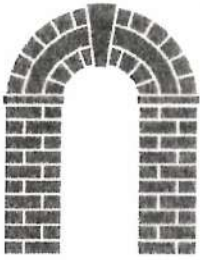
November 22 2016

Photograph 1: Online daycare review from 1750 Haultain Street, highlighting outdoor play area.

(Reference: GoDayCare.com,

<http://www.godaycare.com/review/british%20columbia/victoria/Abc+Kindergarten/4831/1210>

accessed 18 Oct, 2017)



## North Jubilee Neighbourhood Association

North Jubilee Neighbourhood  
Association  
1766 Haultain Street  
Victoria, BC V8R 2L2

November 14, 2017

Mayor Lisa Helps and City Councillors  
1 Centennial Square  
Victoria, BC V8W 1P6

RE: DVP No. 00199 – 1750 Haultain Street

Dear Mayor Helps and Victoria City Councillors,

This letter is in response to a CALUC meeting held regarding the above-noted DVP. The applicant is requesting a zoning regulation bylaw variance – a relaxation to the minimum required parking spaces from 5 to 1. The applicant, Ms. Maureen O'Connell, was invited to present her reasons for requesting the variance to the North Jubilee Land Use Association at a meeting on November 7<sup>th</sup>, 2017.

The applicant provided supporting data to members of the CALUC. The applicant's reason for the request to relax the parking restrictions are primarily due to the negative effects of paving over a large percentage of the current play space in order to provide the required number of parking stalls. Ms. O'Connor feels that the need for parking can be offset partially by her proposal's increase to bicycle parking with the added incentive of a bike repair station. It should be noted that the daycare has been operating with its current parking configuration since the early 1980's. Ms. O'Connell also provided a letter of support from her immediate neighbour to the west.

If the variance is not granted the consequence for the community is a decrease in green space. In future, if the permit is denied or the daycare operations cease, the dwellers of the house may desire the asphalt removed with associated negative environmental consequences. The effect for the daycare is a loss of approximately 50% of current play space.

Concerns cited in opposition to the proposal were noise, increase in traffic and parking inconvenience. Close neighbours may be adversely affected by noise during outdoor activity sessions. Daycare staff parking affects neighbours nearest the daycare. The applicant hopes to make use of the length of her driveway to mitigate the parking effect. Increased traffic on Haultain due to frequent drop-offs and pick-ups is a concern and is not necessarily restricted to certain times of day.

Greenspace retention is one of North Jubilee's most desired outcomes. In this case the retention of it outweighs the negative effects of increased street parking nuisance, increased





traffic and noise. North Jubilee encourages young families to the neighbourhood. By allowing a daycare within a residential dwelling, the City is making this home more affordable for this demographic. Taking the previous into account the applicant's request is seen as a net benefit to the neighbourhood. The committee urged the applicant to seek support from the closest neighbours most directly affected by noise and parking.

The North Jubilee Land Use Committee supports the applicant's request for a reduction in the minimum number of parking spaces.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Sheena Bellingham', with a stylized, flowing script.

Sheena Bellingham  
North Jubilee Land Use Co-Chair