



## Planning and Land Use Committee Report

### For the Meeting of January 14

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**To:** Planning and Land Use Committee **Date:** December 18, 2015

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

**Subject:** Development Variance Permit Application No. 000166 for 1082 Richmond Avenue

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### RECOMMENDATION

Staff recommend that Committee forward this report to Council and that Council consider the following motion:

"That Council authorize the issuance of Development Variance Permit Application No. 000166 for 1082 Richmond Avenue, in accordance with:

1. Plans date stamped November 13, 2015.
2. Development meeting all *Zoning Regulation Bylaw* requirements, except for the following variance:
  - visitor parking requirements reduced from no less than 10% of total parking stalls to 5% of total parking stalls.
3. The Development Variance Permit lapsing two years from the date of this resolution."

### LEGISLATIVE AUTHORITY

In accordance with Section 922 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 1082 Richmond Avenue. The proposal is to reduce the off-street visitor parking requirements from three parking stalls to one parking stall.

The following points were considered in assessing this Application:

- The Application is generally consistent with the *Official Community Plan*.
- The requested vehicle parking variance is minor in nature and will have minimal impact on on-street parking.

## BACKGROUND

### Description of Proposal

The proposal is to reduce the required visitor parking from three stalls to one. The existing parking configuration consists of three visitor parking stalls inside a secured parking structure. The applicant is seeking a variance to change two of the three secured parking stalls to resident stalls. One stall inside the secured parking structure will remain available as visitor parking.

### Sustainability Features

The applicant has not identified any sustainability features associated with this proposal.

### Active Transportation Impacts

The applicant has not identified any active transportation impacts associated with this Application.

### Existing Site Development and Development Potential

The site is approved to be developed as a four-storey multiple-dwelling apartment building with a standing height of 13.6m, however, construction has not yet commenced. The building as designed has a total of 22 residential units with 25 resident vehicle parking stalls, three visitor parking stalls and 22 bicycle storage stalls on site.

### Data Table

The following data table compares the proposal with the existing R-76 Zone, Oak Bay Avenue Multiple Dwelling District. An asterisk is used to identify where the proposal is less stringent than the existing zone.

Zoning Criteria	Proposal	Zone Standard R-76
Site area (m <sup>2</sup> ) - minimum	1087.0	1080.0
Site area per unit (m <sup>2</sup> ) - minimum	70.0	33.0
Number of units - maximum	22	-
Density (Floor Space Ratio) - maximum	2	2
Total floor area (m <sup>2</sup> ) - maximum	2182	2185
Lot width (m) - minimum	-	-
Height (m) - maximum	13.6	15.0
Storeys - maximum	4	4
Site coverage % - maximum	57.7%	58.0%
Open site space % - minimum	38.6%	35.0%

Zoning Criteria	Proposal	Zone Standard R-76
Setbacks (m) - minimum	2.85	2.85
Front – Richmond Ave (East)	4.25	4.25
Rear – (West)	3.8	3.8
Side – Oak Bay Ave (North)	3.65	3.65
Side (south)		
Parking - minimum	27	25
Visitor parking (minimum) included in the overall units	1*	3
Bicycle parking stalls (minimum)	22	22

### Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, on December 9, 2015, the Application was referred for a 30-day comment period to the Rockland 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

#### Development Permit Area (DPA) 7A: Corridors – Oak Bay Avenue

The *Official Community Plan (OCP)* identifies this property within DPA 7A, Oak Bay Avenue Corridor. The proposal is generally consistent with the objectives of the OCP. The applicant seeks to reduce the number of required on-site visitor parking from three stalls to two stalls. The visitor parking and resident parking spaces are all located behind a security gate within a parking structure below the building. The applicant proposes that two of the three visitor stalls be changed to parking for residents of the building. It is anticipated that the current existing two hour maximum parking zone along the front of the property on Richmond Avenue will provide adequate capacity to handle the additional parking demands generated by this proposal. However, it should be noted that the retention of the short term on-street parking cannot be guaranteed in perpetuity.

### CONCLUSIONS

Overall, the requested reduction in visitor parking stalls is minor in nature and will have minimal impact on the existing on-street parking demands of the area. Given the minor nature of this requested variance and given that the overall parking supply remains unchanged, staff recommend that Council consider approving it.

## ALTERNATE MOTION

That Council decline Development Variance Permit Application No. 000166 for the property located at 1082 Richmond Avenue.

Respectfully submitted,



Adrian Brett  
Heritage Planner  
Community Planning



Jonathan Tinney, Director  
Sustainable Planning and  
Community Development

Report accepted and recommended by the City Manager:



Date: December 29, 2015

## List of Attachments

- Subject map
- Letter from applicant date-stamped November 13, 2015
- Plans date-stamped November 13, 2015.





November 13, 2015

City of Victoria  
No. 1 Centennial Square  
Victoria, BC V8W 1P6

Attn: Lucina Baryluk, Senior Planner  
Alison Meyer, Assistant Director – Development Services

Re: Development Variance Permit  
1765 Oak Bay Avenue (1082 Richmond Avenue), Victoria, BC

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Dear Lucina Baryluk and Alison Meyer,

This Development Variance Permit is to request a minor change to the visitor parking requirements for our current project underway at 1765 Oak Bay Avenue (1082 Richmond Avenue). We are requesting that the off street visitor parking requirement be reduced from three stalls to one stall. Our intention would be to reallocate the two stalls as additional residential parking for our project.

This variance is appropriate and necessary due to the inability to meaningfully separate the three visitor parking stalls from the rest of the residential stalls and due to the provision of new a new 2 hour maximum parking zone adjacent the project along Richmond Avenue. Since our project is a smaller multifamily building with an underground parkade there is a limited amount of space to arrange the parking, bicycle storage and other necessary facilities. Ideally visitor parking would not be located behind the main parkade gate due to accessibility, convenience and security concerns. Unfortunately it is unfeasible to arrange the gate and the three visitor parking stalls in any manner that would place the gate after the three visitor stalls. Due to convenience most visitors will choose to park on the street instead. In the case of the subject property, the parking along Richmond Avenue was formerly designated as all *Residential Only* parking and is being changed to a 2 hour maximum parking zone. This new designation works well as visitor parking since it is convenient and the time limit would prevent local residents from utilizing it as permanent parking.


Since the three visitor parking stalls within the parkade would be used on a very limited basis, it makes sense for those parking stalls to be utilized to provide additional parking to any residents within the new development who do have multiple cars and would have otherwise had to utilize the residential on street parking within the area. In the case where a resident may have a visitor for an extended period of time or overnight, the visitor parking stall within the parkade is available. Based on the current market demands and the location of this project we believe that being able to provide more parking to our residents is an important factor for this project. We have decreased the number of proposed units on several occasions while keeping the same number of parking stalls in the parkade to increase our available parking ratio.

We feel this allocation and use of the underground parking stalls will better serve the building's residents, visitors, and the surrounding neighbourhood more effectively. If you have any additional questions regarding the requested variance, please do not hesitate to let us know.

Korbin daSilva  
Development Coordinator

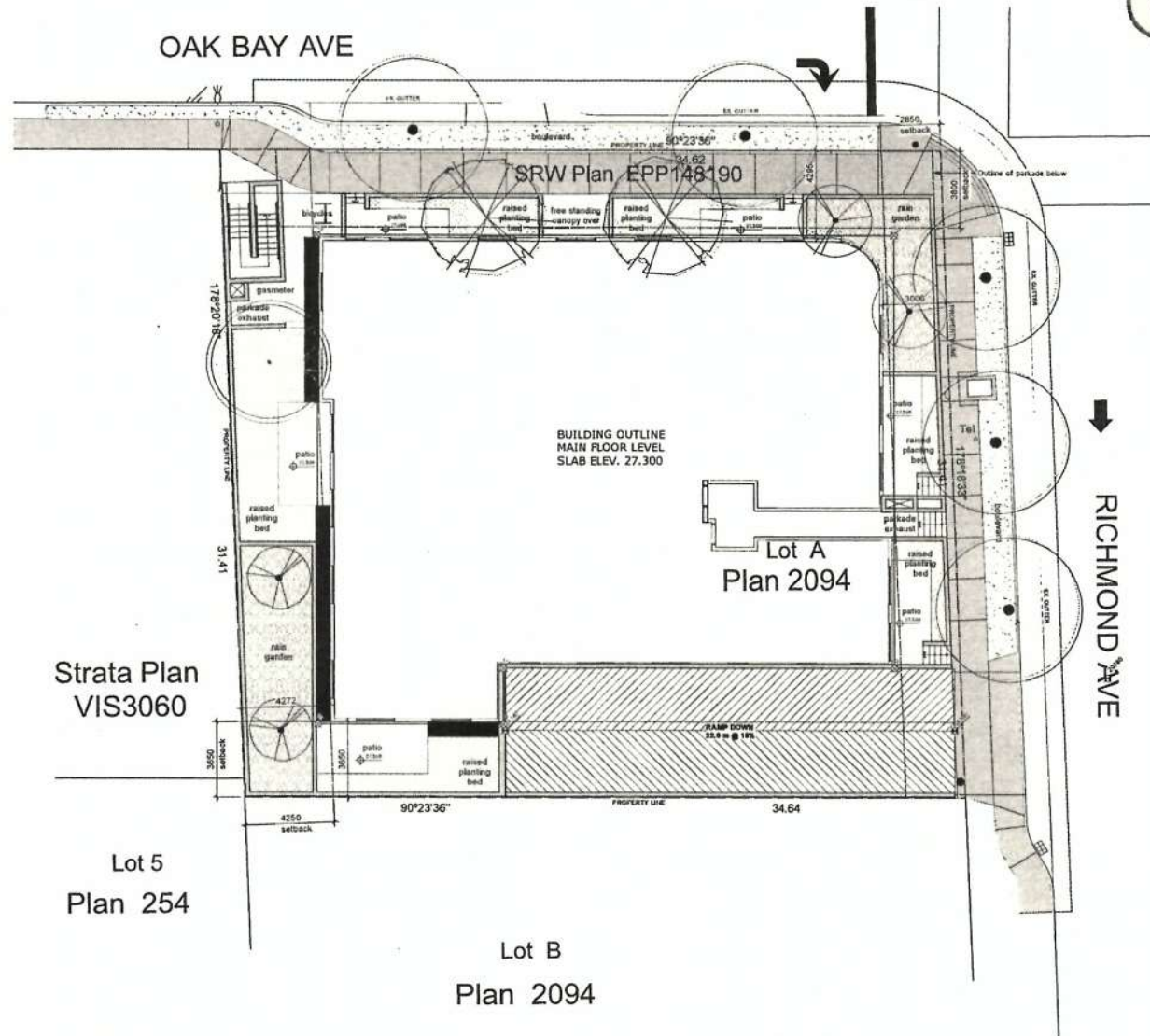
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E kdasilva@abstractdevelopments.com

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**Original Submission**

Received Date:  
November 13/15



Average Grade Calculation

GRADE POINTS	DISTANCE	START	END	AVERAGE	TOTAL
A-B	8.86	26.85	26.84	26.85	237.85
B-C	2.71	26.84	26.83	26.84	72.75
C-D	18.92	26.83	26.77	26.80	507.04
D-E	20.38	26.77	26.70	26.74	540.90
E-F	27.38	26.70	27.31	27.01	736.20
F-A	23.83	27.31	26.85	27.08	641.53
	102.84				26.91

DATE	BY	REVISION

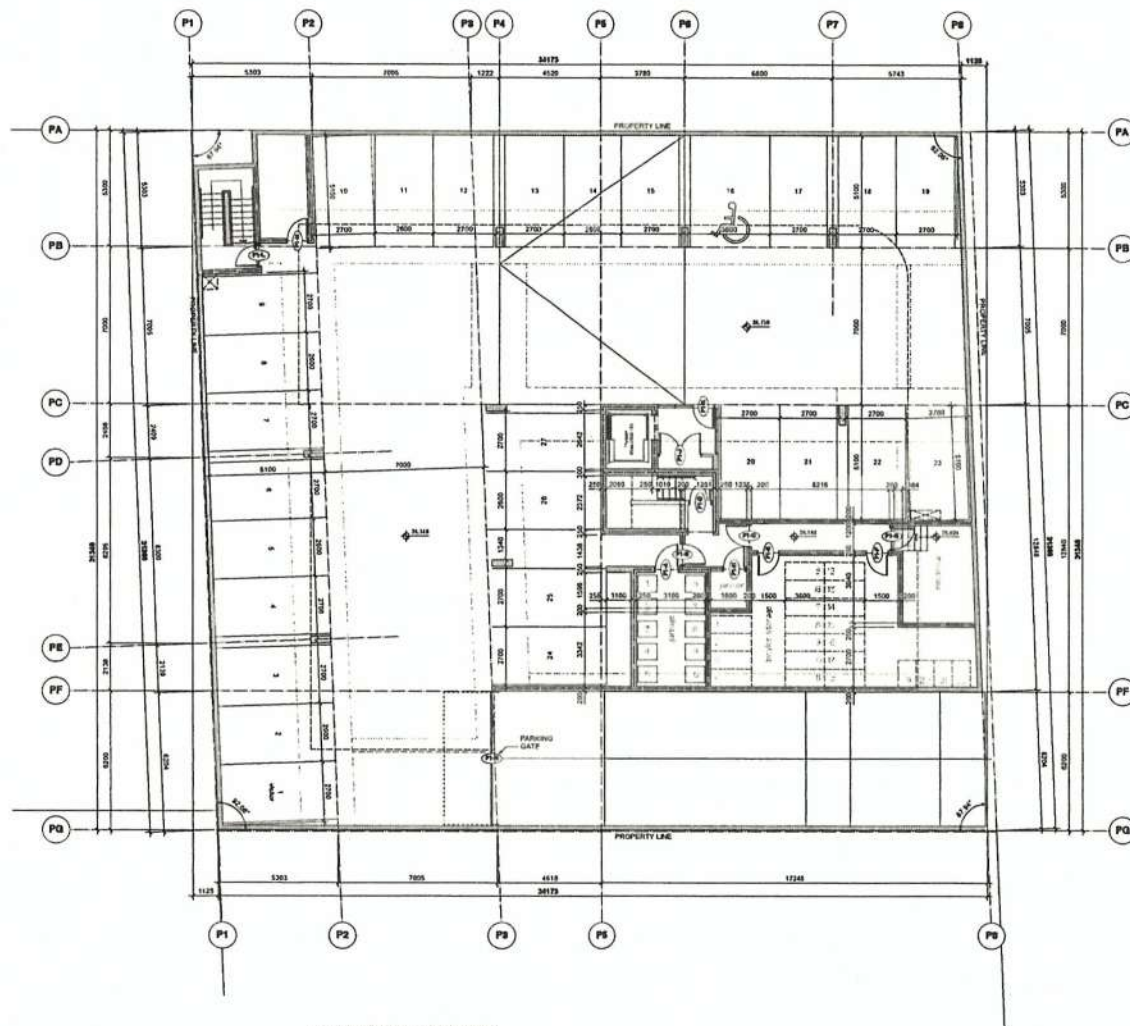


**de Hoog & Kienit architects**

1755 Oak Bay Avenue  
Victoria, BC

**The Madison**  
1755 Oak Bay Avenue  
Victoria, BC

**Site**  
A101



\*Stalls 2 and 3 were formerly visitor parking

1:100	
NO.	DATE
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de Hoog & Kierulff architects

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The Maddison  
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Parkade

A200 2