

MEMORANDUM

TO: Committee of the Whole

FROM: Director of Engineering Services

DATE: August 8, 2013

RE: Bike Lanes on Cadboro Bay Road – from Foul Bay Road to Cranmore Road.

BACKGROUND:

As part of the Oak Bay High School redevelopment, School District 61 hired Boulevard Transportation Group to conduct a transportation study. The study includes: a traffic impact study; a parking study; transportation demand management options; and construction traffic management guidelines. Council considered the Boulevard study on January 14, 2013 and made the following motion:

That:

1. *The Oak Bay High School Transportation Study documents:*
 - a. *Be referred to the Active Transportation Advisory Committee for review and comment with respect to the active transportation elements;*
 - b. *Be referred to Parks and Recreation staff and the Parks and Recreation Commission for input on the use of bicycles on the Bowker Creek pathway and on the impact of the recommendations in the study on parking at the Oak Bay Recreation Centre; and,*
2. *That Engineering Department staff provide a report, including a cost estimate, on the proposal to implement cycling lanes along Cadboro Bay Road from Foul Bay Road to Cranmore Road.*

At the meeting, Council also noted that the requested report from the Engineering Department should come forward for consideration once responses were received from Parks and Recreation and the Active Transportation Advisory Committee and the design for the Oak Bay High School redevelopment had been selected. As all responses have now been received and the design selected, this report has now come forward for the Committee's consideration. As per Council's motion, this report focuses exclusively on the issue of cycling lanes along Cadboro Bay Road from Foul Bay Road to Cranmore Road.

In compiling this report, Engineering staff have considered the Boulevard traffic impact study, the minutes of the Oak Bay Parks and Recreation Commission meeting held March 6, 2013 and the Active Transportation Advisory Committee's May 21, 2013 memorandum.

The Boulevard traffic impact study analyzed various transportation options, including the addition of bike lanes on Cadboro Bay Road by removing on-street parking (Option 1) or by eliminating one of the two eastbound travel lanes (Option 2). The Active Transportation Advisory Committee's memorandum indicated "support for the TIS suggestion that bicycle lanes be added on Cadboro Bay Road". The comments from the Parks and Recreation Advisory Committee in their minutes focused on cycling on the Bowker Creek Walkway and on the impact on Oak Bay Recreation Centre parking – no mention was made of the bike lanes on Cadboro Bay Road.

DISCUSSION:

Option 1 (see Attachment #1) - Adding bike lanes by removing on-street parking

The standard width of a travel lane is 3.5m for transit routes and a minimum of 3.3 metres for non-transit routes. Although the standard bike lane width is 1.5 metres, it is reduced as low as 1.2 metres in the CRD region. By removing on-street parking, most of the subject section along Cadboro Bay Road could accommodate one bike lane in each direction; however, the existing width of the streets at the intersection of Foul Bay Road and Bee Street, 15.0m and 14.6m respectively, could not accommodate even a 1.2m bike lane. In order to accommodate a bike lane, each street would need a width of at least 15.6m. Further reducing travel and bike lane widths would cause an unsafe situation, especially at intersections.

The attached drawing (Attachment # 1) shows the bike lane layout for Option 1. This option would require the removal of approximately 35 on-street parking spaces and would cost \$5,000 (\$4,000 for pavement marking and \$1,000 for signs).

Option 2 (see Attachment #2) - Adding bike lanes by dropping one of the two east-bound travel lanes

Eliminating travel lanes will reduce road capacity, and may result in decreased level of service (LOS) at intersections. The concept of level of LOS is normally used to describe the ability of a roadway to accommodate prevailing traffic volumes at critical intersections based on the physical characteristics of the roadway. LOS ranges from A to F, with "A" being the highest level of service. Depending on different jurisdictions, the acceptable LOS could be "C" or "D". According to the Boulevard study, the current LOS at Bee Street and Cranmore Road are "B" and "A" respectively for right-turn traffic; however, the analysis in the study did not consider the impact of dropping one east bound travel lane.

Moreover, the Transportation Association Canada recommends providing a right-turn lane when peak hour volume exceeds 60v/h. The Boulevard study forecasts a right-turn peak hour volume of 71 at Bee Street, 135 at Cranmore Road and 75 at the drop-off and pick-up access for Oak Bay High School.

Engineering staff conducted traffic counts on Bee Street. The results show approximately 724 vehicles each day using the right-turn lane on Cadboro Bay Road to turn onto Bee Street. A good portion of this traffic is going to the Oak Bay Recreation Centre.

After considering all the above factors, Option 2 may result in a lower LOS at the intersection of Bee Street and Cranmore Road, which may impact users of the recreation centre. The cost of this option is approximately \$30,000 (\$23,000 for the turning bay at Cranmore Road and \$7,000 for pavement marking and signs).

The intersection of Foul Bay Road and Cadboro Bay Road is at the border with the City of Victoria. Any lane changes on the Oak Bay side will require necessary changes on the City of Victoria side. Oak Bay staff contacted staff at the City of Victoria. City of Victoria staff indicated that the intention is to extend the cycling lane to the intersection as property in the area is redeveloped.

In conclusion, improved cycling lanes will promote bicycle use; however, consideration should also be given to the impact that additional cycling lanes will have on other transportation modes in the limited space available on Cadboro Bay Road.

OPTIONS:

- 1) That it be recommended to Council that community consultation and a detailed design process be undertaken with regards to the removal of on-street parking along Cadboro Bay Road from Foul Bay Road to Cranmore Road for the purpose of accommodating a bike lane in each direction. This is the recommended option if the Committee wishes to proceed with the provision of bike lanes in the subject area.
- 2) That it be recommended to Council that one of the east-bound traffic lanes along Cadboro Bay Road from Foul Bay Road to Cranmore Road be removed for the purpose of accommodating a bike lane in each direction. This option is not recommended based on traffic volume.
- 3) That the August 8, 2013 report of the Director of Engineering Services be received for information.

RECOMMENDATION(S):

That the August 8, 2013 report of the Director of Engineering Services be received for information.

Respectfully Submitted,



D. Marshall B.Sc., A.Sc.T.
Director of Engineering Services

RECOMMENDATION - MUNICIPAL ADMINISTRATOR:

In order to allow an opportunity for response to this report by the School District, the Active Transportation Advisory Committee, and the Parks and Recreation Commission, and to allow for the Municipal Treasurer to comment with respect to funding options, it is recommended that the Committee undertake the following motion:

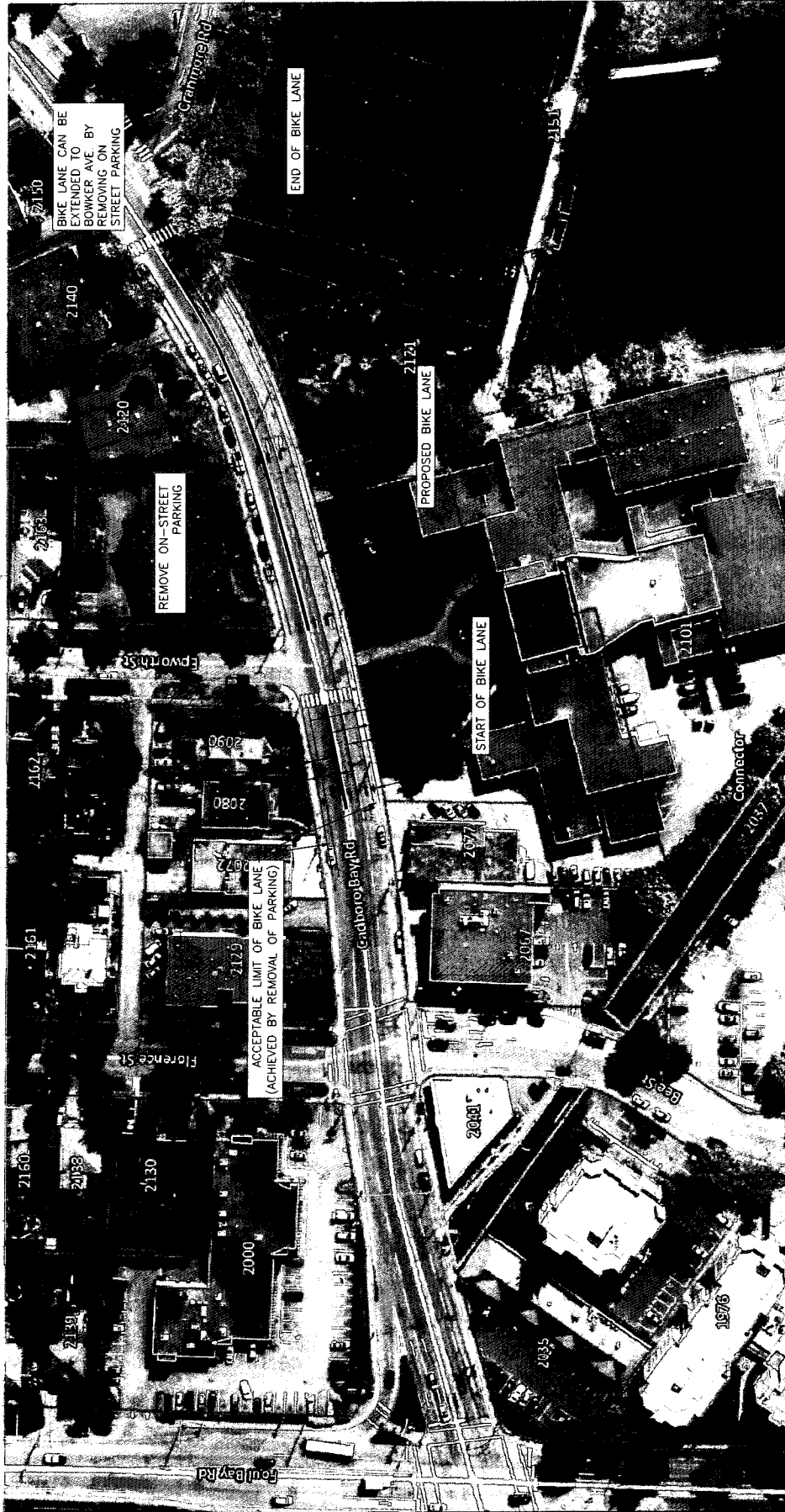
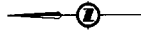
That the report of the Director of Engineering Services dated August 8, 2013 and the memorandum of the Active Transportation Advisory Committee dated May 21, 2013 be received for information and that the School District, the Active Transportation Advisory Committee and the Parks and Recreation Commission be invited to attend a meeting in the early fall of 2013 to discuss the recommendations from the Director of Engineering Services regarding bike lanes on Cadboro Bay Road and the responses from the Active Transportation Advisory Committee and the Parks and Recreation Commission with respect to the Oak Bay High School Transportation Study documents.



Gary Nason
Chief Administrative Officer

Note from the Deputy Municipal Clerk: A copy of the Oak Bay High School Transportation Study documents is available for viewing in the Administration Department and a copy will be made available at the meeting of the Committee of the Whole on August 12, 2013. Should additional copies be required, please contact Administration.

ATTACHMENT # 1



LEGEND - EXISTING SERVICES SHOWN BOLD		REVISIONS		PROJECT	
WATER	— G —	ISSUE	DESCRIPTION	DATE	BY
SEWER	— S —	1			
DRAIN	— D —	2			
DITCH	— T —	3			
BIKEWAY	— B —	4			
EDGE PAVE	— E —	5			
URB URFL	— U —	6			
TREE	— T —	7			
WATER	— W —	8			
SEWER	— S —	9			
DRAIN	— D —	10			
DITCH	— T —	11			
BIKEWAY	— B —	12			
EDGE PAVE	— E —	13			
URB URFL	— U —	14			
TREE	— T —	15			
WATER	— W —	16			
SEWER	— S —	17			
DRAIN	— D —	18			
DITCH	— T —	19			
BIKEWAY	— B —	20			
EDGE PAVE	— E —	21			
URB URFL	— U —	22			
TREE	— T —	23			
WATER	— W —	24			
SEWER	— S —	25			
DRAIN	— D —	26			
DITCH	— T —	27			
BIKEWAY	— B —	28			
EDGE PAVE	— E —	29			
URB URFL	— U —	30			
TREE	— T —	31			
WATER	— W —	32			
SEWER	— S —	33			
DRAIN	— D —	34			
DITCH	— T —	35			
BIKEWAY	— B —	36			
EDGE PAVE	— E —	37			
URB URFL	— U —	38			
TREE	— T —	39			
WATER	— W —	40			
SEWER	— S —	41			
DRAIN	— D —	42			
DITCH	— T —	43			
BIKEWAY	— B —	44			
EDGE PAVE	— E —	45			
URB URFL	— U —	46			
TREE	— T —	47			
WATER	— W —	48			
SEWER	— S —	49			
DRAIN	— D —	50			
DITCH	— T —	51			
BIKEWAY	— B —	52			
EDGE PAVE	— E —	53			
URB URFL	— U —	54			
TREE	— T —	55			
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SEWER	— S —	57			
DRAIN	— D —	58			
DITCH	— T —	59			
BIKEWAY	— B —	60			
EDGE PAVE	— E —	61			
URB URFL	— U —	62			
TREE	— T —	63			
WATER	— W —	64			
SEWER	— S —	65			
DRAIN	— D —	66			
DITCH	— T —	67			
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EDGE PAVE	— E —	69			
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BIKEWAY	— B —	92			
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BIKEWAY	— B —	124			
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BIKEWAY	— B —	140			
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TREE	— T —	143			
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DRAIN	— D —	146			
DITCH	— T —	147			
BIKEWAY	— B —	148			
EDGE PAVE	— E —	149			
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BIKEWAY	— B —	156			
EDGE PAVE	— E —	157			
URB URFL	— U —	158			
TREE	— T —	159			
WATER	— W —	160			
SEWER	— S —	161			
DRAIN	— D —	162			
DITCH	— T —	163			
BIKEWAY	— B —	164			
EDGE PAVE	— E —	165			
URB URFL	— U —	166			
TREE	— T —	167			
WATER	— W —	168			
SEWER	— S —	169			
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BIKEWAY	— B —	172			
EDGE PAVE	— E —	173			
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EDGE PAVE	— E —	237			
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WATER	— W —	240			

OAK BAY PARKS AND RECREATION COMMISSION
Minutes of Meeting – March 6, 2013

EXCERPT

Transportation/Parking Study – Follow Up (Director, 2013-03-06)

At the meeting of February 6, 2013 the Commission considered a referral from Council seeking comments on a Transportation Study and a Parking Study associated with the Oak Bay High School project.

Direction was given for staff to approach the Active Transportation Advisory Committee for their comments and report back to the March Commission meeting. Further direction received from Council confirmed that they want the feedback from the Commission's perspective, and do not want various committees to "compare notes" prior to providing feedback.

The following is a summary of comments expressed at the February 6th Commission meeting on the two issues in question:

Cycling on the Bowker Creek Walkway

- There is support for cycling on the walkway – it is happening already;
- The grade of the bridge is too steep and presents a safety concern for many users. There was a suggestion that the walkway be split to leave the bridge as "pedestrian only" and provide cyclists with a bypass;
- Ensure the walkway is wide enough to safely accommodate all uses (3m);
- Enhance cycling infrastructure at the High School and Recreation Centre to encourage bicycle use.

Moved by Rick Marshall, Seconded by Sandi Piercy THAT STAFF REPORT TO COMMISSION ON THE FEASIBILITY, DESIGN REQUIREMENTS AND COST ESTIMATES TO MAKE THE PATH THROUGH BOWKER CREEK PARK USABLE TO GENERALLY ACCEPTED STANDARDS FOR CYCLISTS, AS WELL AS PEDESTRIANS AND USERS OF WHEELCHAIRS AND MOBILITY AIDS FOR PERSONS WITH DISABILITIES.

Carried

Impact on OBRC Parking

- Adequate parking is critical as current parking problems already exist during busy times;
- Regulation of parking spaces should be monitored from the beginning rather than waiting for the problem to develop;

Moved by Rick Marshall, Seconded by Linda Allen THAT COUNCIL REQUEST SCHOOL DISTRICT'S PLANNERS TO IMPLEMENT DESIGN FEATURES AND TRAFFIC DEMAND MANAGEMENT MEASURES, SUCH AS THOSE DESCRIBED IN THE OCTOBER 2012 REPORT BY BOULEVARD TRANSPORTATION GROUP, IN ORDER TO REDUCE DEMAND FOR AUTOMOBILE PARKING BY STAFF, STUDENTS AND USERS OF THE SCHOOL, NEIGHBOURHOOD LEARNING CENTRE AND THEATRE.

Carried

Note from Deputy Municipal Clerk:

In respect to this portion of the Parks and Recreation Commission minutes, the following recommendation was made at the March 18, 2013 Committee of the Whole meeting and ratified at the March 25, 2013 Council meeting: "That it be recommended to Council to defer the Parks and Recreation Commission's recommendation to a future meeting at which all referrals regarding the Oak Bay High School Transportation Study documents will be considered."

Memorandum

2013-222-1

Date May 21, 2013
To Oak Bay Mayor and Council
From Active Transportation Advisory Committee (ATAC)
Re Oak Bay High School (OBHS) Redevelopment Report

Purpose:

To respond to Oak Bay Municipal Council's request that the Active Transportation Advisory Committee (ATAC) review and comment on the active transportation elements of the Oak Bay High School Transportation Study.

Background:

Council requested that the Active Transportation Advisory Committee (ATAC) read and respond to the traffic impact study (TIS) submitted by Boulevard Transportation Group to School District 61 (SD61) as part of the Oak Bay High School (OBHS) Redevelopment. While members of ATAC discussed many details outlined in the TIS, we wanted to highlight several key concerns for Council and SD61 to consider in their decision-making as this major project moves forward.

Recommendations:

Our major general recommendation is that the process for the selection, design and implementation of the final plans for the Oak Bay High School Redevelopment follow the municipality's **Complete Streets Policy** (June 18, 2012). This policy requires that SD61 officials and the project contractor consider not only the access and infrastructure needs of motorized vehicles, but also those of students, staff, visitors to the Neighbourhood Learning Centre and theatre, and other citizens travelling to and through the site as pedestrians, cyclists, public-transit users, or via mobility-assistance devices.

Based on information derived from the TIS, ATAC's specific recommendations include:

Support for the TIS suggestion that **bicycle lanes be added on Cadboro Bay Road** to connect with existing bike lanes, which end at the Fort/Foul Bay intersection, and to extend a major active-transportation route to the school.

Ensure that the final OBHS plan provides enough **on-site bicycle parking** for existing users (10 Class I and 160 Class II stalls) but also to accommodate future increases in bike capacity.

Ensure that **on-campus pedestrian routes** are included in the Statement of Requirements for the project.

Ensure that specific **Traffic Management During Construction** measures are included in the Statement of Requirements that fulfill the Complete Streets policy requirement to minimize disruption and accommodate all types of user access to and through the OBHS site.

Maintain and upgrade **Bowker Creek Walkway** as a multi-use trail to accommodate existing and to encourage future pedestrian, bicycle, stroller and mobility-assist traffic to OBHS and as an east-west active-transportation corridor through the municipality.

Address existing and future concerns around **pedestrian and cyclist access and safety at the end of Goldsmith Street**, where both sidewalks dead-end and cyclists are funneled into a narrow entry point at the Oak Bay Recreation Centre parking lot. This connectivity gap between Goldsmith and a key point of access to OBHS, as well as to the north-south pathway that links to Elgin Street and Oak Bay Avenue will only get more pronounced (and potentially dangerous) when the adjacent municipal-owned green space (already used for ad-hoc municipal staff parking) gets paved over as an extra lot.

Council and SD61 should implement long-term **Travel Demand Management (TDM)** measures to promote active-transportation access to OBHS, Oak Bay Recreation Centre, Neighbourhood Learning Centre, and Municipal Yard, so as to reduce motorized traffic and parking demand in the area around the site.

The above is prepared and submitted to Council for consideration on behalf of the members of Oak Bay Active Transportation Committee.

2013-223

MEMORANDUM

TO: Committee of the Whole

FROM: Director of Building and Planning

DATE: August 2, 2013

RE: Uplands Building Permit/Development Variance Application—
Supplemental Information
3165 Sherringham Place
Lot 2, Section 31, Victoria District, Plan 12404
RS-2, One Family Residential

BACKGROUND:

At the Committee of the Whole meeting on July 15th, 2013 the Committee requested staff to contact BC Hydro with regards to its policy requirements for larger than normal electrical service installations. There was concern that Hydro would require buildings for all large services, which would affect the Uplands properties as design and siting approval would be required.

DISCUSSION:

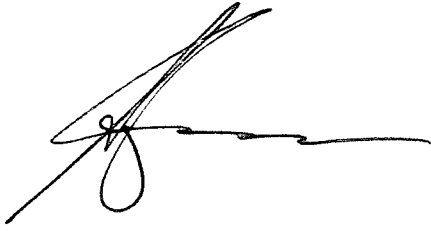
On July 24th, 2013 staff met with Hydro representatives to ask about the regulations for residential services that were larger than normal (400 and 600 amp services). Hydro staff confirmed that they only require that an electrical closet accessible to Hydro be provided on the side of a residence.

With the Sherringham property, preliminary planning assumed that Hydro service would come from a rear easement location. This was not permissible due to the large 600 amp service requirement. Because of the requirements for the service, the electrical closet located at the rear portion of the house was not feasible when the service had to come from the Hydro line at the front of the property.

RECOMMENDATION(S):

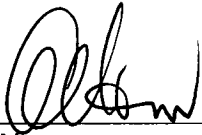
This is provided as supplemental information to the Development Variance Permit Application deferred from the July 15th, 2013 Committee meeting, which already contains a recommendation.

Respectfully Submitted,

A handwritten signature in black ink, appearing to be 'Roy Thomassen', written over a horizontal line.

Roy Thomassen
Director of Building and Planning

I concur with the recommendation of the Director of Building and Planning.

A handwritten signature in black ink, appearing to be 'Gary Nason', written over a horizontal line.

Gary Nason
Chief Administrative Officer

2013-196

MEMORANDUM

TO: Committee of the Whole
FROM: Director of Building and Planning
DATE: July 9, 2013
RE: Uplands Building Permit/Development Variance Application
3165 Sherringham Place
Lot 2, Section 31, Victoria District, Plan 12404
RS-2, One Family Residential

BACKGROUND:

An application has been submitted for construction of a shed to accommodate a Hydro service. The location of the shed would be in the front yard and would be non-conforming; consequently, a variance to the Zoning Bylaw is required to accommodate this proposal.

Attached for your information are:

- a) The report of the Advisory Design Panel meeting of July 9, 2013 relating to the proposed shed at 3165 Sherringham Place.
- b) Reduced copies of the plans of the proposed work.

DISCUSSION:

The applicant is requesting a Development Variance Permit granting relief from the following section(s) of the Zoning Bylaw:

<u>Zoning Bylaw Section(s)</u>	<u>Required</u>	<u>Requested</u>	<u>Variance</u>
6.2.4.(2)(a) Minimum front lot line setback	10.66 m (35 ft)	4.8m (15.8 ft)	5.86 m (19.2 ft)

**Imperial measurements are approximate and for convenience only.*

The recommendation from the Advisory Design Panel for the accessory building at 3165 Sherringham Place is for architectural design approval only, as the panel did not support the siting of this building.

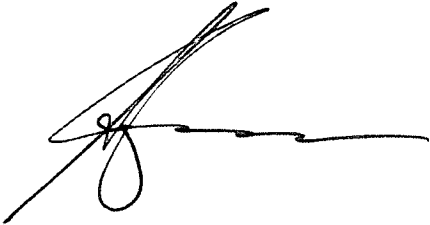
OPTIONS:

1. If the Committee agrees that the application is to move forward in its present state, then it should be recommended to Council that the plans to construct a shed at 3165 Sherringham Place be approved as to siting and architectural design, subject to the issuance of a development variance permit, and further that a resolution authorizing the issuance of a development variance permit, as outlined in the July 9, 2013 report of the Director of Building and Planning, be prepared and brought forward to a meeting of Council for consideration.
2. That it be recommended to Council that the application be denied.

RECOMMENDATION(S):

That it be recommended to Council that the plans to construct a shed at 3165 Sherringham Place be approved as to siting and architectural design, subject to the issuance of a development variance permit, and further that a resolution authorizing the issuance of a development variance permit, as outlined in the July 9, 2013 report of the Director of Building and Planning, be prepared and brought forward to a meeting of Council for consideration.

Respectfully Submitted,



Roy Thomassen
Director of Building and Planning

I concur with the recommendation of the Director of Building and Planning.



Gary Nason
Chief Administrative Officer

2013-200

MEMORANDUM

TO: Committee of the Whole
FROM: Director of Building and Planning
DATE: July 4, 2013
RE: Development Variance Permit – 947 Oliver Street
Lot 7, Block B, Section 22, Victoria District, Plan 1092
RS-5, One Family Residential

BACKGROUND:

The owner and developer propose to raise the existing dwelling .48 meters in order to develop the basement area into living space. The proposal includes a top floor addition, new roof and new rear deck. With the increase in height, the building will be non-conforming; consequently, variances are required from the Zoning Bylaw to accommodate this proposal.

DISCUSSION:

The applicants are requesting relief from the following section(s) of Zoning Bylaw #3531:

<u>Zoning By-law Section(s)</u>	<u>Required/Permitted</u>	<u>Requested</u>	<u>Variance</u>
4.6.5. (2) 4.6.5. Permits a projection into the required side lot setback of .45 meters for stairs and landings. Minimum side lot line setback 1.5 meters	1.05 m (3.44 ft)	.6 m (2ft)	.45m (1.5 ft)
6.5.4.(2)(c) Minimum Interior side lot line setback	1.52 m (5 ft)	1.04 m (3.4 ft)	.48 m (1.6 ft)
6.5.4.(3)(a) Maximum building height	6.83 m (22.4 ft)	7.29 m (24 ft)	.46 m (1.5 ft)
6.5.4.(3)(b) Maximum occupiable height	4.27 m (14 ft)	5.14 m (16.9 ft)	.87 m (2.9 ft)
6.5.4. (3)(c) Maximum roof height	8.53 m (28 ft)	8.58 m (28.2 ft)	.05 m (.16 ft)
6.5.4.(6)(a) Maximum gross floor area above .8meters below grade	240 m ² (2583 ft ²)	366 m ² (3940 ft ²)	126 m ² (1356 ft ²)
6.5.4.(6)(a) Maximum gross floor area	360 m ² (3875 ft ²)	366m ² (3940ft ²)	6 m ² (66 ft ²)
6.5.4.(11) Minimum second storey side lot line setback	3.0 m (9.8 ft)	1.04 m (3.4 ft)	1.96 m (6.4 ft)

* Imperial measurements are approximate and for convenience only.

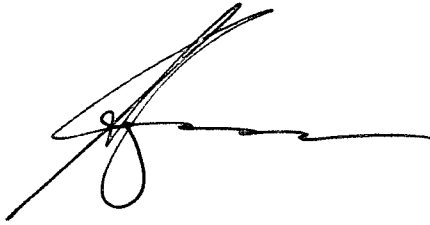
OPTIONS:

1. That a resolution authorizing the issuance of a development variance permit, as outlined in the July 4, 2013 report of the Director of Building and Planning, be prepared and brought forward to a meeting of Council for consideration.
2. That it be recommended to Council that the application be denied.

RECOMMENDATION:

That a resolution authorizing the issuance of a development variance permit, as outlined in the July 4, 2013 report of the Director of Building and Planning, be prepared and brought forward to a meeting of Council for consideration.

Respectfully Submitted,



Roy Thomassen
Director of Building and Planning

I concur with the recommendation of the Director of Building and Planning.



Gary Nason
Chief Administrative Office

2013-224

MEMORANDUM

TO: Committee of the Whole
FROM: Director of Building and Planning
DATE: August 2, 2013
RE: Development Variance Permit – 3035 Henderson Road
Lot 29, Section 31, Victoria District, Plan 6364
RS-4, One Family Residential

BACKGROUND:

The owner would like to convert their covered parking stall in the basement to living area as shown on the attached plans. The elimination of covered parking would be non-conforming; consequently a variance is required from the Parking Facilities Bylaw to accommodate this proposal.

DISCUSSION:

The applicants are requesting relief from the following section(s) of Parking Facilities Bylaw #3540:

<u>Parking Facilities By-law Section(s)</u>	<u>Required</u>	<u>Requested</u>	<u>Variance</u>
4.1 + Schedule "A", A.1.(a) Minimum No. of Parking Spaces	2	2	*

**Note: The requested variance is to delete the required covered parking space and have 2 uncovered parking stalls.*

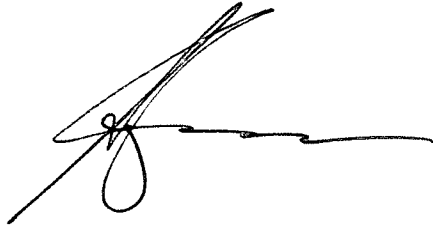
OPTIONS:

1. That a resolution authorizing the issuance of a development variance permit, as outlined in the August 2, 2013 report of the Director of Building and Planning, be prepared and brought forward to a meeting of Council for consideration.
2. That it be recommended to Council that the application be denied.

RECOMMENDATION(S):

That a resolution authorizing the issuance of a development variance permit, as outlined in the August 2, 2013 report of the Director of Building and Planning, be prepared and brought forward to a meeting of Council for consideration.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Roy Thomassen', written over a horizontal line.

Roy Thomassen
Director Building and Planning

I concur with the recommendation of the Director of Planning and Building.

A handwritten signature in black ink, appearing to read 'Gary Nason', written over a horizontal line.

Gary Nason
Chief Administrative Officer

2013-225

MEMORANDUM

TO: Committee of the Whole
FROM: Director of Building and Planning
DATE: August 2, 2013
RE: Development Variance Permit – 2607 Lincoln Road
Lot 11, Block 13, Section 2, Victoria District, Plan 379
RS-4, One Family Residential

BACKGROUND:

The owner has made application to construct a deck on the rear of their home. The lower floor is not .8 meters below grade which would then constitute as first storey. The deck addition would then be second storey which requires a larger setback. The upper deck siting will be non-conforming; consequently a variance is required from the Zoning Bylaw to accommodate this proposal.

DISCUSSION:

The applicants are requesting relief from the following section(s) of Zoning Bylaw #3531:

<u>Zoning By-law Section(s)</u>	<u>Required/Permitted</u>	<u>Requested</u>	<u>Variance</u>
6.4.4.(11) Minimum second storey side lot line setback	3.0 m (9.8 ft)	1.93m (6.3 ft)	1.07m (3.5 ft)

** Imperial measurements are approximate and for convenience only.*

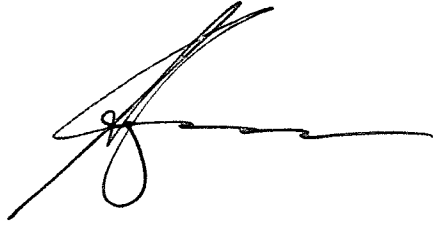
OPTIONS:

1. That a resolution authorizing the issuance of a development variance permit, as outlined in the August 2, 2013 report of the Director of Building and Planning, be prepared and brought forward to a meeting of Council for consideration.
2. That it be recommended to Council that the application be denied.

RECOMMENDATION(S):

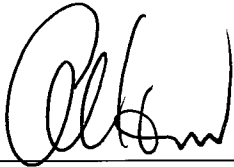
That a resolution authorizing the issuance of a development variance permit, as outlined in the August 2, 2013 report of the Director of Building and Planning, be prepared and brought forward to a meeting of Council for consideration.

Respectfully Submitted,

A handwritten signature in black ink, appearing to be 'Roy Thomassen', written over a horizontal line.

Roy Thomassen
Director Building and Planning

I concur with the recommendation of the Director of Planning and Building.

A handwritten signature in black ink, appearing to be 'Gary Nason', written over a horizontal line.

Gary Nason
Chief Administrative Officer

MEMORANDUM

TO: Committee of the Whole

FROM: Director of Building and Planning

DATE: August 2, 2013

RE: Development Variance Permit – 513 Monterey Avenue
Northerly ½ of Lot 13, Section 22, Victoria District, Plan 74-C
RS-4, One Family Residential

BACKGROUND:

A new single family dwelling under construction included two crawl space areas for storage at 1.2 m height. During excavation, the contractor over excavated these crawl space areas to create a full height living area at variance to the approved building permit. This over excavation exceeds the allowable floor area permitted; consequently, a variance is required from the Zoning Bylaw to accommodate this non-compliance.

DISCUSSION:

Rather than stop the project, the proponents have been allowed to proceed with the understanding that the issue of the floor area must be resolved prior to framing inspection. The contractor/designer confirmed at a meeting on July 23, 2013 that there is no additional cost to the owner if they are required to conform to the approved building permit plans which meet the Zoning Bylaw.

The additional floor area is located in the basement and would not be seen from the exterior, with the exception of the full stair access to this area which was included in the building permit design.

The applicants are requesting relief from the following section(s) of Zoning Bylaw #3531:

<u>Zoning By-law Section(s)</u>	<u>Required/Permitted</u>	<u>Requested</u>	<u>Variance</u>
6.4.4.(6)(b) Maximum gross floor area	480 m ² (5167 ft ²)	533.3 m ² (5741ft ²)	53.3m ² (574ft ²)

** Imperial measurements are approximate and for convenience only.*

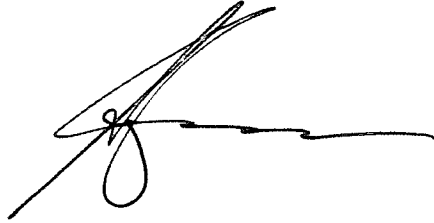
OPTIONS:

1. That a resolution authorizing the issuance of a development variance permit, as outlined in the August 2, 2013 report of the Director of Building and Planning, be prepared and brought forward to a meeting of Council for consideration.
2. That it be recommended to Council that the application be denied, which would require the owner to build in accordance with the approved building permit.

RECOMMENDATION(S):

That a resolution authorizing the issuance of a development variance permit, as outlined in the August 2, 2013 report of the Director of Building and Planning, be prepared and brought forward to a meeting of Council for consideration.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Roy Thomassen', written over a horizontal line.

Roy Thomassen
Director Building and Planning

I concur with the recommendation of the Director of Planning and Building.

A handwritten signature in black ink, appearing to read 'Gary Nason', written over a horizontal line.

Gary Nason
Chief Administrative Officer