



The Corporation of the District of Saanich

Report

To: Mayor and Council
From: Sharon Hvozdanski, Director of Planning
Date: September 6, 2017
Subject: Development Variance Permit Application
File: DVP00395 • 1381 Charles Place

RECOMMENDATION

- 1. That Council rescind Development Permit DPR1980-0003 (P/3/80)
- 2. That Council approve Development Variance Permit DVP00395.

PURPOSE

The purpose of this report is to seek direction from Council on the subject application. The applicant is Allen Agopsowicz.

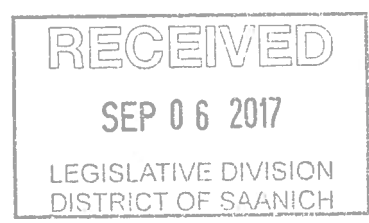
DISCUSSION

Neighbourhood Context

The subject property is located on Charles Place, which is a relatively short street located just south of the Cedar Hill Cross Road and Braefoot Road intersection. Cedar Hill Cross Road is the southern extent of Braefoot Road, which changes to Epsom Drive on the south of Cedar Hill Road. The neighbourhood area is predominantly developed for single family dwellings under the RS-6 (Single Family Dwelling) Zone (see Figure 1).

Land Use

The land use would not change through this application. Records indicate the house was constructed in 1963 and a subdivision application in 1980 triggered the requirement for a variance in order to retain an existing car port. A variance to reduce the setback to 1.5 m was approved to retain the carport. At that time the Municipal Act did not authorize Development Variance Permits and variances were granted through Development Permits. The subject property is not subject to a Development Permit for any purpose, ie: environmental, hazardous conditions, or form and character; therefore, a Development Variance Permit would be the current mechanism for Council to approve variances for single family dwellings. To be in accordance with the current regulatory regime, it is recommended that the Council rescind the current Development Permit and issue a Development Variance Permit.



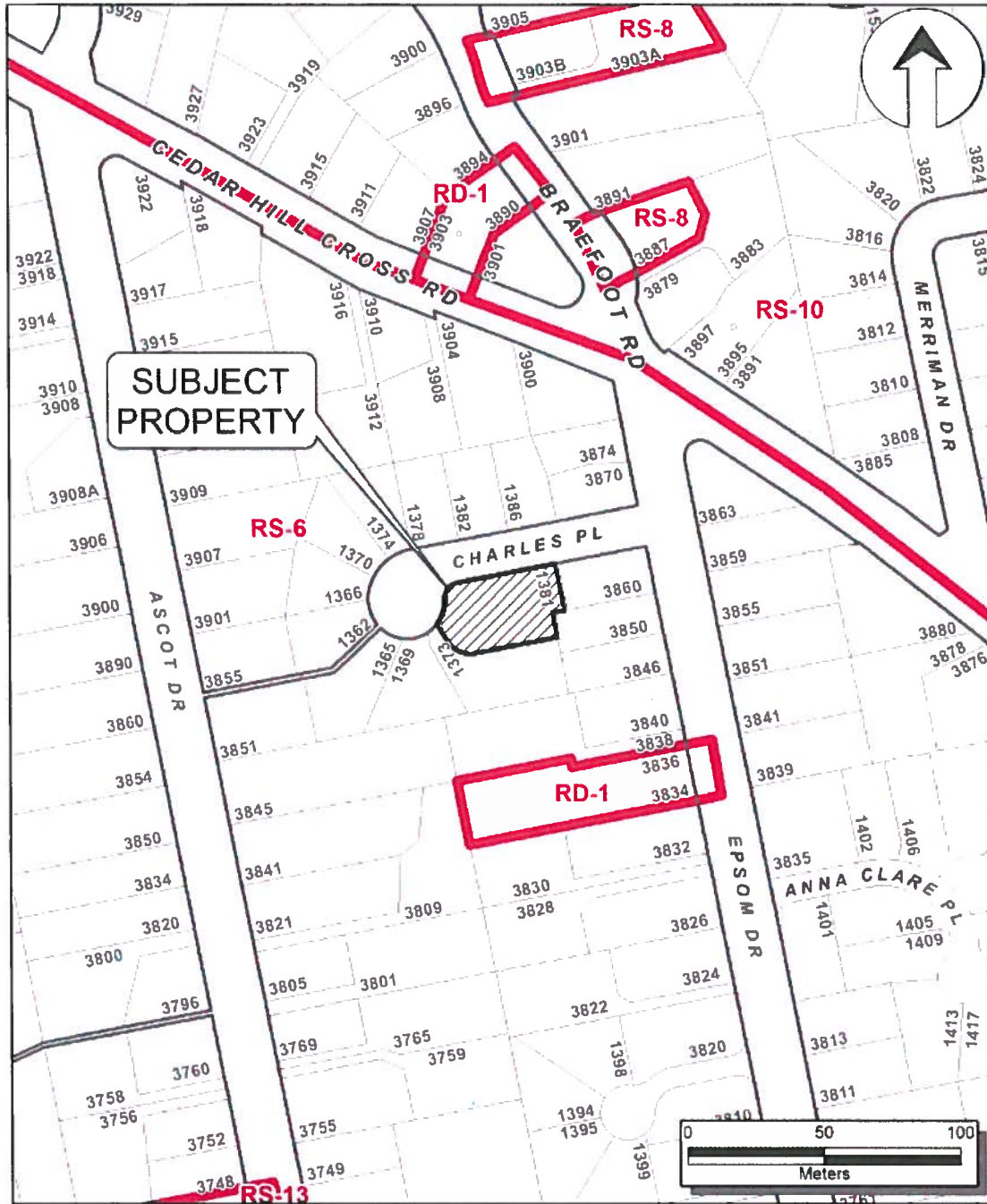


Figure 1: Neighbourhood Context

Site and Building Design

The 2-storey home is located in the centre of the lot with the main entrance facing east, or toward the rear of adjacent lots on Epsom Drive. The detached garage is sited between the existing house and the property line on Charles Place, which is an exterior side lot line. Due to the configuration of the road and cul-de-sac bulb the property is in effect a corner lot.

The existing carport is buffered by well-established vegetation, as well as an approximately 4 m wide boulevard between the property line and edge of road. The property has a gradual decline

in elevation from west to east of approximately 3 m. The slope, in conjunction with vegetation, greatly reduces the visibility of the carport (see Photographs 1-3).



Photograph 1: Looking east from the cul-de-sac



Photograph 2: Looking west from driveway entrance



Photograph 3: Looking south at existing carport and dwelling

The applicant proposes to remove the 29.8 m² detached carport and replace it with a 52.5 m² attached garage. The garage would include the footprint of the existing carport but also extend a further 2.7 m along the same vertical plane, as well as enclose the area between the house and existing carport. As the proposal would increase the building footprint within the setback, a variance is required. That portion of new footprint within the setback would be 5.4m² (58 ft²) in floor area.

The proposed garage was designed to be compatible with the mid-century home, including the colours and exterior materials. It would not be heated. The proposed garage would change the flat roof design of the carport to a peaked roof to match the dwelling. The height would increase from approximately 2.4 m to 4.3 m.

Community Consultation

Prior to submitting an application the applicant consulted with the neighbours and submitted a petition with signatures from 16 neighbours confirming they have no objections or concerns with the proposal.

A referral was sent from the Planning Department to the Quadra Cedar Hill Community Association on June 9, 2017. No response has been received to date.

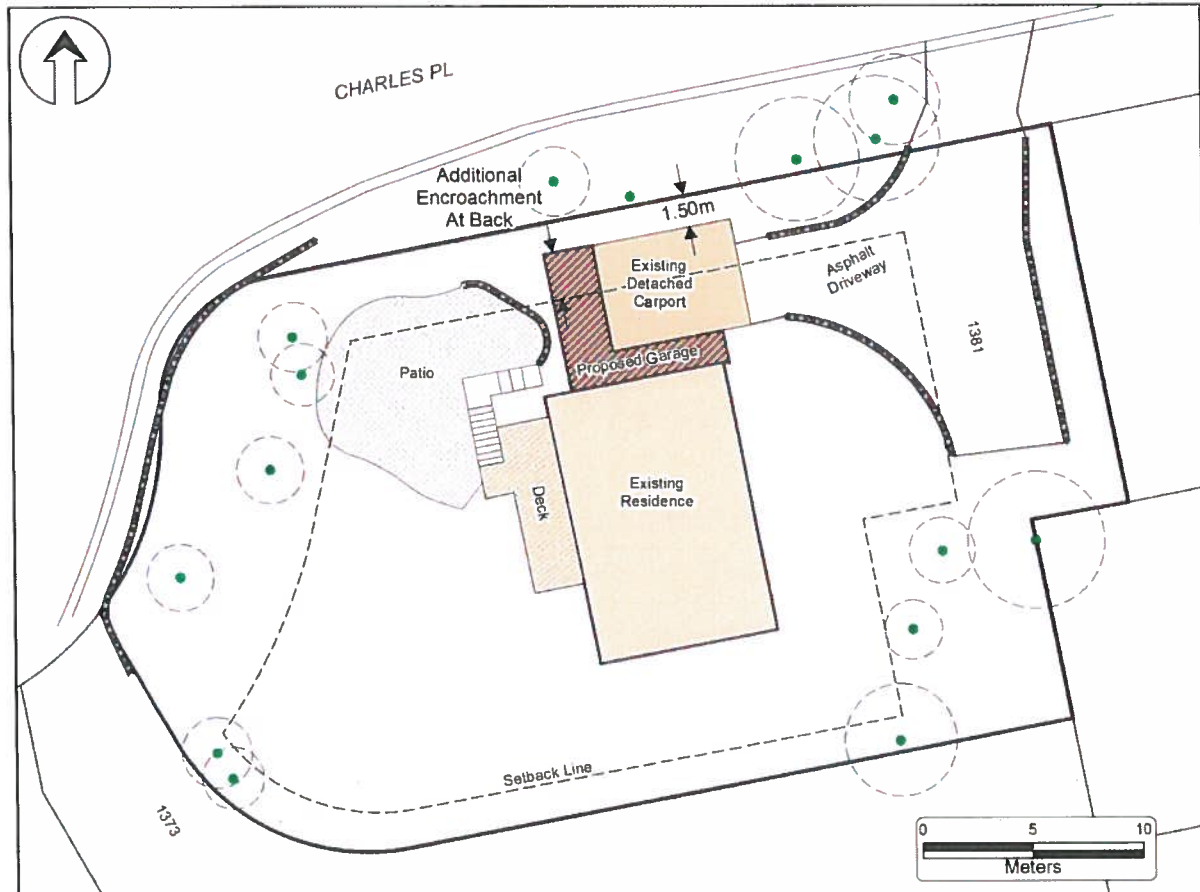


Figure 2: Site Plan

ALTERNATIVES

1. That Council approve the recommendations as outlined in the staff report.

The implications of this alternative are discussed in detail in the later sections of this report.

2. That Council reject the recommendations as outlined in the staff report.

Should Council decide to reject the recommendations contained in this report, the implications are that the garage would need to be redesigned so that no further encroachment into the setback was proposed.

3. That Council provide alternate direction to Staff.

Should Council provide alternate direction to staff the implications are that staff would work with the applicant to address comments from Council. The applicant would undertake any necessary revisions to the plans, and would resubmit their proposal, for review by staff and ultimately consideration by Council.

FINANCIAL IMPLICATIONS

Staff have reviewed the proposed development and note that the proposal has no implications related to the District of Saanich Financial Plan.

STRATEGIC PLAN IMPLICATIONS

Staff have reviewed the proposed development and note that the proposal has no implications related to the District of Saanich 2015-2018 Strategic Plan.

PLANNING IMPLICATIONS

The following Saanich Planning Policies are most applicable to the subject proposal:

Official Community Plan (2008)

- 4.2.2.3 “Consider the use of variances to development control bylaws where they would achieve a more appropriate development in terms of streetscape, pedestrian environment, view protection, overall site design, and compatibility with neighbourhood character and adjoining properties.”

Quadra Local Area Plan (2001)

- 4.1 “Protect and maintain the character of Quadra by maintaining single family dwellings as the principal form of housing outside of the Quadra-McKenzie Development Permit Area.”

The proposal is consistent with the Quadra Local Area Plan and Official Community Plan. Approving the setback variance would have minimal impact largely because it would replace the existing carport. Constructing an attached garage to provide a more secure and functional storage space would be an improvement to the dwelling.

The requirement to have an increased setback to an exterior side lot line is to ensure adequate sight lines around corners for both vehicle and pedestrian movements. Although the subject property has two distinct lot lines fronting roadway, the traffic patterns at the cul-de-sac would not be as frequent, or at travel speeds anticipated at intersecting roadways.

Other

The proposed garage would enlarge the building footprint within the root zones of existing trees. However, if particular care is taken during construction to minimize impacts, all existing trees should be retained. There were no environmental concerns with the proposal.


There are no Engineering servicing requirements for the proposal.

CONCLUSIONS

A variance of 2 m is requested to reduce the required setback from 3.5 m to 1.5 m. The variance is requested to replace an existing carport with an attached garage and there would be relatively small increase of building footprint that would encroach in the setback.

The proposed development would be complimentary to the existing dwelling and improve the overall aesthetics. An attached garage would be more secure and provide more functionality than the existing carport. Given the proposed garage would primarily be located on the same footprint as the existing carport, a wide boulevard provides further separation, and established vegetation and slope mitigates visual impacts, the variance is supportable.

Prepared by 
for Andrea Pickard
Planner

Reviewed by 
for Jarret Matanowitsch
Manager of Current Planning

Approved by 
for Sharon Hvozdzanski
Director of Planning

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Attachments

cc: Paul Thorkelsson, Administrator
Graham Barbour, Manager of Inspection Services

ADMINISTRATOR'S COMMENTS:

I endorse the recommendation from the Director of Planning.


Paul Thorkelsson, Administrator