



Mission

Strengthening the Oaklands community by providing programs, services and resources for its residents, businesses and visitors.

Oaklands Community Association Land Use Committee

June 28, 2016 6:30-7:40pm

Oaklands Neighbourhood House

In attendance: Jeff Loughheed (Acting Chair), Kim Walker (Recorder), 11 community members

1. Community Meeting on development proposal at 1509 Oakland Ave.

Applicant: Rus Collins, Zebra Design & Interiors Group Inc. 250-360-2144. Proponents: Dan Perera & Carrie Juteau (property owners & residents)

Description:

- The proposal is a rezoning and development permit request to allow removal of suite from lower level of principal dwelling: Rezoning from R1-B Single Family with in-law suite to R1-B-GS2, with garden suite in rear yard (no suite in house).
- Proponent is looking to build a 600 sq ft garden suite in the southeast corner of the back yard and one off street parking space from the back lane. The parking space and lane will be built with permeable material to allow water into the ground. Parking for current residents is on the street.
- They would like to add an extra parking spot from the front of the property to take pressure off the street parking and would ask for it if the neighbours support that.
- To minimize visual impacts on neighbours' yards, the proposed location is adjacent to a garage/studio belonging in the neighbour's yard to the east. Other neighbours live across the back lane.
- The height of the garden suite is designed to accommodate a loft because the city won't allow expansion of the footprint.

Questions & Concerns:

- How high is the proposed building?
 - 16.5 ft tall to the mid-point of the roof and about 6 ft more from the ground.
- How far is the proposal from laneway to the fence?
 - The back of the laneway is close to 4m but will be 2.4 m due to the setback variance. The required setback from the property line is .6 m.
- One neighbour is concerned with building height and shading in her garden.
 - Rus will double check the height numbers and get back to her.
- There was a question about the existing basement suite
 - Currently the basement suite is legal but proponent wants to use the space for their family. The new garden suite can't be built until the basement suite is taken out.
- Will all of the trees be kept?
 - Yes, the trees will stay plus there will be more landscaping with shrubs to hide the parking, make a private front yard area, & may have a fence to help screen as well to keep privacy
- How many people can live in the suite?

- It could have a couple, single parent, retirees. The upper loft could have a hide-a-bed or used as office space. The ceiling is 8 ft and the upper loft is 7 ft high. Two people would be comfortable in it.
- One resident stated that she is hearing a proposal for a dwelling for someone to live and not for an air b&b.
 - Confirmed. Proponents intention is to maintain it as a rental and contribute to Victoria housing needs, not to use it as a b&b.

Other Comments:

- The city requires 1 parking spot for the garden suite and is currently reviewing the issue of extra offstreet parking.
- Proponents may submit the extra parking request after the redevelopment. They envision the front yard being a useable space (e.g. a play area) but also want to take pressure off the street parking.
- One adjacent resident talked with the city about this proposal and is in favour of allowing proponent to build an extra driveway. There is a parking issue on the street due to additional cars that are parked regularly (home service workers) and on Sundays. Resident needs to use a HandiDart service that drops her off at the curb.
- Resident at 1501 Oakland Ave explained that both his and proponents' homes were built the same time. They are good quality houses. He read out a newspaper article describing the City of Victoria's interest in fast tracking rentals. He has a driveway in the back alley and there are several driveways. Overall, he supports this proposal. There are lots of houses in the neighbourhood with 2 houses and no yard.

References:

- Garden Suite Policy. City of Victoria.
<http://www.victoria.ca/assets/Departments/Planning~Development/Development~Services/Documents/Garden%20Suite%20Policy.pdf>

2. Discussion about Haultain Street speed limit and traffic

Presenters: Graham Briggs & Glenys Verhulst (Greater Victoria Cycling Coalition)

Summary:

- Graham and Glynys are board members of GVCC. Greater Victoria Cycling Coalition has asked to come to this meeting to begin a discussion about current traffic issues on Haultain St with the intention to lower the speed limit from the current posted speed of 50kmh to 30kmh for all vehicles. Currently, only trucks and buses are required to drive at 30kmh
- City of Victoria recently announced the Biketoria Plan & Haultain is identified as a neighbourhood greenway. The Haultain bike pathway is not planned to be developed until phase 3.
- In the short term, GVCC is looking for some quick wins and Haultain speed limit is one of them. GVCC is taking this first step to talk with OCA and will also be talking with Fernwood Community Association in July.
- 4 community members attended this portion of the meeting, one of whom is a GVCC member and N. Jubilee resident.

Questions & Concerns:

- How far does Haultain go?
 - The boundary within Oaklands is Cook St to Shelbourne but Haultain also runs through North Jubilee neighbourhood and Oak Bay.
- Has GVCC done any canvassing from anyone along Haultain? Have they thought about a petition?
 - No, this is the first step. If there is support at the community association meetings, then they'll probably start contacting the residents/businesses. Yes, the idea of a petition came up in the GVCC meeting but they wanted to come to OCA/FCA first.
- Safety issues?
 - One community resident of Haultain experiences drivers driving "like bullets". She has seen dead cats on the road and children run out into the street. She feels it's lucky that there haven't been any serious incidents.
 - Buses drive too fast, and almost all the drivers drive too fast.
 - Some of the worst offenders seem to be the buses. Need to enforce existing limits.
- Residents have tried to raise the speed issue on the street several times in the past but there is a general concern among the participants that the city is not concerned with the issue.
 - In Nov of 2015, one resident corresponded with the City's Transportation Dept (Richard Adam) in relation to the Re-Imagining Workshop. Richard Adam said that Haultain would get the "Cadillac treatment".
 - There was a complaint from a neighbour along Haultain at one time and speed tests issued.
- There is a block along Haultain where houses are sinking (a duplex). When heavy trucks drive by at higher speeds, the residents report that their houses shake.
- What is the history of the bump out on Haultain corners?
 - It was led by and paid for by the businesses (*ed.note: a grant through OCA provided funding*)
- There are cars parked along the street so it would be nice to see slower traffic. Haultain is 1 lane in spots. The meeting participants agreed on wanting to see enforcement and a consistent speed limit of 30kmh for all traffic.
 - One suggestion was to ask police for a speed monitor.
- Speed limit signage is confusing on Haultain (with the two speed limits). Also at Shelbourne & Haultain intersection. Bikes don't comply with the lights at Shelbourne.

Other Comments:

- Haultain Common (between Avebury & Asquith) slowed travel for quite a while and the pollinator garden also slows people down but she feels strongly that we need 30kmh signs.
- Some background information was discussed on City Council's decision re: the Biketoria plan and the development phases to ensure a full community consultation on the plan & associated matters such as traffic calming, speed limit, side street access, and resident & business concerns.
- There was a suggestion that the speed limit issue can be separated from the bike path development project. One community member suggested creating a trial for Haultain.
- A community member will send the information she received from the City on this subject to Graham. The city did some analysis and concluded that the traffic speeds were consistent with safety percentiles from years previously.

Next steps:

After the Fernwood meeting, Graham will report to the GVCC and then come back to the community associations with a request for assistance & possibly petition the street. When asked about the OCA

role on land use matters, Kim and Jeff explained that the Land Use Committee will submit this report to the City and the OCA Board and would be happy to help facilitate additional community consultations to get opinions beyond the 4 participants in this meeting, and recognizing that the speed limit on Haultain has been a longstanding concern with residents.

References:

Biketoria plan summary & map showing proposed route on Haultain St.

<http://www.victoria.ca/EN/main/community/cycling.html>

<http://www.victoria.ca/assets/Community/Cycling/WhatsPossible-HaultainKingsBay.JPG>