

# Memo

**File:** 3090-20/DV 3B 19

**DATE:** April 10, 2019

**TO:** Advisory Planning Commission  
Lazo North (Electoral Area B)

**FROM:** Planning and Development Services Branch

**RE:** Development Variance Permit – 5918 Aldergrove Drive (Ierland)  
Lot 28, Block 29, Comox District, Plan 11986, PID 000-642-703

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An application has been received to consider a Development Variance Permit (DVP) for a proposed detached accessory building (i.e., garage). The subject property is a waterfront lot that is approximately 0.26 hectares in area (Figures 1 and 2). The property is bound by country residential lots to the south, Aldergrove Drive to the west, Seabird Road (unopened road) to the north, and Strait of Georgia to the east.

The applicant is currently constructing a new single detached dwelling on the property. For the proposed detached accessory building, the applicant would like to reduce the north side yard setback, which abuts Seabird Road, due to a limited building envelope with steep slopes and to protect existing trees in the front yard (Figures 3 and 4). The proposed side yard setbacks of this accessory building are 2.2 metres for its foundation and 1.5 metres for its eaves (Figures 5 and 6).

The property is zoned Country Residential One (CR-1) (Appendix A). As the north side lot line abuts a road, there are greater setback requirements. In this instance, the minimum side yard setbacks are 4.5 metres for the foundation and 2.25 metres for the eaves. The setback reduction requests are summarized as follows:

	Minimum Side Yard Setback	Requested Side Yard Setback	Difference
<b>Foundation</b>	4.5 metres	2.2 metres	2.3 metres
<b>Eaves</b>	2.25 metres	1.5 metres	0.75 metres

In addition, for this variance, the Ministry of Transportation and Infrastructure (MoTI) has to approve this variance request. On March 28, 2019, MoTI issued a permit to reduce the building setback from a road.

The intent of minimum lot line setbacks is to provide a uniform streetscape, to improve privacy between neighbours and to ensure adequate space for building maintenance, and to provide visibility around the corner at intersections for traffic safety.

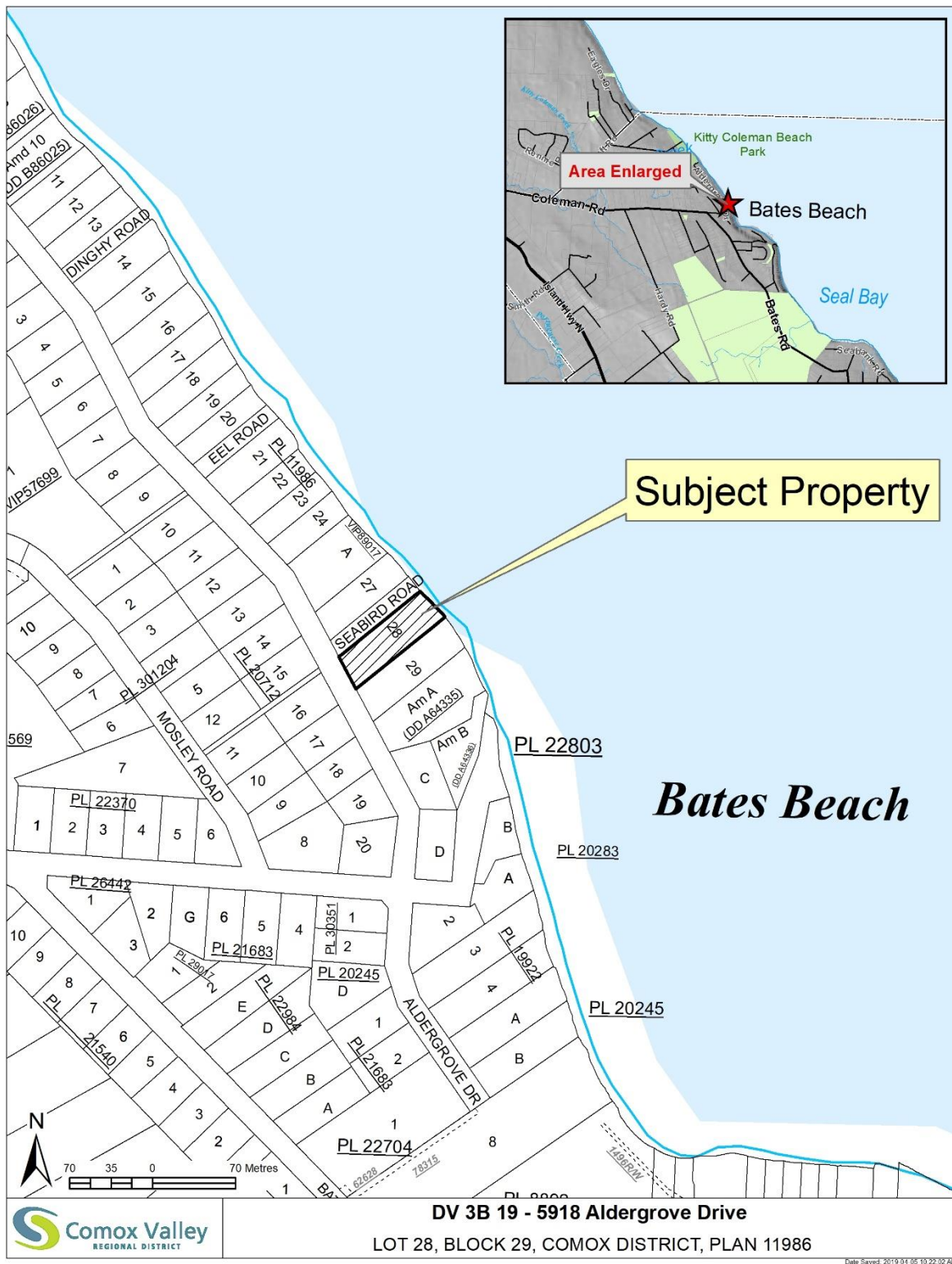
Sincerely,

***T. Trieu***

Ton Trieu, MCIP, RPP  
Manager of Planning Services  
Planning and Development Services Branch

/bc

Attachment: Appendix A – “CR-1 Zone”



### Figure 1: Subject Property Map





Figure 2: Air Photo

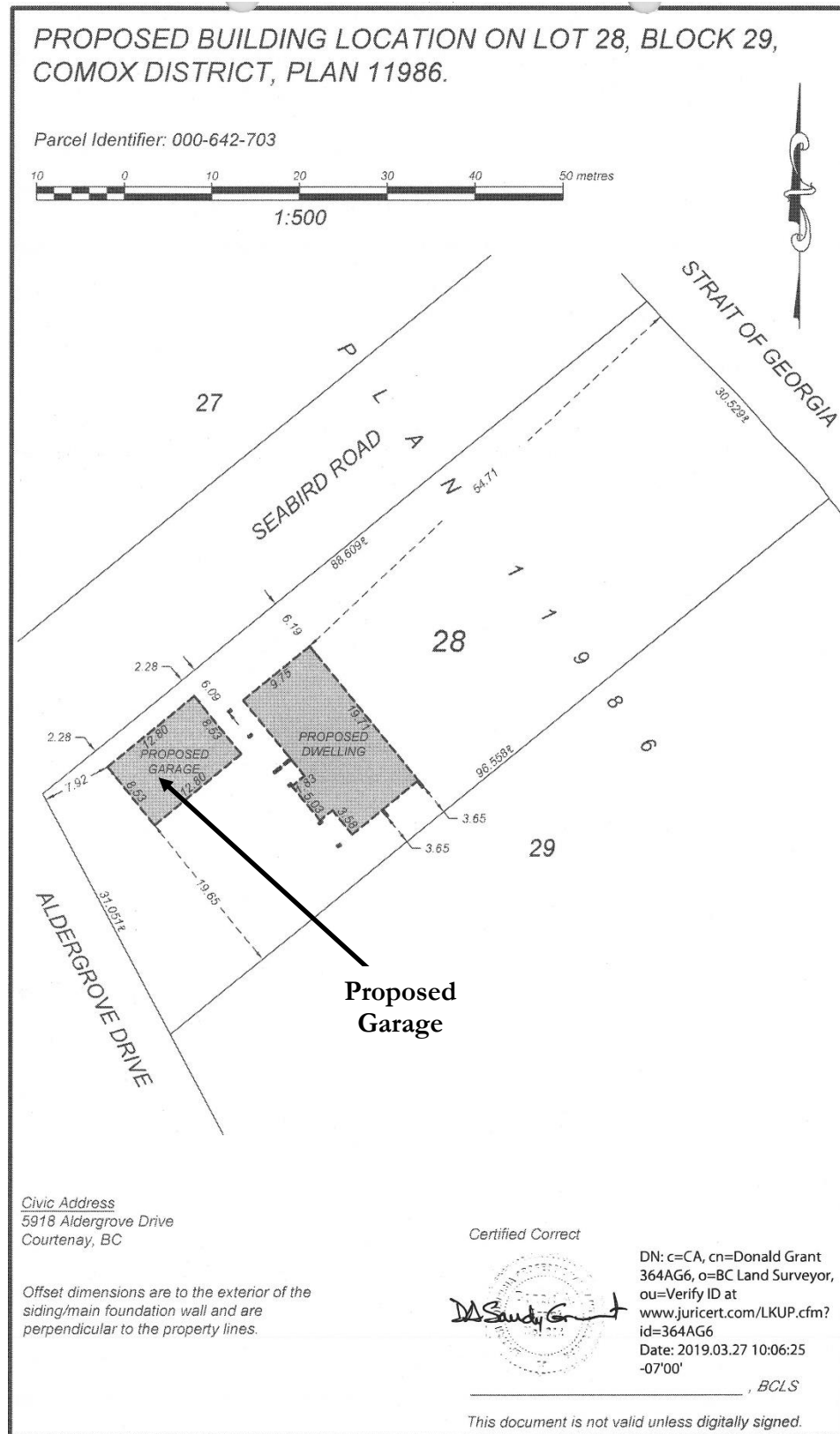


Figure 3: Survey Plan



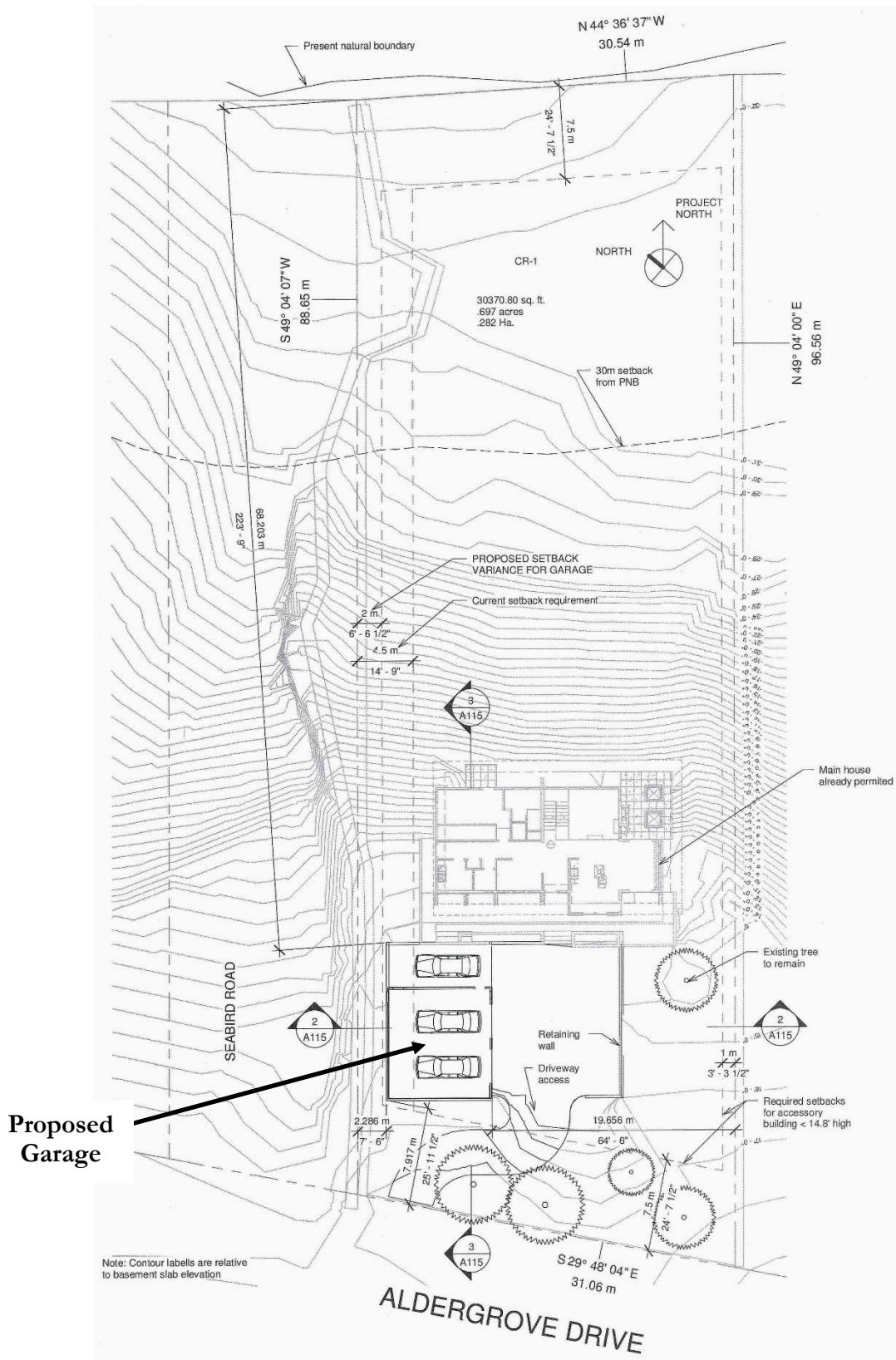
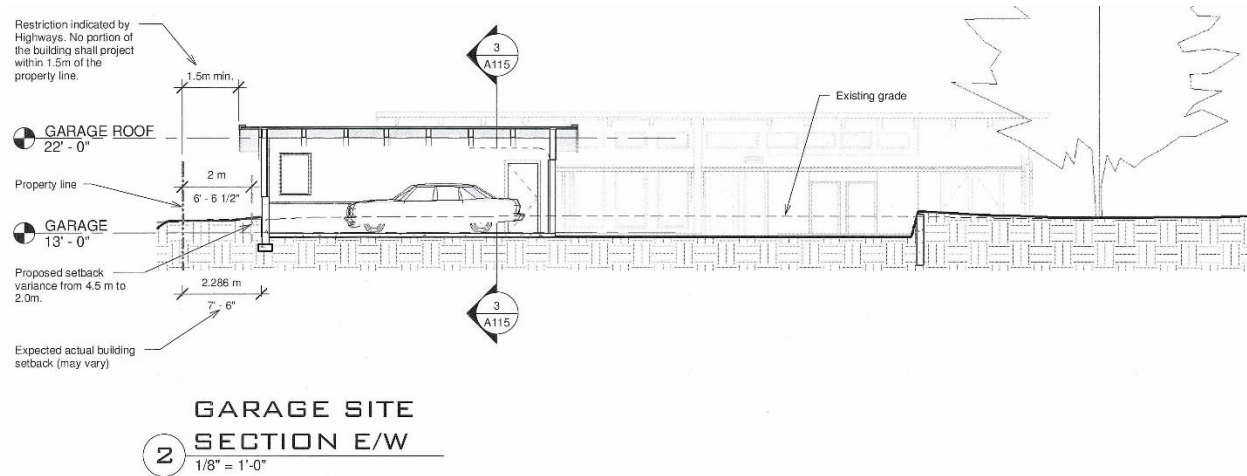
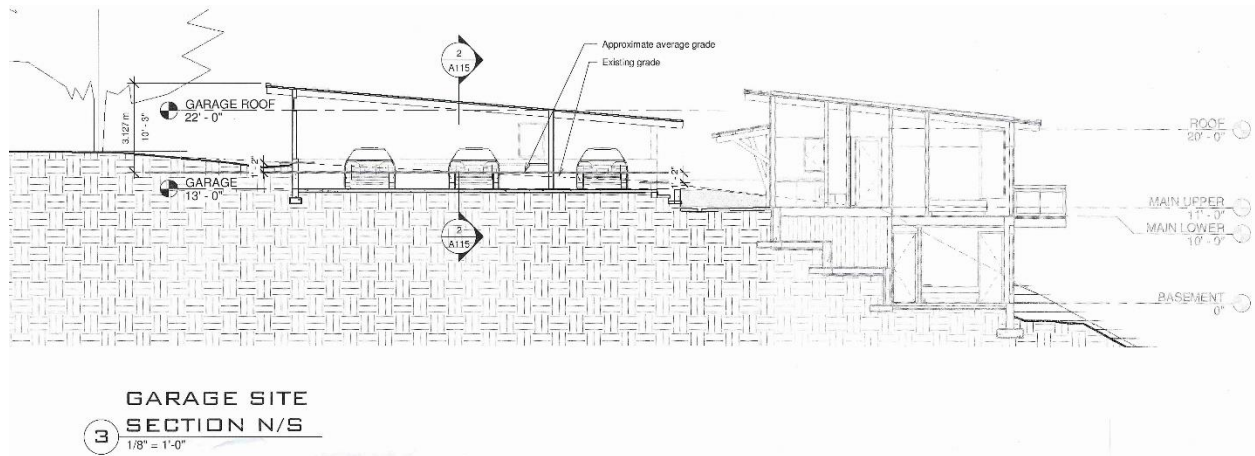


Figure 4: Site Plan with Contour Lines and Trees



**Figure 5: East-West Section View of the Proposed Garage**



**Figure 6: North-South Section View of the Proposed Garage**