

**Parkside Subdivision – Development Variance Application****Description and Rationale****Description of Proposed Development and Variances**

The proposed development is the Parkside development, a 2.4-ha (6-acre) site located at 7362 Pemberton Farm Road East, 3.5-km east of the Village of Pemberton, between the Pemberton Plateau neighborhood and Den Duyf Park. It is legally described as Lot C, Plan EPP40824, DL 211. The development consists of a 31-lot residential subdivision (duplex, triplex, multiplex, or detached dwellings) plus a Co-housing lot and a small Neighbourhood Commercial property.

The requested Variances are to Road Cross Section Elements in Section 6 of the Village of Pemberton Subdivision and Development Control Bylaw No. 677, 2011. The Variances are detailed in Section 3.1 (Figure 3) of the Preliminary Engineering Design Brief (Webster Engineering), and summarized as follows:

<b>Summary of Proposed Variances</b>			
<b>Item</b>	<b>Description</b>	<b>Bylaw Section</b>	<b>Variance Request</b>
1	Road A ROW width	6.3.2	Reduce from 18.0-m to 12.0-m
2	Road A asphalt width	6.3.2	Reduce from 8.5-m to 6.6-m
3	Road A sidewalk width	6.13.1	Reduce from 1.5-m to 1.0-m
4	Lane 1 ROW width	6.3.2	Reduce from 18.0-m to 10.0-m
5	Lane 1 asphalt width	6.3.2	Reduce from 8.5-m to 6.6-m
6	Lane 2 ROW width	6.3.2	Reduce from 18.0-m to 7.5-m
7	Lane 2 asphalt width	6.3.2	Reduce from 8.5-m to 5.0-m
8	Sabre Way asphalt width	6.3.2	Reduce from 9.5-m to 6.8-m

**Rationale in Support of the Proposed Variances**

The Rationale in support of the proposed Variances are as follows:

- the requested Variances were arrived at after extensive consultations with Village staff during the OCP/Zoning Amendment process and are necessary in order to accommodate the density increases that the Village desired;
- the requested Variances to road asphalt widths and sidewalk width are consistent with Variances approved for all Phases in the adjacent Sunstone subdivision;
- the reduced asphalt widths accommodate two 3.5-m wide traveled lanes of traffic when measured from gutter-line;
- dedicated roadside parking lanes are not necessary on Road A nor the Lanes as the 6-m building setback from the front property boundary in the proposed CD-9 Zone will accommodate on-site parking in the driveways;
- a dedicated roadside parking lane is not necessary on Sabre Way as public parking lots are proposed or provided adjacent to the road in Den Duyf Park and in the Neighborhood Commercial property;
- the reduced asphalt width will minimize the impact of road construction on the sloping hillside topography consistent with Low Impact Development principles;
- all required municipal services fit within the proposed ROWs as illustrated in the Master Servicing Plan drawing.