

ITEM	11
MANAGER'S REPORT NO.	24
COUNCIL MEETING	87/04/06

RE: LETTER FROM MS. ANNE LONON, 7070 DOW AVENUE, BURNABY, B.C., V5J 3W9  
 7052/54 DOW AVENUE, BURNABY

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Planning & Building Inspection be adopted.

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TO: MUNICIPAL MANAGER 1987 APRIL 01

FROM: DIRECTOR PLANNING & BUILDING INSPECTION

RE: 7052/54 DOW AVENUE, BURNABY

RECOMMENDATION:

1. THAT a copy of this report be forwarded to Anne Lonon of 7070 Dow Avenue, Burnaby, B.C., V5J 3W9.

REPORT

Council is in receipt of a letter from Anne Lonon of 7070 Dow Avenue objecting to the positioning of a two-car detached garage in front of a newly constructed semi-detached, two-family dwelling at 7052/54 Dow Avenue.

The property in question is zoned R5 Residential Single- and Two-Family and measures 18.90 m (62.0') x 56.61 m (175.93'). It qualifies as the site of a two-family dwelling and is without rear (lane) access. Building Permit No. B 61248 was issued 1986 October 07 authorizing construction of the dwelling and the detached garage.

The Zoning By-Law's off-street parking provisions require a minimum of one parking space for each dwelling unit, and in the case of a new development such as the one at 7052/54 Dow Avenue, such space must be provided to the rear of the required front yard.

The owner in this instance has chosen to construct a single covered and enclosed area for each of the two required spaces, situated to the rear of the stipulated minimum front yard setback of 6.0 m (19.69'). This solution does not contravene any municipal by-law provision, and was apparently chosen to avoid the allocation of a minimum driveway 3.0 m (8.5') in width through the front and side yards to provide access for parking to the rear of the principal building. Reduction of the building width to compensate for the driveway would have necessitated a considerably longer building with possible attendant complications in the event of future strata-titling.

In the absence of any adopted design guidelines for accessory buildings such as this, there has been no justification for rejecting the application for the detached garage design solution. For information, although detached garages situated to the front of single- and two-family dwellings are not common, especially for neighbourhoods where lanes or other means of secondary access are available, they are by no means unprecedented. Indeed, the provision of detached garages in front of a dwelling unit, usually complemented by a walled or landscape screened entry courtyard leading to the dwelling, is a fairly common design feature in group housing developments.

This free-standing garage positioned in the front of the residence is unusual on Dow Avenue where rear (lane) access is commonly available, except for the four properties in the immediate vicinity of the property in question. There is, however, no provision in the Zoning By-Law for the rejection of this application since the location of the garage to the rear of the required front yard is in compliance with the requirements of the by-law, and the permit was issued accordingly.

The correspondence does, however, focus on a concern that has been expressed in Council discussion in recent weeks, concerning the appropriateness of some of the provisions included in the proposed amendments to the bulk regulations for single- and two-family districts as they relate to carports and sundecks. In this regard staff have been reviewing some aspects of the proposals and are currently re-assessing the ramifications. It is expected that a further report will result from this review, for consideration at the Public Hearing scheduled for 1987 April 14.

This is for the information of Council.

FRM  
DGS:FRM:lm

  
A.L. PARR  
DIRECTOR PLANNING &  
BUILDING INSPECTION