

TO: CITY MANAGER 2000 June 14

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: **HARDWICK/WOODSWORTH STREET AREA REZONING
(BURNABY ZONING BYLAW 1965, AMENDMENT BYLAW NO. 10, 2000
BYLAW NO. 11075 - REZONING REFERENCE #00-02)**

PURPOSE: To respond to the issues raised at the Public Hearing regarding the rezoning of the Hardwick/Woodsworth area to the R12 Residential District.

RECOMMENDATION:

1. **THAT** this report be received for information.

R E P O R T

1.0 BACKGROUND

During the Second Reading of the subject bylaw at the 2000 April 03 Council meeting, Council requested a report to respond to the comments and concerns raised at the 2000 March 28 Public Hearing. This report addresses that request.

2.0 ISSUES RAISED AT THE PUBLIC HEARING

2.1 Removal of Sprott Street from the Rezoning Proposal

Concerns were raised about the inclusion of Sprott Street in the rezoning proposal. The 3400 to 3600 blocks of Douglas Road were removed from the study area early in the public consultation process, in light of several factors: the designation of Douglas Road as a truck route; the steep grades of the properties which would make subdivision difficult in most instances; and that the majority of property owners were opposed to the rezoning proposal for their properties. While Sprott Street is also a designated truck route, it does not have steep grades, and there was general support for the inclusion of Sprott Street from the property owners. In addition, the property located at the northeast corner of Sprott and Douglas, 3770 Douglas, was included in the proposal as it has access from the lane and it is not anticipated that the grades will impair redevelopment.

2.2 Potential Ramifications of the R12 District Rezoning on Current Property Owners

Some concerns were raised regarding the potential costs to current residents that choose not to redevelop or subdivide. With regard to property assessment, residents who have been

owner-occupiers for ten years or longer will not be required to pay an increase in assessment resulting from the rezoning. Section 19(8) of the Assessment Act allows residential property to be assessed at a lower value if the owner qualifies and the property has the potential for redevelopment.

With regard to the potential costs of servicing, those properties which undergo redevelopment are required to pay a works and services deposit for the future provision of required street improvements adjacent to the redeveloping property (e.g. sidewalks, curb and gutter, street lighting, paving and boulevard trees). At a future date, residents can initiate a Local Improvement Program for the required services, at which time, if two-thirds of the residents concur, the City would complete the works. Property owners which have not redeveloped nor paid the works and services deposit by that time, would share the cost of the works with the City. In this way, property owners which choose not to redevelop will fund only a portion of the works, while redeveloping properties will be funding 100% of their share of the improvements.

Concerns were raised about a potential increase in on-street parking and traffic congestion. It is recognized that off-street parking is not currently well utilized, despite the presence of both lanes and off-street parking. On-site parking in the R12 District is restricted to the rear of the property where lanes are present (most properties in the subject area are serviced by lanes), and it is anticipated that as properties redevelop, access from the lane will be improved and provide more attractive off-street parking options for residents.

2.3 Exclusion of Laurel Street Properties from the Rezoning Proposal

As outlined in the previous report, the removal of the Douglas Road properties from consideration of the R12 District affected the two properties included in the study area which front on Laurel Street (5676 and 5686 Laurel Street). The inclusion of these properties in the initial proposal was warranted given their proximity to the Douglas Road properties also under consideration. Without those properties, however, the rezoning of the two Laurel Street properties to the R12 District would result in an R12 "island". Furthermore, the typical lot width on the north side of Laurel Street is 57', quite different than the 30' lots possible under the R12 District regulations. As there was no positive support for this proposal from the north side of Laurel Street (part of the consultation area), and given that this would create a significantly different housing form than the existing profile without the Douglas Road context, the two Laurel Street properties were excluded from the rezoning proposal.

2.4 City of Burnaby Service Centre (Works Yard)

Concerns were raised as to the location of the Works Yard and its relationship to the surrounding residential neighbourhood. It is noted that the Works Yard predates the majority of residences in the neighbourhood, and it is only in recent years that consideration has been

given to its relocation, given the expansion of City service provision and site constraints. A proposal has been advanced to Council, through the Civic Development Committee, to undertake a functional study to develop a relocation and financial strategy for the Works Yard. Options to be explored include, but are not limited to, relocation or the creation of a satellite site.

Service vehicles currently access the Works Yard via Laurel Street or Godwin Street. Truck traffic heading north and west utilize the Laurel Street access point, while south and east bound traffic utilizes the Godwin Street access point. The majority of truck traffic leaves the Works Yard shortly after 7:00 a.m., and generally returns before 3:30 p.m. It is noted that these hours generally accommodate school aged children, as they journey to and from school after the trucks have departed and returned.

A portion of the Service Centre (5630 Fulwell Street) which is utilized as a parking lot for employees is zoned R5 Residential District. This property has been owned by the City and served as a parking lot for the Service Centre for over 30 years, and as such was not included in the R12 District area rezoning proposal. In light of this historical and current use, and the uncertain time frame for a possible relocation, it is suggested that the future use and zoning of this property be addressed at a later date.

3.0 CONCLUSION

This report addresses the issues raised at the Public Hearing regarding the rezoning of the Hardwick/Woodsworth subject area to the R12 District.



D.G. Stenson, Director
PLANNING & BUILDING

KSF

- cc. City Solicitor
- Director Engineering
- Chief Building Inspector
- Supervisor Plan Checking

