

CITY OF BURNABY

HOUSING COMMITTEE

C

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

RE: 5698 EAST HASTINGS STREET

RECOMMENDATION:

1. **THAT** Council authorize staff to continue to work with the owner of 5698 East Hastings Street as outlined in this report.

REPORT

The Housing Committee, at its Open meeting held on 2003 September 30, received and adopted the *attached* report outlining a development proposal for 5698 East Hastings for which modification is requested to the Apartment Study Area B design guidelines. The purpose of the rezoning is to allow for construction of a three and a half storey mixed use commercial/residential development with underground parking. While the commercial component of the proposal meets the guidelines and regulations, the residential component varies on the required parking. The adopted design guidelines for the area permit an increase in residential density given a superior design, if the area objectives and guidelines can be met. The Committee advised that the proposed development sets a positive precedent for the area and the design works well in this predominantly residential area.

Given the potential benefit to this Urban Village Centre, and the desirability of developing this long-vacant site, the Committee requested that staff be authorized to continue to work with the property owner on an appropriate development plan for the site, based on a reduction of the residential parking ratio from 1.6 to 1.5 spaces per unit, and increasing the residential density from an FAR of 1.1 to 1.32.

Respectfully submitted,

Councillor C. Redman
Chair

Councillor D. Johnston
Vice Chair

Councillor C. Jordan
Member

:COPY - CITY MANAGER
- DIRECTOR PLANNING & BUILDING
- DIRECTOR ENGINEERING

TO: CHAIR & MEMBERS
HOUSING COMMITTEE

September 25, 2003

FROM: DIRECTOR PLANNING AND BUILDING

OUR FILE: PC 49500 20
RZ# 46/97

SUBJECT: 5698 East Hastings Street

PURPOSE: To outline a development proposal for 5698 East Hastings for which modification is requested relative to the Apartment Study Area B design guidelines.

RECOMMENDATION:

1. **THAT** the Committee recommend that Council authorize staff to continue to work with the owner of 5698 East Hastings Street as outlined in this report.

REPORT

1.0 BACKGROUND

Apartment Study Areas were originally identified in 1966 as a means to develop a policy regarding the location of new multiple family development. In 1969, with the increasing trend towards apartment construction, a review of the original 1966 study was undertaken. The resulting document, *Apartment Study '69*, outlines the various areas of the city designated for multiple family development and identifies their commercial centres, priority areas for new residential development and development considerations unique to each study area.

Periodically reviews are undertaken for individual Apartment Areas to update the land use framework for the area, and may involve all or part of the Apartment Study Area. In 1997, Council authorized staff to review the commercial core of Apartment Study Area B. Apartment Study Area B includes the Hastings Street frontage between Delta and Fell Avenues generally, extending to Capitol Hill Drive in the north and to the lane north of Frances Street in the south (see Sketch #1, *attached*). The commercial core includes the Hastings Street frontage between Holdom and Howard Avenues. Land use options were subsequently reviewed and design guidelines were developed for the commercial core in consultation with the neighbourhood. Council adopted the design guidelines for the core, based on the uses and densities of the RM3 and C1/C2/C3 District regulations, at its meeting of 1997 July 07.

Staff have been working with the property owner of 5698 East Hastings Street on a development plan for this vacant corner lot on the southwest corner of Hastings Street and Holdom Avenue (see Sketch #2, attached). At this time, approval is being sought from the Committee and Council to reduce the parking requirement in order to provide additional landscaping and screening at the rear of the site, and to develop the residential component of the project at an FAR of 1.32.

2.0 PROPOSAL

A rezoning application and development proposal were received for the construction of a three and a half storey mixed use commercial/residential development with underground parking for 5698 East Hastings Street, based on the area design guidelines utilizing RM3 and C2 District regulations. While the commercial component of the proposal meets the guidelines and regulations, the residential component varies on the required parking. The following summarizes the development proposal and what is permitted under the design guidelines for the area and the applicable zoning districts.

<i>Component</i>	<i>Permitted</i>	<i>Proposed</i>
Commercial Density	0.3 to 1.0 FAR	0.52 FAR
Residential Density	can exceed 1.1 FAR	1.32 FAR
Max Aggregate Density	2.1 FAR	1.84 FAR
Parking: Residential	1.6 spaces per unit	1.5 spaces per unit
Parking: Commercial	1 per 46m ²	1 per 46m ²
Height (front elevation)	47.57 feet	44.35 feet

The proponent has suggested a residential density of 1.32 FAR, primarily to enhance the economic viability of the development. (It is noted that the permitted maximum aggregate density for the site is 2.1 FAR, while the proposal - based on a 1.32 residential FAR - is only at 1.84 FAR.) The adopted design guidelines for this core area specify that the "maximum allowable density (for residential use) shall not exceed 1.1 FAR, except where a superior design meeting the area guidelines and objectives can be achieved through a minor increase."

The primary objective for this area, as a designated Urban Village Centre in the 1998 Official Community Plan, is to provide residential uses in proximity to commercial services, transit and social and recreational amenities such that residents are able to live, work and play in a "complete community" and further, that development be oriented to the pedestrian as opposed to the automobile, to further enhance the desirability of walking. The design guidelines recognize that the provision of residential opportunities in an Urban Village Centre is a key component in creating a vibrant mixed use centre. Other aspects of the design guidelines for Area B are met in the development proposal, including height, separation of residential and commercial uses, setbacks, etc.

While the term “superior design” is admittedly subjective, on balance it is believed that this development sets a positive precedent for this area. With pitched roofs, articulated facades and natural building materials such as brick, stone and cedar shakes, it speaks to the predominantly residential neighbourhood surrounding the commercial centre. As such, it is felt that the slight increase in residential density is warranted in this case.

It is acknowledged that given the sloping nature of the site, the height as measured from the rear elevation is some 59 feet. In order to minimize a potentially dominating appearance of the proposed development from the single and two family dwellings to the south, staff are working with the property owner on an appropriate landscaping plan and treatment for the rear of the building to include a landscaped buffer and decorative wall treatment. The minor requested reduction in parking is related to this needed landscaped buffer.

The request is to reduce the residential parking ratio from 1.6 spaces per unit, as specified for the RM3 District, to 1.5 spaces per unit. This results in the provision of 21 residential parking spaces as opposed to 23. Given that the location of the proposed development is within a designated Urban Village Centre and is served by extensive transit on Hastings Street, it is believed that the reduction would overall have a relatively minor impact on the residents.

Following authorization to proceed on the basis of a residential parking ratio of 1.5 spaces per unit, a detailed parking plan will be developed with the purpose of attempting to separate the residential and commercial parking areas, ideally from separate entrances off the lane. This parking plan will be provided to the Committee, given its past expressed interest in this subject.

As the City undergoes a transition in certain key areas to a more urban, mixed use form and character, new development forms are introduced. This is particularly true with mixed-use development. The distinction between residential and commercial uses and integration with the existing neighbourhood are key concerns as these developments are brought on-line. In this particular case, it is believed that the relatively minor relaxation being requested will enhance the economic viability of the site, while providing a benefit to the neighbourhood in the form of new residential and commercial opportunities, as well as the redevelopment of a long-vacant corner site.

Therefore, on balance, it is recommended that staff be authorized to continue to work with the property owner on an appropriate development plan for the site, based on a reduction of the residential parking ratio from 1.6 to 1.5 spaces per unit and an increase in the residential density from an FAR of 1.1 to 1.32.

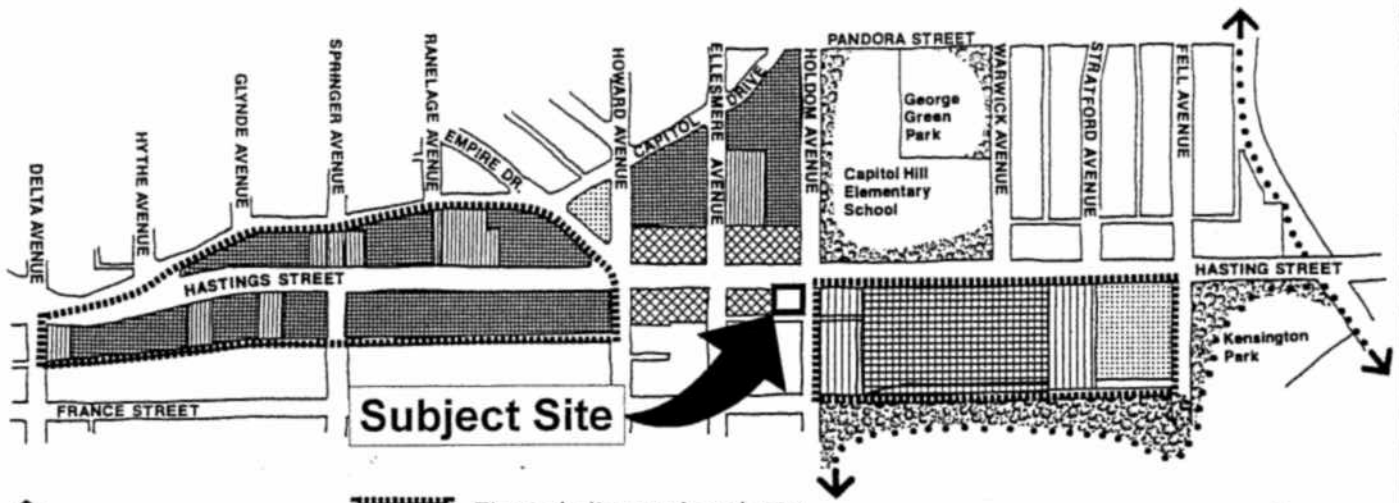
3.0 CONCLUSION

A rezoning application and development proposal were received for the construction of a three and a half storey mixed use commercial/residential development with underground parking for 5698 East Hastings Street, based on the Area B design guidelines utilizing RM3 and C2 District regulations. While the commercial component of the proposal meets the guidelines and regulations, the residential component varies on the required parking. The adopted design guidelines for the area permit an increase in residential density given a superior design, if the area objectives and guidelines can be met. On balance, it is felt that the proposed development sets a positive precedent for the area, and that the design works well in this predominantly residential area. Given the potential benefit to this Urban Village Centre, and the desirability of developing this long-vacant site, it is recommended that staff be authorized to continue to work with the property owner on an appropriate development plan for the site, based on a reduction of the residential parking ratio from 1.6 to 1.5 spaces per unit, and increasing the residential density from an FAR of 1.1 to 1.32. It should be noted that the maximum permitted aggregate density for the site is 2.1, while the proposed project has an FAR of 1.84. Staff would report back to the Committee once a parking plan has been completed.



J.S. Belhouse, Director
PLANNING AND BUILDING

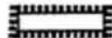
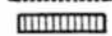




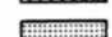
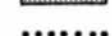
KSF
cc. City Manager
Director Engineering



NORTH



Reference date 1969 April
Updated to 1981 October

-  First priority apartment area
-  Proposed low density apartment area
-  Existing low density apartment area
-  Proposed medium density apartment area
-  Existing medium density apartment area
-  Commercial centre
-  Institutional area
-  Trail system

APARTMENT STUDY AREA B Drawing Number 2



Date:
2003 September

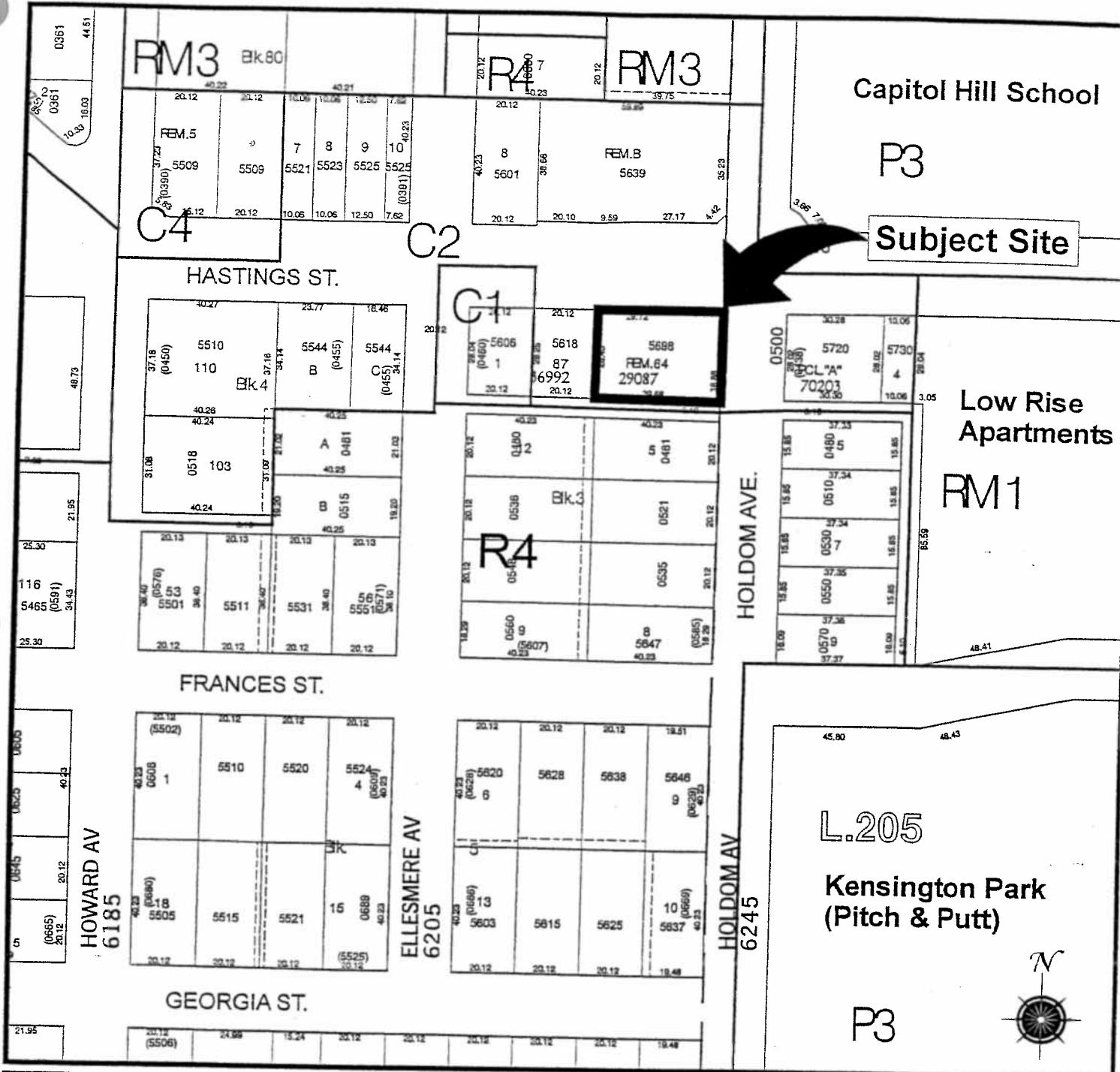
Scale:
N.T.S.

Drawn By:
D.W.D.



Rezoning Reference #46/97

Sketch #1



Date:
2003 September

Scale:
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Drawn By:
D.W.D.



Rezoning Reference #46/97

Sketch #2

