
TO: CITY MANAGER **DATE:** 2008 January 03

FROM: DIRECTOR PLANNING AND BUILDING **FILE:** 49500 20
Reference: REZ #07-27

SUBJECT: REZONING REFERENCE #07-27
3718, 3724, 3728, 3734, 3738 & 3744 LAUREL STREET
RESPONSE TO PUBLIC HEARING ISSUES

PURPOSE: To respond to issues raised at the Public Hearing for Rezoning Reference #07-27.

RECOMMENDATION:

1. **THAT** a copy of this report be sent to the applicant and to area residents who spoke at, or submitted correspondence to the Public Hearing for Rezoning Reference #07-27.

REPORT

1.0 BACKGROUND

On 2007 December 18, a Public Hearing was held for Rezoning Reference #07-27. The subject rezoning application proposes a 24-unit townhouse development in accordance with the adopted Community Plan Eight (see **attached** Sketches #1 and #2).

At the Public Hearing, a number of issues were raised by residents of the adjacent single-family area to the south of the subject site. The main issues raised include: off-lane parking, the height of the proposed townhouse development and anticipated loss of views, and the derelict state of the buildings on the subject properties. As requested by Council at the Public Hearing, this report provides a staff response to the main issues raised.

2.0 ISSUES RAISED

Issue #1 – Proposed Project Height and Loss of Views

Concerns were raised regarding the proposed height of the project and its impacts on the views of the North Shore Mountains, largely by the residents of the single-family houses to the south of the subject site in the 3700-block of Linwood Street.

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Response:

The proposed townhouse development is being pursued in line with the long-standing, Council-adopted Community Plan Eight (adopted 1971) which designates this site for low-rise multiple-family development utilizing the RM2 Multiple Residential Family District as the guideline. For information, the RM2 District allows a maximum building height of three storeys or 12m (39.37 ft.). The Zoning Bylaw requires that building height be determined relative to the average elevation of the natural grade along the exterior of the building(s) facing the front lot line. For the subject development, the front lot line is on Laurel Street. Through additional review by the project architect, heights for the subject townhouse development are 34 ft. 3 inches for the southern buildings, and 29ft. 9 inches for the northern buildings, which are under the 12 m (39.37 ft.) maximum permitted by the RM2 District. It is noted that the proposed development is comparable in height to the adjacent apartment/cooperative development to the east (constructed in 1987) to the extent that both have three-storey elements. The adjacent multiple-family development has a combination of two and three-storey buildings, with heights in the range of 24 ft. for the two-storey structures and 32 ft. for the three storey building. It is noted that the adjacent development has its southern portions sunken into grade thus presenting an overall lower profile.

In terms of views, it is acknowledged that about six single-family dwellings to the south will lose their views as a result of the proposed development. Notwithstanding, it is emphasised that the development's height remains within the RM2 District's 3-storey height restriction and below the 12m (39.37 ft.) dimensional height limit. In terms of the individual subject sites' development potential under prevailing R5 Residential District zoning, it is noted that a new single-family dwelling could be constructed on each of the six properties comprising the subject site to a maximum height of 9.0m (29.5 ft.), which is somewhat comparable to the height of the proposed development.

Issue #2 - Parking and access:

Concerns were raised regarding available parking, access to parking and the likelihood of the lane being used for parking.

Response:

The proposed development is for a 24-unit infill townhouse development with two types of parking: 12 (27%) at-grade under-unit parking spaces accessed from the rear lane with direct entry into the attached unit and 32 (73%) underground spaces accessed from Laurel Street. The parking requirement for multiple-family townhousing under the Zoning Bylaw is 1.75 spaces per unit. The proposed development exceeds the requirement for this project by 2 spaces and provides for 44 parking spaces including 6 dedicated underground visitors' spaces and one underground car wash stall. In terms of the development's use of the lane for access to parking,

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it would be similar to development of six new single family residences on the property, each with the opportunity for a two-car garage. Overall, the access to parking from the lane provides an optional unit type for future residents and provides a more affordable housing option for those who seek individual garage access similar to single-family dwellings.

Overall, given that the proposed development exceeds its parking requirements, has its required visitor parking provision located underground and accessed from Laurel Street, and that the driveway spacing for access to the individual garages off the lane would make it physically difficult to park in the lane itself, it is unlikely that the lane will be used for convenience parking by the residents or visitors of the proposed townhouse development.

As a final note on concerns about parking in the rear lane, the City's Street and Traffic Bylaw prohibits parking in lanes, and those doing so can be ticketed and/or towed. Where parking in a particular lane becomes problematic, the Engineering Department has the option to install informational "No Parking" signage which has also proven to be effective at solving unauthorized lane parking in past instances.

Issue #3 - Existing vacant houses:

A number of the speakers raised concerns over the vacant houses that comprise the assembled subject site; noting that they may become subject to vandalism and misuse.

Response:


It is common to permit demolition of vacant buildings or structures at any time if they are vacant and considered to be subject to misuse and vandalism. The applicant for the subject rezoning application has expressed a willingness to demolish the vacant buildings (3724 and 3728 Laurel Street) as well as 3744 Laurel Street (which is to be vacated at the end of January) in advance of the rezoning being given Final Adoption in the event that they become vandalized and/or misused. Staff will process the Demolition Permit application in advance of Final Adoption subject to the usual proviso that the applicant acknowledges that such approval does not fetter Council's ability to grant or not grant Third Reading and/or Final Adoption of the Rezoning Bylaw. The remaining three properties are expected to remain rented/occupied until such time that the development proceeds.

3.0 CONCLUSION

In conclusion, the proposed three-storey twenty-four unit townhouse development with a combination of at-grade under-unit parking and underground parking conforms to the adopted Community Plan Eight designation with the site being rezoned to the CD Comprehensive Development District (utilizing the RM2 Multiple-family District as a guideline). In response to issues raised at the Public Hearing, this report provides clarification of parking and height issues,

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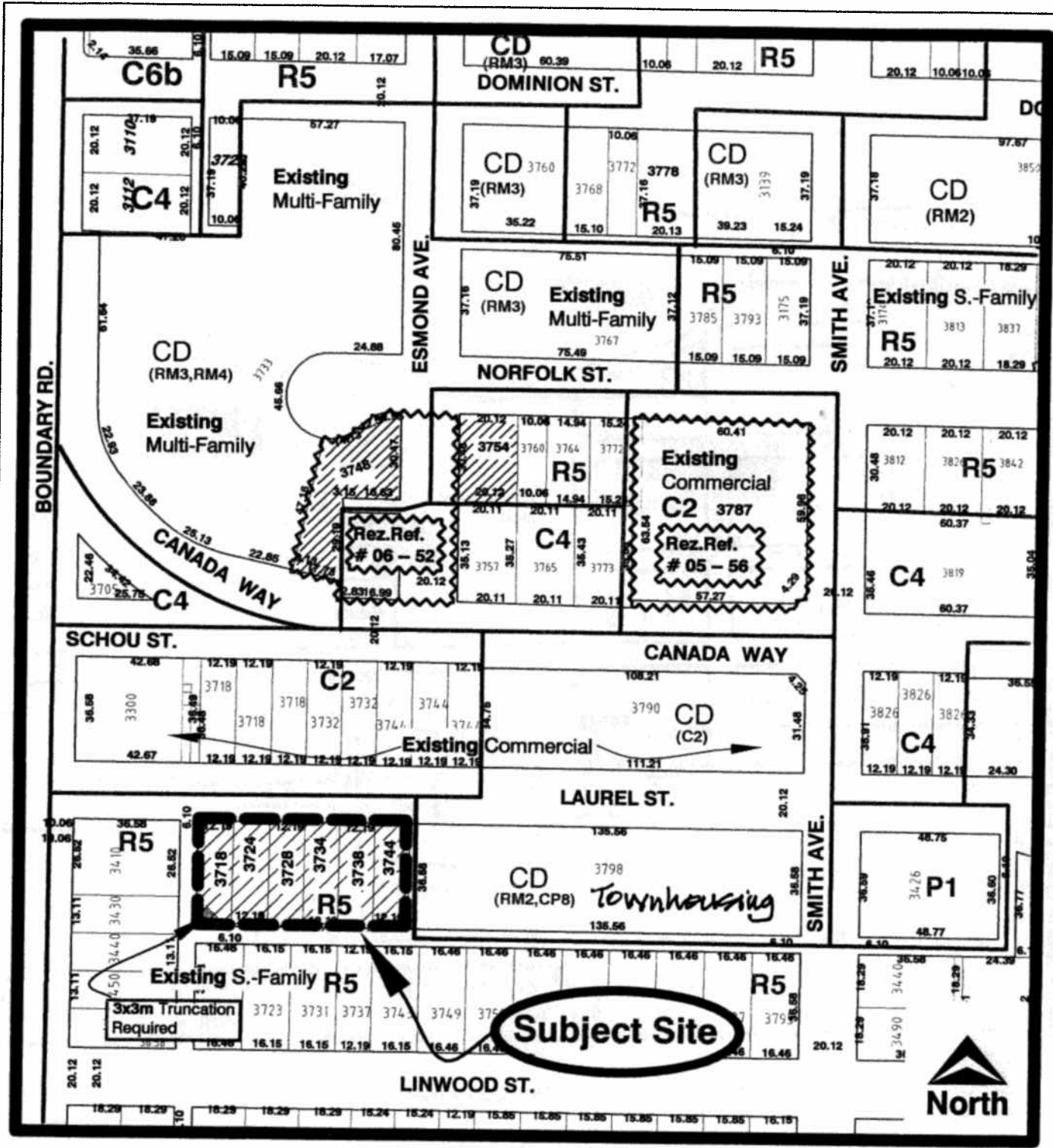
and notes that a Demolition Permit for the vacant buildings would be processed in advance of the Rezoning Amendment Bylaw receiving Final Adoption. It is recommended that a copy of this report be sent to the applicant and to area residents who spoke at, or submitted correspondence to the Public Hearing for Rezoning Reference #07-27.


B. Luksun
Director Planning & Building

EK:gk:ll
Attach

cc: City Clerk
Director Engineering

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Planning and Building Department

Scale: 1 = 2000

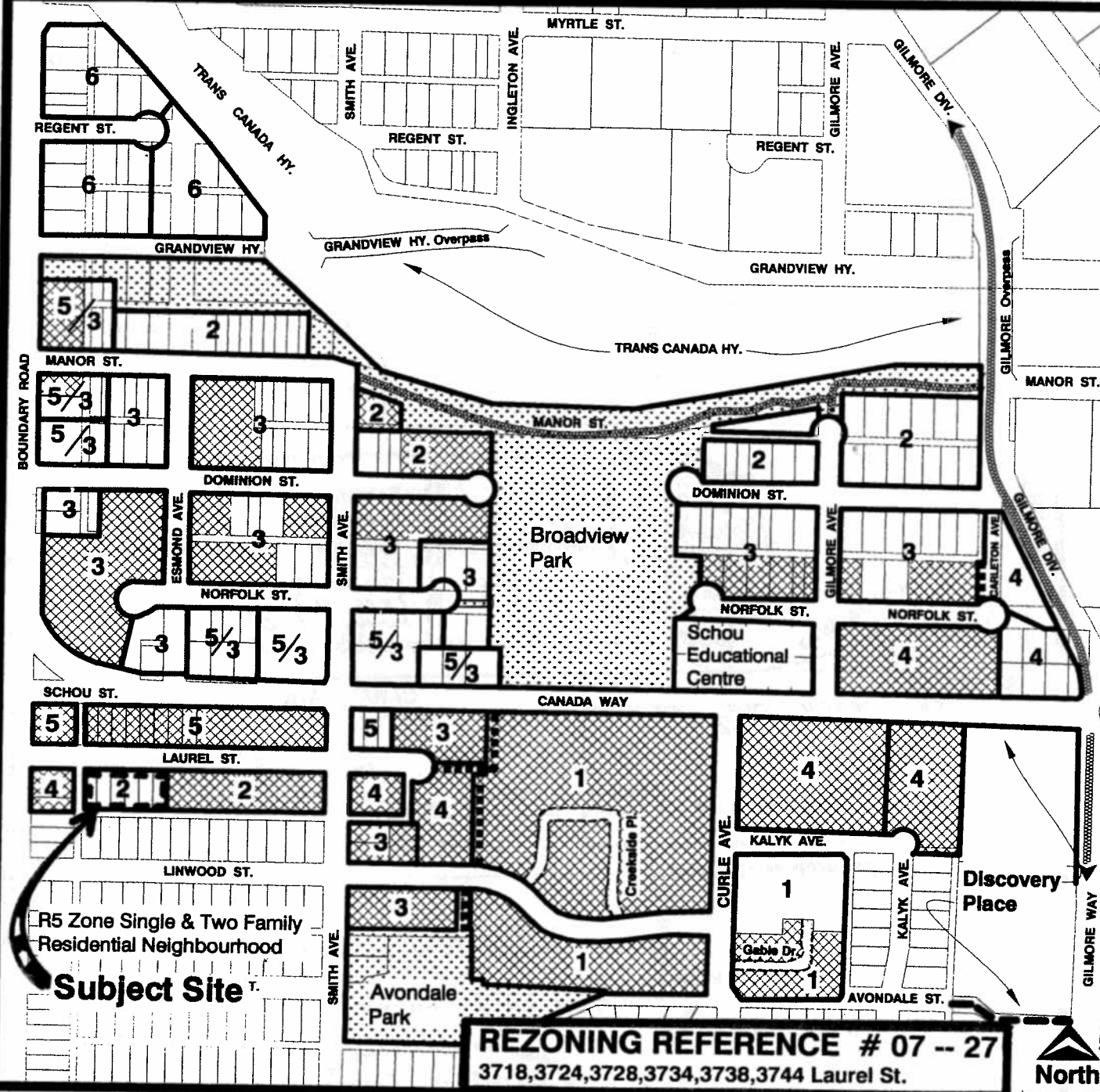
Drawn By: J.P.C.

Date: September 2007

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City Owned Property

Sketch # 1



R5 Zone Single & Two Family Residential Neighbourhood
Subject Site

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Legend:

- 1 > Low density multiple residential development (RM1 Guidelines)
- 2 > Medium density apartment (RM2 Guidelines)
- 3 > Medium density apartment development (RM3 Guidelines)
- 4 > Institutional development (P5 Guidelines)
- 5 > Commercial development (C2 Guidelines)
- 6 > Light industrial / office (M5 Guidelines)

- > Urban Trail
- > Bike & Pedestrian Path
- > Pedestrian Path
- > Completed or Rezoned in Accordance With Development Guidelines
- > Existing and Proposed Park

City of Burnaby Planning and Building Department

Updated to: March 2006
 Reference date June 1971

Community Plan Eight