

REPORT

DEVELOPMENT SERVICES DEPARTMENT

To: Mayor W. Wright and Members of Council in Committee of the Whole
Date: June 18, 2007

From: Jim Lowrie, Acting Director of Development Services
File: DVP 460

Subject: Development Variance Permit No. 460 for 1212 and 1214 Nanaimo Street

RECOMMENDATION

THAT Council issue notice that it will consider a resolution to issue Development Variance Permit 460 to allow for two driveways for both 1212 and 1214 Nanaimo Street.

PURPOSE

An application has been made to vary the off-street parking requirements that limit each property to one access point. Two driveways have been proposed for both 1212 and 1214 Nanaimo Street, where new duplexes are to be built. The purpose of this report is to advise Council of the application and to provide a recommendation on the proposal.

BACKGROUND

Applicants: Faserit Investments Inc.
1309 Seventh Ave.

Designer: Brian Lowka (owner, Faserit Investments)

Official Community Plan Land Use Designation: **(RL) Residential – Low Density:** this area will contain low density residential uses including single detached houses, houses with a secondary suite, duplexes, detached townhouses, low density multi-family uses, churches, and may contain small scale local commercial uses such as home based businesses and corner stores.

Existing Zoning: Neighbourhood Residential Duplex Dwelling Districts (RT-1A)

Site Characteristics for each property: Frontage: 66 ft./20.1 m.
Depth: 123.7 ft./37.7 m.
Site Area : 8,164 sq. ft./758.4 sq. m.
No rear lane.

EXISTING POLICY/PRACTICE

An application has been received to vary requirements of the Zoning Bylaw pertaining to two driveways proposed for each property at 1212 and 1214 Nanaimo Street. Examination of the drawings indicates that one section of Zoning Bylaw No. 6680, 2001 is not satisfied.

Section 150. Off Street Parking .

Section 150.47 (Access to Parking Spaces) states that “access from streets or lanes to all parking spaces shall be from one driveway ... for parking areas with up to 10 parking spaces.” The applicant is proposing two driveways for each property.

NEIGHBOURHOOD CONTEXT

Although the surrounding neighbourhood is predominantly zoned Duplex (RT-1A) (Map on following page) the existing housing is a mixture of duplexes and older Single Detached Dwellings (SDDs), some with illegal suites. The (C-2A) commercial zoning of Twelfth St. is east of the site (the proposed easterly unit at 1212 Nanaimo will abut the parking lot for the Thirsty Duck Pub/Lucky Lanes bowling alley). Two nearby properties across the street are zoned (RS-5) and have SDDs on them. The 1200 block of Nanaimo Street, including the commercial properties at the corner of Twelfth Street contains older buildings, many of which, due to poor maintenance, appear to be candidates for redevelopment in the coming years. None of the properties in this block contain lane access, so all will require street access to their off-street parking. The residentially zoned portion of the block may see redevelopment in the form of duplexes and/or SDDs with suites, some of which would require rezoning and subdivision.



ANALYSIS

The applicant is proposing to build two new side-by-side duplexes at 1212 and 1214 Nanaimo Street, with two double garages provided for each duplex. No rear lane exists for the properties, so access to the off-street parking must be taken at the front of the properties. The applicant feels that the design of the two duplexes will be more aesthetically pleasing if the garages are detached and placed at the back of the property. This allows for the design of two heritage style dwellings that are not visually dominated by garage doors. If the developer were to attach the double garages to the front of each building, the resulting facades for each building, would comprise approximately 40 ft./12.2 m. for the garages (or 81 percent of the building face) and approximately 5 ft./1.5 m. at both ends of the building for front doors to the individual duplex units.

In order to allow each unit, including all yards and accessory structures, to occupy exactly half of each property the applicant has proposed to build the garages for each of the units, behind the units in the rear corners of each of the properties (site plan attached in Appendix). Consistent with the “equal half lot” site plan, the driveways to the garages would run along each side property line, for a total of two driveway crossings per

property. Seen from the street the result for the two lots would be 10 ft./3 m. driveways on the east side of 1212 Nanaimo and the west side of 1214 Nanaimo and a 20 ft./6 m. driveway straddling the two properties. Although the centre driveway may appear to be a single wide driveway it will actually be two separate single-car driveways on two separate lots.

This configuration will result in approximately 46 ft./14 m. of street frontage, between the two driveways, being available for on-street parking in front of each property, enough for two or three vehicles.

The owners of 1218 Nanaimo Street have been made aware of the variance application and support it. A copy of the letter of support has been attached in the Appendix.

A copy of the applicant's rationale letter is attached in the appendix.

REFERRAL TO NEIGHBOURHOOD ASSOCIATIONS

Notice will be sent to all Residents' Associations explaining the proposal and presenting the opportunities to submit comments on the application, including the date when Council will consider the variance.

INTERDEPARTMENTAL LIAISON

The Engineering Department has reviewed the proposed driveway configuration, and although would prefer to see less driveway crossings on this street to minimize pedestrian conflicts and to retain curbside parking, are prepared to support the variance application in order to achieve a superior streetcape appearance by locating the garages in the rear yard.

OPTIONS

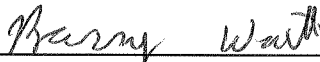
The options are:

- A. That Council issue notice that it will consider a resolution to issue Development Variance Permit 460 to allow for the creation of two driveways each at 1212 and 1214 Nanaimo Street.
- B. That Council reject the Development Variance Permit application.
- C. Other.

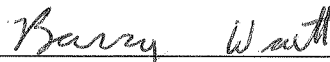
The Development Services Department recommends Option A.

CONCLUSION

The owner of 1212 and 1214 Nanaimo Street has applied for a Development Variance Permit to vary the Off Street Parking requirement of the *Zoning Bylaw* which limits the number of driveways to one per property in order to provide two driveways for each of the properties. The proposed design fits with the character of the neighbourhood and appears to present an improved approach to the streetscape appearance than that which could be pursued without a Development Variance Permit.

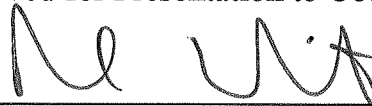


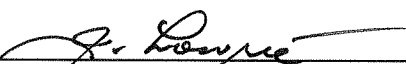
for David Guiney, Planning Analyst,
with assistance from Lynn Roxburgh,
Planning Clerk



Barry Waitt,
Acting Manager of Development Planning

Approved for Presentation to Council




Jim Lowrie, Acting
Director of Development Services

Paul Daminato
City Administrator

APPENDIX

Proposed Site Plan

Proposed Front Building Elevations

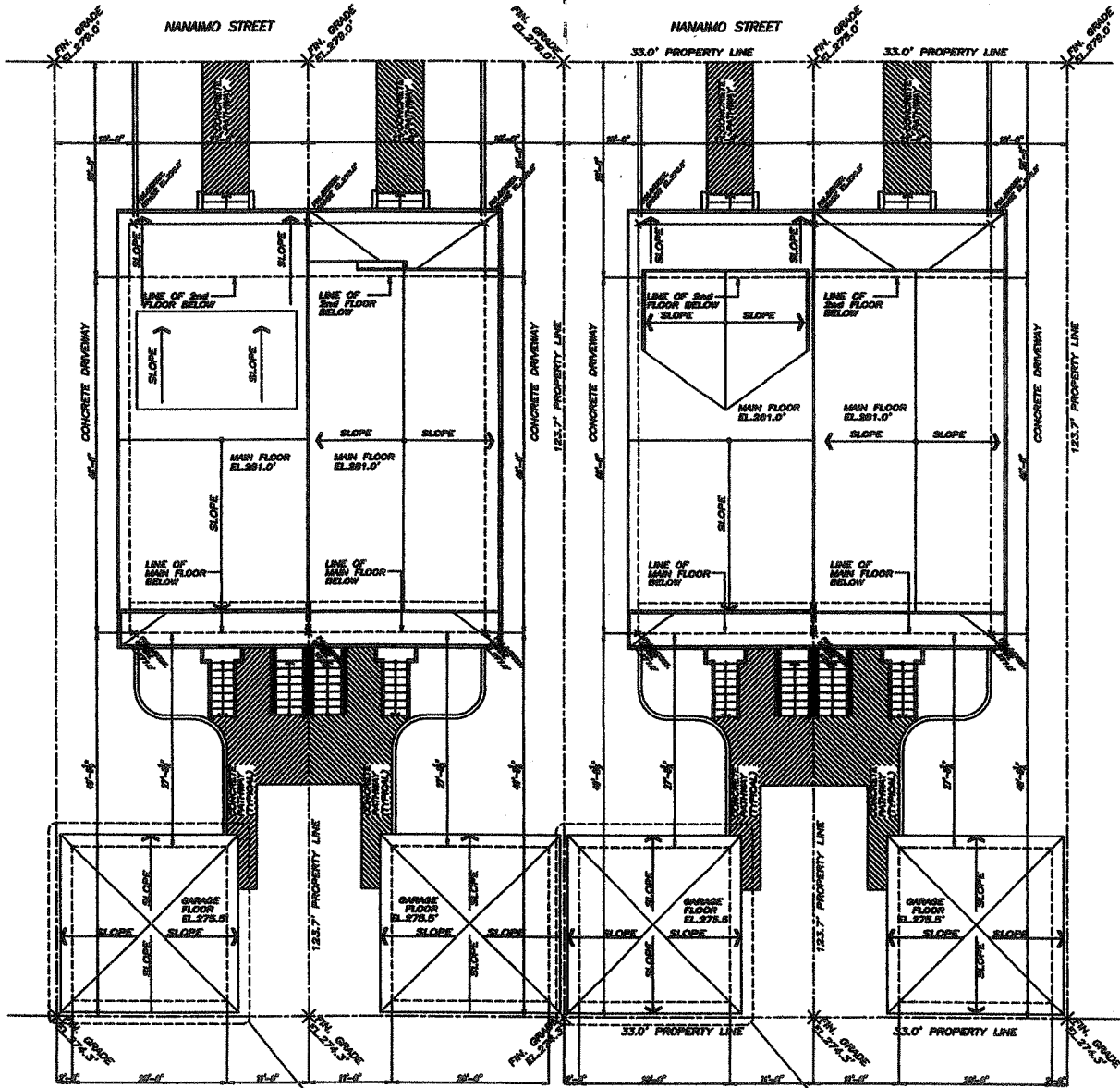
Letter of Support from 1218 Nanaimo Street

Applicant Rationale Letter

Official Notification Map

1214 Nanaimo St.

1212 Nanaimo St.

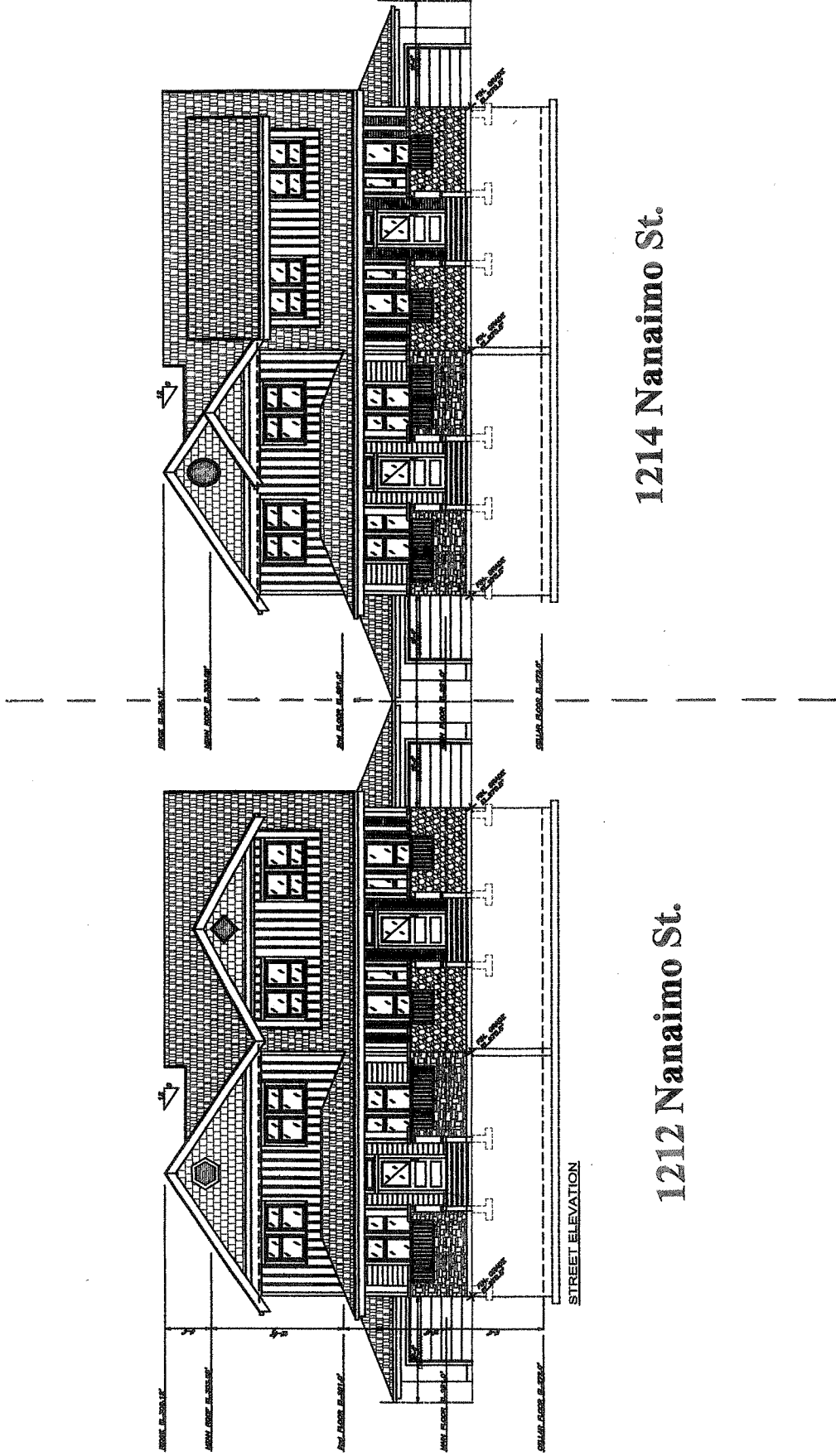


SITE PLAN
SCALE 1/8"=1'-0"

SEE DWG. 6 FOR
MORE DETAIL
- TYP. FOR (2)

SITE PLAN
SCALE 1/8"=1'-0"

SEE DWG. 6 FOR
MORE DETAIL
- TYP. FOR (2)



1214 Nanaimo St.

1212 Nanaimo St.



1309 7th ave
New Westminster, B.C.
V3M 2J9

Phone: 220-0531
Fax: 525-2912

Building Your Future, Rebuilding Our Past

June 10, 2007

ZONING VARIANCE @ 1212-1214 NANAIMO ST

Att: Owners and/or Occupants,

As you have probably heard, the properties @ 1212-1214 Nanaimo st. are in the process of being developed into duplexes to conform to the existing duplex zoning. I have tried to come up with an exciting streetscape look that would be in keeping with the heritage look of the neighbourhood. In order to achieve this, it meant that detached garages would have to be constructed at the rear of the properties with 10' driveways down each side of the duplex. This is a more costly approach, but I believe it is a more superior design because it allows each occupant to have their own driveway and garage, whether they park in the garage or not, thus removing any vehicle congestion on the front of the property or on the street, which so commonly happens with other traditional style duplexes. The other important benefit is a proper streetscape design can be achieved as opposed to the streetscape design having two doubles or two single car accesses taking up almost the entire front portion of the duplex which is commonly seen in recent duplexes.

The variance that I am applying for is to have two driveway accesses from the street for each property increased from the allowable one access per lot. The dwellings, driveways, garages, are all designed within the guidelines of the zoning bylaw. Essentially the same width of driveway access is being proposed, two smaller ones per lot as opposed to one large combined driveway access in the middle. I have attached the front elevation and would appreciate your opinion on this proposal. Thank you for your consideration.

Brian Lowka
Faserit Construction Inc.

I reside at 1218 Nanaimo St and I oppose support this variance.
New West BC

Signature Sheila Emes print name SHEILA EMES
Arnold Emes ARNOLD EMES
Arnold Emes

Faserit Construction

April 10, 2007

Att: David Guiney,

Re: Variance application for two driveway crossings each @ 1212-1214 Nanaimo St.

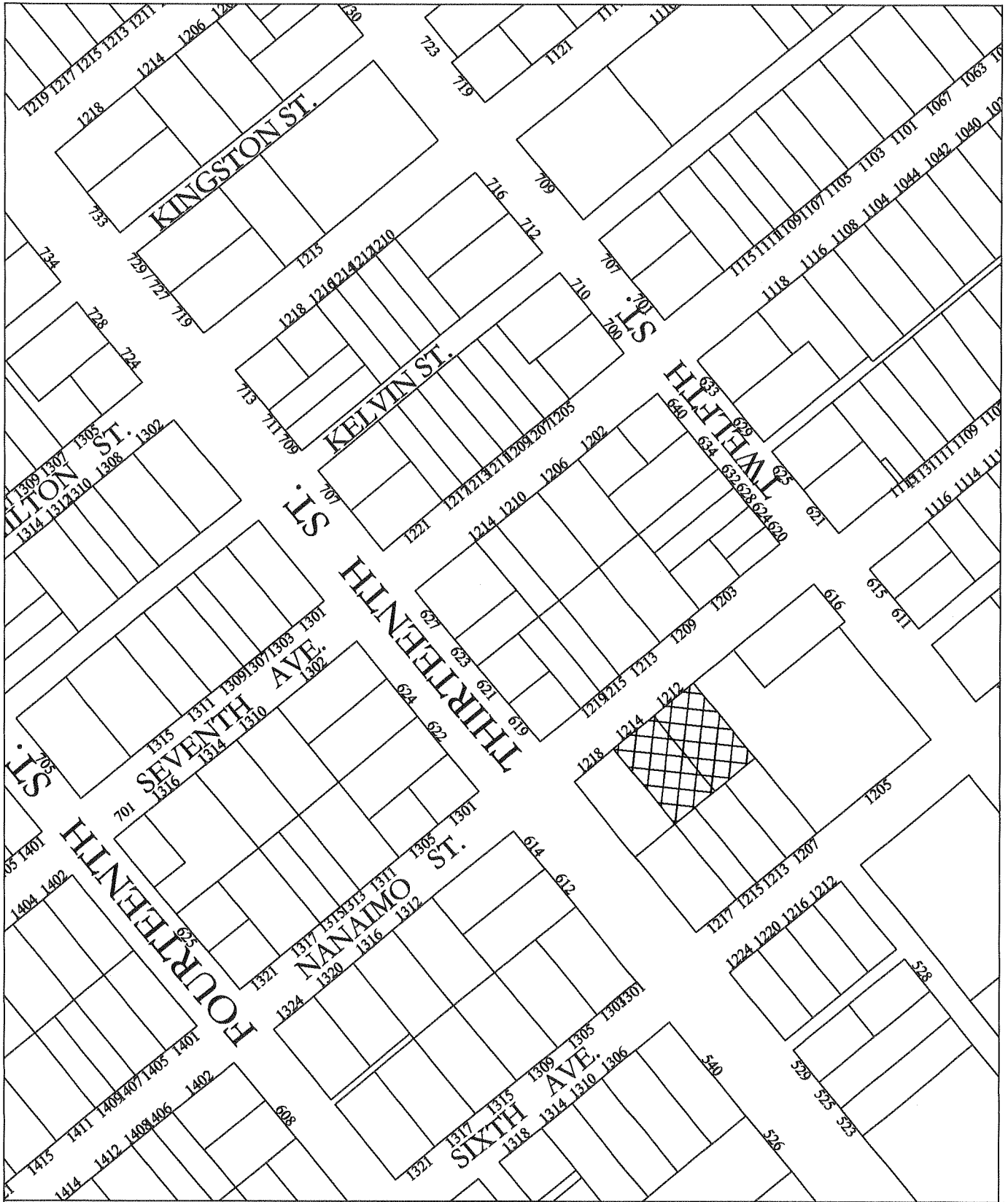
Dear David,

To further our telephone conversation, I, Brian Lowka of Faserit Construction Inc., am proposing new duplex dwellings at the above addresses. These lots are zoned duplex and do not have a back lane. Each lot is 66' wide. I am designing heritage style dwellings where each half will look different from the other. I have designed them to be just over 24' wide with a 10' driveway down each side and a double detached garage for each side at the rear of the yard. Trying to design a duplex (or any house) with essentially 33' frontage is challenging without a lane because from the street you end up looking at garage doors for the entire main floor. I think that I have come up with a good solution to this but I would need a variance from the existing one driveway crossing to two per lot. I would like to note that because I will develop both 1212 and 1214 Nanaimo, the center driveway would look as one with the two smaller driveways on the outer sides of the lots. Furthermore, I believe the more driveway access you can provide, the more chance that it will be used for parking cars, whether or not they park in the garage or not, and not on the street. I will forward you the full set of plans tomorrow. Thank you and please contact me if you have any questions or concerns.

Yours Truly,

Brian Lowka
Faserit Construction Inc.
220-0531

Q:\GENERAL\GIS\DATA_REQUESTS\INTERNAL_REQUESTS\DEVELOPMENT_SERVICES\PLN_COUNCIL\2007\NANAIMO STREET 1212 1214.DWG





**The Corporation of
The City of New Westminster
Development Services - GIS**

1212 and 1214 Nanaimo Street

**Scale: 1:2000
Date: May 24, 2006**

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PLOT DATE: May 24, 2007