

# BOARD OF VARIANCE PLANNING COMMENTS

BV#	6439	Address	7557 Lambeth Drive
X-Reference	BOV #21-00024	Hearing	2021 October 07

Project	New single family dwelling with suite ready and detached garage.	
Zoning	R1 Residential District.	
Neighbourhood Buckingham Heights – Single Family Neighbourhood.		

	1) Section 101.6(1)(a) – "Height of Principal Building" of Burnaby Zoning Bylaw requirement for a maximum principal building height for a sloped roof measured from the rear average elevation, from 9.00 m (29.53 ft.) to 10.49 m (34.42 ft.).
Appeal(s) to vary:	The building height measured from the front average elevation would be 7.96 m (26.13 ft.).
	2) Section 101.7(b) – "Depth of Principal Building" of the Burnaby Zoning Bylaw requirement for a maximum building depth from 18.30 m (60.00 ft.) to 18.45 m (60.52 ft.).
Zoning Bylaw intent:	<ol> <li>Limiting building height mitigates the massing impacts of new buildings and structures on neighbouring properties and preserves the views.</li> <li>Limiting building depth prevents the construction of long, imposing building walls that impact neighbouring properties.</li> </ol>
	1) The proposed dwelling exceeds the permitted building height by 1.49 m (4.89 ft.) when viewed from the rear. The entire roof above the main fascia board at the rear elevation is over height and is the subject of this variance.
Variance Description:	2) The proposed dwelling exceeds the permitted building depth by 0.15 m (0.52 ft.). This measurement does not include the rear covered decks projection of 1.20 m (3.90 ft.), which is an allowable projection into a required yard. The 0.15 m (0.52 ft.) wide outermost portion of the rear covered decks (excluding the allowable projection) is the subject of this variance.

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#### **Subject Site Considerations**

- o The subject property is an irregular interior lot with a rough hexagonal shape with a curved fronting property line bordering Lambeth Drive to the south.
- o The lot has a frontage of approximately 18.92 m (62.06 ft.) along Lambeth Drive and is approximately 77.72 m (255.00 ft.) deep as measured from the center of the curving front property line to the farthest rear point of the property where the northwest and northeast rear property lines intersect.
- o The most northwestern portion of the property is encumbered with a 4.50 m (14.76 ft.) Statutory Right of Way (SRW) for sewer purposes.
- o The subject property observes a gradual downward slope of approximately 9.33 m (30.60 ft.) from the front to the rear.
- O Vehicular access to the subject site is located from Lambeth Drive.

## **Neighbourhood Context Considerations**

- o The majority of single family dwellings in the subject block were built in the late 1970s.
- O Single family dwellings surround the subject property in all directions, along with Buckingham Park in close proximity to the east.
- O Generally, all adjacent properties observe a generous grade drop towards the Buckingham Creek ravine, which cuts through Buckingham Park and the neighbouring properties immediately to the north and northeast of the subject property.

## **Specific Project Considerations**

#### 1) Height of Principal Building

- Only the rear elevation exceeds the allowed maximum building height. The proposed dwelling is 1.03 m (3.37 ft.) below the allowed maximum height, when viewed from the front.
- o When viewed from the side elevations, only small upper portions of the roof towards the rear corners of the dwelling are over height.
- Only the residence at 6025 Buckingham Avenue immediately to the north (rear) is impacted by the proposed over height dwelling. However, the height encroachment occurs at least 45.72 m (150.00 ft.) away from the north (rear) corner of the subject property. This generous distance, in combination with a significant vegetation cover along the shared rear property lines, would mitigate massing impacts on this residence (located farther to the north).
- o In summary, the substantial grade difference between the front and the rear of the subject property contributes to the requested variance. The proposed variance is not expected to adversely impact the neighbouring properties to the rear and sides.

### 2) Depth of Principal Building

O The building depth calculation is based on the building depth as projected onto the lot depth, which is the line joining the centre points of the front and rear property lines or in this case a rear point. Due to the irregular shape of the lot, this line is angled in relation to the front and side property lines (see *attachment 1*). The siting of the proposed dwelling is also rotated in

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relation to the lot depth line. As a result, the proposed projected building depth exceeds slightly the maximum permitted building depth by 0.15 m (0.52 ft.).

- O With the same design on a regular lot, the proposed building depth would be approximately 17.65 m (57.93 ft.), as measured from the outermost front face (south) to the rear porch, excluding the allowable projection (north), and would not require a variance.
- o The excess building depth is contributed by the rear covered decks (two larger decks at the northeast corner of the dwelling and two smaller decks at the northwest corner) which are open on three side. Only 0.15 m (0.52 ft.) wide portion of these decks, is within the excess building depth zone.
- O The proposal would not create a long "wall" effect as viewed from the neighbouring properties to the sides, considering the rotated orientation and "staggered" footprint of the subject dwelling along the west (side) property line. Also, the main body of the dwelling parallel to the east (side) property line would be only approximately 13.41 m (44.00 ft.) long, which is substantially less than the permissible building depth.
- o In summary, the requested variance is related to the site geometry which affects the building depth calculation. The requested variance is minor and is not expected to impacts the neighbouring properties.

V. Kozak, Director

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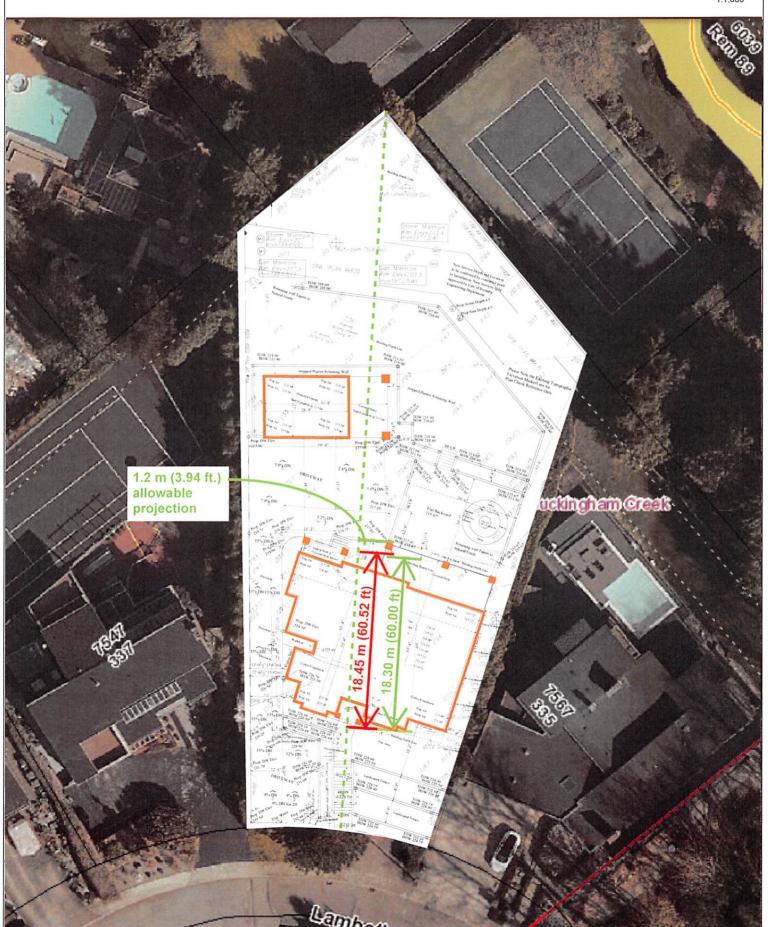
View towards the subject property from Lambeth Avenue

## 7557 LAMBETH DRIVE

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September 9, 2021





## 7557 LAMBETH DRIVE

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