

# CITY OF LYNDEN

## EXECUTIVE SUMMARY



<b>Meeting Date:</b>	February 16, 2021	
<b>Name of Agenda Item:</b>	Development Standards Variance 20-01 – Skyview Street Standard Variance	
<b>Section of Agenda:</b>	Public Hearing	
<b>Department:</b>	Planning Department	
<b>Council Committee Review:</b>		<b>Legal Review:</b>
<input type="checkbox"/> Community Development <input type="checkbox"/> Public Safety <input type="checkbox"/> Finance <input type="checkbox"/> Public Works <input type="checkbox"/> Parks <input type="checkbox"/> Other: _____		<input type="checkbox"/> Yes - Reviewed <input type="checkbox"/> No - Not Reviewed <input checked="" type="checkbox"/> Review Not Required
<b>Attachments:</b>		
Technical Review Committee Report, Application for Design Standards Variance and supporting information		
<b>Summary Statement:</b>		
<p>A Development Standards Variance application has been brought forward by Mike Kooy to vary the required right-of-way (ROW) dedication and some aspects of the street section which would be used to access a future residential project called Skyview. This property is zoned for multi-family development and is located at the north terminus of Currant Street (north of the North Prairie Phase 7 development). It connects to the north end of Brome Street – which was previously granted a similar variance.</p> <p>A private street of reduced size is an option but not encouraged at this location as it is the terminus of an existing public street network. Additionally, due to maintenance and jurisdictional concerns, streets that have the appearance of being public but are actually private are discouraged. At the same time, staff recognizes that providing a standard 60-foot-wide ROW would significantly constrain development due to the shape and size of the subject property. (Building setbacks are measured from the edge of dedicated ROW).</p> <p>The applicant is requesting a variance to dedicate a ROW which is 41 feet in width rather than 60 feet. The resulting <u>North-South</u> portion of the street will include <u>all elements</u> of a standard City street including a 36-foot curb-to-curb width however one sidewalk will be located outside of the ROW. Pedestrian access on this sidewalk will be protected through an access easement. The <u>East-West</u> portion of the street will include parking on only one side of the street, a curb-to-curb width of 30 feet to match the adjoining property to the east, and one sidewalk which will be located on private property with access protected by an access easement. It is anticipated that most traffic created by new development in this area will be utilizing the wider north-south portion of the roadway. (See attached drawing.)</p> <p>While there is support for the variance, staff is concerned that a reduced street standard could create parking shortages that would negatively affect the adjacent North Prairie Phase 7 neighborhood. As such, staff recommends that future development which is adjacent to the varied public street, provide an additional 20% on-site parking to accommodate for the on-street parking that is lost in the revised standard.</p>		
<b>Recommended Action:</b>		
Motion to approve Variance 21-02 as described in the TRC report on the condition that development fronting the varied street sections provide all code required on-site parking plus an additional 20%, and authorize the Mayor's signature on the Findings of Fact.		