

## Boomhower, Pat

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**From:** Correspondence Group, City Clerk's Office  
**Sent:** Thursday, May 23, 2013 4:13 PM  
**To:** Bryan Farrar  
**Subject:** RE: LWH comments

Thank you for your comments.

All public comments submitted for the public hearing that are received not more than 15 minutes after the close of the speakers list for that public hearing will be distributed to members of Council for their consideration. The public comments must include the name of the writer.

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Thank you.

-----Original Message-----

**From:** Bryan Farrar s.22(1) Personal and Confidential  
**Sent:** Thursday, May 23, 2013 3:53 PM  
**To:** Correspondence Group, City Clerk's Office  
**Subject:** LWH comments

Vancouver Mayor & Counsel

I will not be able to the June 11th meeting re LWH but would like to forward a suggestion for consideration.

Street parking becomes a major problem in residential areas with more than one family living on a 33 foot lot!

All new houses built in our area (Marpole) are built with a complete rental suite in the basement which often means a second family living in the same dwelling -- this usually means 4 cars to park! Most places have a 2 car garage for parking 2 of the Vehicles which means two are parked in front of their houses! (Just fit)

With the addition of a LWH C/W one parking stall (which people use for storage- not parking) becomes 2 more possible vehicles with one less garage parking spot! It is difficult to park 5 cars in front of a 33 foot lot!

I would like to put a recommendation forward that any additional LWH be limited to corner lots where parking is available on 2 sides if the property!

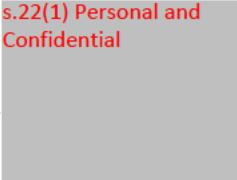
My wife and I have 2 vehicles which we park in our garage at the back of our lot. There is very seldom a space in front of our place for guests to park as one or more of the 5 vehicles from the property with the LWH two doors to the south of us! We have many elderly and handicapped friends that can't park in front of our home and have to walk half a block from where they found parking!

Please consider this recommendation at the meeting on June 11 th!

An unhappy taxpayer

Bryan Farrar

s.22(1) Personal and  
Confidential

A large grey rectangular redaction box covers the majority of the text in this block, obscuring the signature and any other identifying information.

## Boomhower, Pat

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**From:** Correspondence Group, City Clerk's Office  
**Sent:** Friday, May 24, 2013 4:03 PM  
**To:** s.22(1) Personal and Confidential  
**Subject:** FW: Notice of Public Hearing: Amendments to the LWH Regulations & Guidelines and Expansion of Program

Thank you for your comments.

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Thank you.

**From:** Destination Highways s.22(1) Personal and Confidential  
**Sent:** Friday, May 24, 2013 3:41 PM  
**To:** Correspondence Group, City Clerk's Office  
**Subject:** re: Notice of Public Hearing: Amendments to the LWH Regulations & Guidelines and Expansion of Program

Mayor and Council,

Why bother to show up and express any opinion contrary to what the current Vision council has already decided? On every issue regarding development in the city, public input has been shown to be a complete waste of the public's time, given Vision's view of "democracy" and "neighbourhood input"

LWH is anti-green, is an appalling intrusion onto neighbours privacy, can create a shadow effect on neighbours gardens and will over time create increased parking issues as the "parking" space proves impractical to use and/or is converted to living space.

LWH will further degrade the quality of life in areas it blights and is yet another assault on neighbourhoods at the behest of the developers who fund Vision, who can do this because of the lack of controls on the funding of municipal politics in BC.

Brian Bosworth  
Vancouver BC

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**From:** "Laneway Housing" <[Laneway.Housing@vancouver.ca](mailto:Laneway.Housing@vancouver.ca)>  
**Sent:** May 21, 2013 5:09 PM

To: "Laneway Housing" <[Laneway.Housing@vancouver.ca](mailto:Laneway.Housing@vancouver.ca)>

Subject: Notice of Public Hearing: Amendments to the LWH Regulations & Guidelines and Expansion of Program

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You are in receipt of this email as a person who has expressed interest in the Amendments to the Laneway Housing Regulations and Guidelines and Expansion of the Laneway Housing Program. Please find below information regarding the upcoming Public Hearing.

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## **NOTICE OF PUBLIC HEARING**

Vancouver City Council will hold a Public Hearing:

**Public Hearing: June 11**  
**Tuesday, June 11, 2013, at 6 pm**  
**City Hall, 453 West 12th Avenue**  
**Third Floor, Council Chamber**

**Amendments to the Laneway Housing Regulations and Guidelines and Expansion of the Laneway Housing Program**  
To consider amendments to the laneway housing (LWH) regulations in the Zoning and Development By-law. The amendments address impacts on neighbouring properties, provision of parking, livability of the units and length of the permitting process, with the intent of improving the fit of laneway housing into neighbourhoods. Additionally, the proposal includes the expansion of the LWH program to the remaining RS districts to equalize opportunity for laneway housing across all single family areas.

### **FOR MORE INFORMATION ON THIS APPLICATION:**

***[vancouver.ca/lanewayhousing](http://vancouver.ca/lanewayhousing) or 604.871.6068***

Anyone who considers themselves affected by the proposed by-law amendments may speak at the Public Hearing. Please register individually before 5 pm, June 11, 2013, by emailing [publichearing@vancouver.ca](mailto:publichearing@vancouver.ca) or by calling **604.829.4238**. You may also register in person at the door between 5:30 and 6:00 pm on the day of the Public Hearing. You may submit your comments by email to [mayorandcouncil@vancouver.ca](mailto:mayorandcouncil@vancouver.ca), or by mail to: City of Vancouver, City Clerk's Office, 453 West 12th Avenue, 3rd Floor, Vancouver, BC, V5Y 1V4. All submitted comments will be distributed to Council and posted on the City's website. Please visit [vancouver.ca/publichearings](http://vancouver.ca/publichearings) for important details.

Copies of the draft by-laws will be available for viewing starting May 31, 2013 at the City Clerk's Department in City Hall, 453 West 12th Avenue, 3rd Floor, and in the Planning Department, East Wing of City Hall, Third Floor, Monday to Friday from 8:30 am to 4:30 pm. All meetings of Council are webcast live at [vancouver.ca/councilvideo](http://vancouver.ca/councilvideo), and minutes of Public Hearings are available at [vancouver.ca/councilmeetings](http://vancouver.ca/councilmeetings). (Minutes are posted approximately two business days after a meeting.)

### **FOR MORE INFORMATION ON PUBLIC HEARINGS, INCLUDING REGISTERING TO SPEAK:**

***[vancouver.ca/publichearings](http://vancouver.ca/publichearings)***

## Boomhower, Pat

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**From:** Correspondence Group, City Clerk's Office  
**Sent:** Monday, May 27, 2013 1:34 PM  
**To:** Doug McCandless  
**Subject:** RE: Opposition to Laneway Houses

Thank you for your comments.

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Thank you.

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**From:** Doug McCandless s.22(1) Personal and Confidential  
**Sent:** Sunday, May 26, 2013 12:57 PM  
**To:** Correspondence Group, City Clerk's Office  
**Subject:** Opposition to Laneway Houses

Dear Mayor and Council,

I wish to again restate my complete opposition to the entire laneway housing program as it stands now and even with proposed amendments.

My points of concern are:

1. This is a short term, badly thought out housing densification option for the city of Vancouver existing neighbourhoods.

The joy and beauty of Vancouver's neighbourhoods and their inherent desirability is a direct result of the green space and privacy afforded by the homes on the present lot sizes. For a council who promotes green spaces, this entire plan flies in the face of green.

With the huge number of homes being torn down in favour of homes with larger allowable square footage, why not go the green route and allow larger home foot prints on the current lots but make the homes duplexes? A shared wall and clever design along with a common garage area would have less impact on the

green spaces of the lot than two completely separate buildings.

I travel a lot and have seen many types of densification and I strongly believe that row housing, duplexes all with shared common walls is the best use of scarce land as we move forward as a city. Laneway housing is a hodge podge, short term and soon to be very regrettable planning decision.

## 2. Livability:

I have toured inside two lane way houses in my neighbourhood and find the places are absolutely limiting in space. All the garages are now covered to living spaces by the current residences and their cars parked on the street or in the laneway. These laneway houses are at best student housing for 1 or max 2 transient young people with little furnishings or possessions or plans to stay in the area.

Essentially laneway housing has moved the basement suite issue from underground to above ground!

I really believe that the pressure toward the laneway houses will be to build them larger to become more useable and livable. If this is the trend then why not allow the duplex idea? The city will get much better quality of housing, more eco-friendly and the positives for affordability would be very measurable.

## 3. Privacy concerns:

Laneway houses are a gross infringement upon neighbouring residences back yard privacy. Balconies, Upper windows all peer down into my own property. Shading is also affected too. Whereas if the existing older home was allowed to have a larger square footage with duplex accommodation on the existing home's footprint the privacy and shading impacts would only be marginally affected.

In a completely unrelated comment I also wish to express my concerns about vacant houses on my street. It seems odd that we are rushing to put up smaller homes on a street where there are at least 5 empty homes. Parking, once a nightmare, is now a dream! I don't know who owns the homes, but they aren't rented out. If the city is looking for revenue from development permits perhaps a vacancy tax would be a better source of revenue.

Bottom line is I believe in growth for the city, but I do not believe Laneway housing is the correct or best way to accommodate this growth. In the short term it is harming the character of the neighbourhoods and in the longer term is delaying the inevitable shift toward the more practical and visually pleasing shared wall/common wall duplexes.

Thank you for allowing my comments to be read.

Douglas McCandless

s.22(1) Personal and Confidential



## Boomhower, Pat

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**From:** Correspondence Group, City Clerk's Office  
**Sent:** Monday, June 03, 2013 4:22 PM  
**To:** Lesley Petts  
**Subject:** RE: Lane housing

Thank you for your comments.

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Thank you.

**From:** Lesley Petts s.22(1) Personal and Confidential  
**Sent:** Sunday, June 02, 2013 11:35 AM  
**To:** Correspondence Group, City Clerk's Office  
**Subject:** Lane housing

I believe lane houses are an experiment that sounded like a good idea but have failed in the majority of situations. They:

- Ruin your neighbours privacy
- Reduce the value of your neighbours property
- Change your nieghbours tranquil and reasonably private garden space into a fish bowl
- Increase the amount of shade in the garden of the person with the lane house and your neighbours gardens. This reduced sunlight presumably reduces the ability to grow plants and vegetables.

Where it does seem to work reasonably well is if the house with lane house has a lane at the side of their house as well as the back, and if they keep the lanehouse butted against the side lane. There is not as much impact on the nieghbours and many of them I have seen are tasefully done. It also helps if the lane house is on a lot that is wider than 33'.

If the lane house was just one storey, like a garage, it would not be as intrusive.

People buy their houses for a particular lifestyle and when your neighbour puts in a lane house that lifestyle is changed. There is reduced privacy, more noise, more shade and a reduction of their house value.

I think lane houses should be stopped except maybe in situations where there is a side lane as well as a back lane and they are built butting against the side lane so your neighbour still gets the sun and reasonable privacy.

I think it also increases the number of cars parked on the road. Of the lane houses I have seen it seems pretty obvious the space to park the car will be changed into more living space once they have their final inspection.