



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: June 15, 2016
Contact: Anita Molaro
Contact No.: 604.871.6479
RTS No.: 11516
VanRIMS No.: 08-2000-20
Meeting Date: July 19, 2016

TO: Vancouver City Council

FROM: Acting General Manager of Planning and Development Services in consultation with the Director of Legal Services

SUBJECT: Heritage Designation and Heritage Revitalization Agreement - 2050 SW Marine Drive - Wilmar Residence and Coach House

RECOMMENDATIONS

- A. THAT Council add to the Vancouver Heritage Register in the 'B' evaluation category the existing infill building at 2050 SW Marine Drive, known as the Wilmar Coach House (the "coach house").
- B. THAT Council instruct the Director of Legal Services to bring forward for enactment pursuant to Section 593 and Section 594 of the *Vancouver Charter* a by-law to designate as protected heritage properties the exterior of the heritage building known as the Wilmar Residence (the "heritage building"), which is listed on the Vancouver Heritage Register in the 'B' evaluation category, and the exterior of the coach house, at 2050 SW Marine (PID: 011-172-371; Lot 3, Block 12, District Lot 316 and 317, Plan 5350 (the "site")).
- C. THAT Council instruct the Director of Legal Services to bring forward for enactment pursuant to Section 592 of the *Vancouver Charter*, a by-law authorizing the City to enter into a Heritage Revitalization Agreement to:
 - (i) secure the rehabilitation and long-term preservation of the two heritage buildings;
 - (ii) vary the *Zoning and Development By-law* as necessary to permit the construction of five Infill One-Family Dwellings on the site as proposed under Development Permit Application Number DE419489 (the "DP Application") and as more particularly described in this report.

- D. THAT the Heritage Revitalization Agreement shall be prepared, completed and registered and given priority on title to the site to the satisfaction of the Director of Legal Services and the Director of Planning.
- E. THAT, subject to Council's approval of the heritage designations and the Heritage Revitalization Agreement discussed herein, Council waive for the site, for the development as proposed under the DP Application the requirements contained in paragraph 3.1 of the *Strata Title Policies for RS, RT and RM Zones*, including a condition of development permit approval for new development on a site that the registered owner is to execute a covenant which must be registered against title to the property that prohibits registration of a strata plan.
- F. THAT Recommendations A to E be adopted on the following conditions:
 - (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs in relation thereto is at the risk of the person making the expenditure or incurring the cost; and
 - (ii) THAT the City and all its officials shall not in any way be limited or restricted in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

The purpose of this report is to seek Council approval to designate the exterior of the heritage building at 2050 SW Marine Drive, which is listed in the 'B' evaluation category on the Vancouver Heritage Register, along with the exterior of the existing coach house, as protected heritage properties, and to enter into a Heritage Revitalization Agreement (HRA) to ensure their rehabilitation, conservation, and long-term protection. It is proposed that, as incentive and compensation to the owner for the heritage designations, rehabilitation, and conservation of the heritage building and the coach house, the HRA will vary the *Zoning and Development By-law*, the *Subdivision By-law*, and that the requirement contained in paragraph 3.1 of the *Strata Title Policies for RS, RT and RM Zones* be waived by Council, to allow for development of the site as proposed under the DP Application and as further described in this report. The Acting General Manager of Planning and Development Services is prepared to approve the DP Application should Council approve the recommendations of this report.

COUNCIL AUTHORITY

Pursuant to Section 582 of the *Vancouver Charter*, Council, by resolution, may establish a heritage register identifying real property that Council considers to be heritage property and, by resolution, to add such properties to the register from time to time.

Pursuant to Section 592 of the *Vancouver Charter*, Council, by by-law, may enter into a Heritage Revitalization Agreement with an owner of heritage property which may vary or supplement certain kinds of by-laws and permits, including the *Zoning and Development By-law*.

Pursuant to Sections 593 and 594 of the *Vancouver Charter*, Council, by by-law, may designate real property, in whole or in part, within the City of Vancouver as protected heritage property.

Pursuant to Section 595 of the *Vancouver Charter*, if sought, Council is required to compensate an owner of property being designated as a protected heritage property for any reduction in the market value of the property caused by the designation. Often this, along with additional compensation to offset rehabilitation costs incurred under an HRA, is achieved by way of by-law variations contained in the HRA so as to permit an otherwise impermissible development.

The proposed heritage designations and HRA for the heritage buildings require Council approval at public hearing and by-law enactment pursuant to Sections 592, 593, and 594 of the *Vancouver Charter*.

The following Council Policies are applicable to the project:

- *Heritage Policies and Guidelines (May 1986, last amended September 2002)*
- *Green Building Rezoning Policy (February, 2010, last amended June 2014)*
- *Strata Title Policies for RS, RT and RM Zones (July, 2009, last amended February 2016)*
- *Southlands Plan (March, 1988)*

The *Heritage Action Plan*, which was approved in December 2013, responds to citizen and Council desire to encourage and support heritage conservation in the City. A number of actions were approved including maximizing the use of available tools to conserve the City's heritage resources.

GENERAL MANAGER COMMENTS

The Acting General Manager of Planning and Development Services RECOMMENDS approval of A, B, C, D, E, and F.

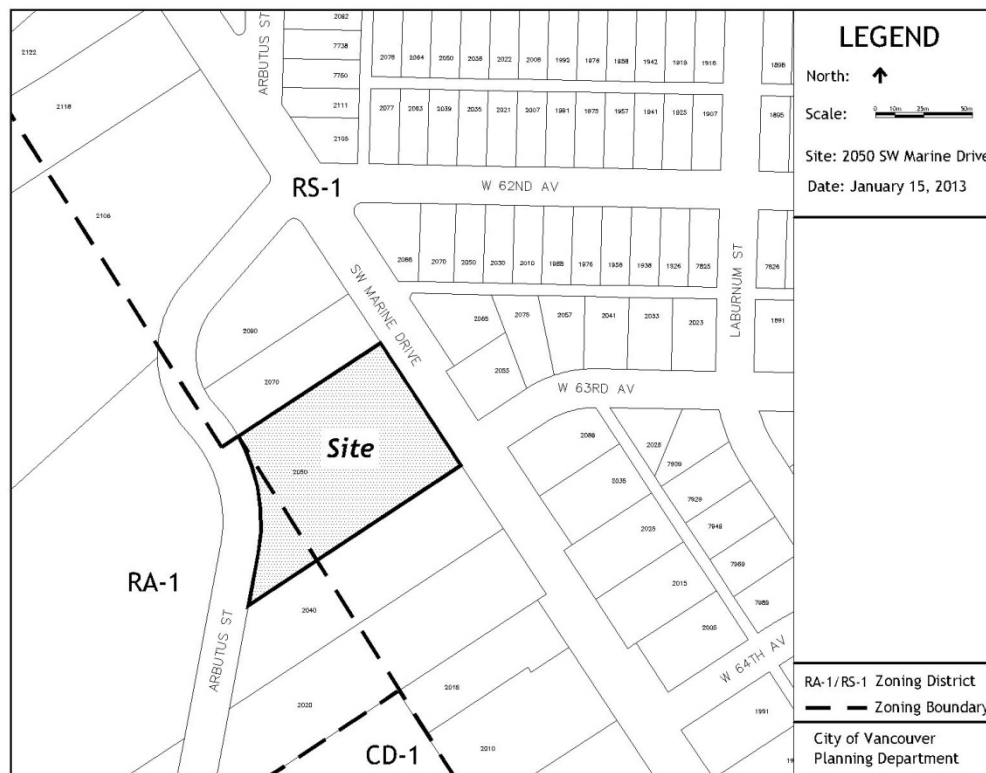
STRATEGIC ANALYSIS

Site and Context

The site is located in the Arbutus Ridge Kerrisdale Shaughnessy neighbourhood and is comprised of a level plateau fronting onto SW Marine Drive, and a lower, undeveloped portion overlooking the Fraser River (see Figure 1). The two areas are separated by a steep escarpment. The upper plateau is located in an area zoned RS-1 and the lower portion is located in an area zoned RA-1. The *RS-1 Zoning District Schedule* of the *Zoning and Development By-law* permits One-Family Dwellings, Secondary Suites, Laneway Housing, and infill development on sites greater than 3,000 square metres (32,280 square feet) in area. The

RA-1 zoning District Schedule of the Zoning and Development By-law permits agricultural uses, One-Family Dwellings, and infill development in some cases. An undeveloped right-of-way (the 7800 to 8400 blocks of Arbutus Street) abuts the rear of the site along the RA-1 portion. A 5.2 metre (17 foot) wide Building Line exists at the front of the site along SW Marine Drive. The site is 76 metres (250 feet) wide at the front property line and 7,875 square metres (84,739 square feet) in area.

Figure 1 - the site and the surrounding zoning



Heritage Value

Designed by the prominent architectural firm of Benzie Bow and completed in 1925, the Wilmar Residence is one of Vancouver's most important grand estate houses (the name "Wilmar" is an amalgamation of "Willard" and "Mary", the first names of the original owners, and the name by which the estate is known). Built in the Tudor Revival style, the house features extensive robust period detailing including a large hipped roof with open soffits and exposed rafter tails, half-timbered cladding, large bargeboards and fascias, and extensive wood trim (See Appendix A). All the facades of the building are highly articulated with projecting bays, overhangs, elaborate corbelled brick chimneys, herringbone brick wall patterns, and half-timbering elements such as heavy brackets and beams, as well as decorative brick gable-end patterning. Many original wood sash windows survive including double-hung windows with multi-paned upper sashes and wooden horns, multi-paned casement and fixed windows, and leaded and stained glass assemblies (see Appendix A).

The house features original door assemblies, including the original front door which has central panel of leaded stained glass and arched carved elements. The house also features a porte-cochère with an arched formal front entrance and a circular driveway, as well as a coach house detailed in the same manner as the main house. A number of landscape features survive, including original gates and walls, and large perimeter hedges, and the site's estate like character is also considered to be an important aesthetic feature.

The site is also associated with the Kitchen family, who occupied the house from its construction in 1925 until very recently. Willard Kitchen was the director of the Pacific Great Eastern Railway (PGER), which later became B.C. Rail. All of his and his wife Mary's children were raised in the house, as were all of their grandchildren. Their youngest daughter, Gladys, became one of the first female barristers in the City and was the mother of Judith Jardine, a well know member and supporter of the Vancouver arts and heritage communities, who lived in the house her whole life. She passed away in 2006 and was the last heir to the property. Because of the family's long sojourn in the house, the site has remained remarkably unaltered since 1925. The Wilmar Residence is listed in the 'B' evaluation category on the Vancouver Heritage Register. The Wilmar Coach House is proposed to be added to the Vancouver Heritage Register in the 'B' category.

Southlands Plan

The Wilmar Residence site is one of ten heritage properties identified in the *Southlands Plan* and one of five where heritage incentives and variances, including subdivision, are discussed as considerations for heritage conservation. The Plan also identifies the estate-like character of the area and the escarpment "green belt" as important features to be maintained.

Development Permit Application and Proposed Incentives

The zoning applicable to the development portion of the site is RS-1 (the lower portion of the site is zoned RA-1 and is not to be developed with any structures). The site could be subdivided into two roughly equal parcels under the *Subdivision By-law*, and the two parcels developed separately without Council approval with new houses as permitted under the zoning (see Table A and Appendix D). It is proposed that the incentive and compensation to be provided to the owner for the heritage designation, rehabilitation, and conservation of the heritage building will be in the form of variances to the *Zoning and Development By-law* and the *Subdivision By-law* to be contained in the proposed HRA and as set forth in the DP Application.

The application proposes to subdivide the site into two new parcels, rehabilitate the heritage building, which is to be converted to contain two strata Dwelling Units, as well as the coach house, in their existing locations on one parcel, and to construct five new One-Family Dwellings on the other parcel for which five "bare land" strata lots are to be created (see Appendix B and Appendix C).

A previous Development Permit Application (DE416475) was submitted in 2013 but the application did not proceed at that time and was withdrawn. The owner recently decided to proceed. The current DP Application is nearly identical to the previous one except that a subdivision is now proposed and the buildings have been redesigned to address comments from the Vancouver Heritage Commission's review of the previous application (see Appendix E). The drawings in Appendix B show the revised design of the new buildings.

The subdivision is proposed to address compliance issues with the *Strata Property Act* if the heritage building were to be contained on the same parcel as the bare land strata lots. The subdivision proposed does not change the physical appearance or the massing of the development, but requires variances because of its irregular shape.

The coach house is to remain an accessory building (the previous application indicated as it being converted to a Dwelling Unit). The ground floor contains parking and the upper floor, which is original but was never fully developed, will be retained for ancillary use for the owners of the heritage parcel. The original driveway and gate configuration are to be maintained. The driveway material will be replaced with a new driveway as the current paving is in poor condition. Access to all development on both parcels will be through the existing gateway, and no additional driveway access to SW Marine Drive is proposed.

The heritage buildings could be demolished and the site subdivided into two parcels and redeveloped as shown in Table A without Council approval. Compared to the two parcels which could be created by a subdivision without the heritage buildings, the overall density proposed in the DP Application complies and the above grade density proposed is commensurate with that which would be permitted in total for new development on two parcels. The overall density proposed is approximately one half of what is permitted for the site (see Appendix D for a breakdown of the density on the two proposed parcels).

Table A: Zoning Summary **Overall Site Area: 7,875 m² (84,739 sq. ft.)**

	Existing	Permitted or Required based on two approximately equal parcels created by a subdivision	Aggregate Proposed (see Appendix D for a breakdown of the two proposed parcels)
Overall density for the land	0.13 FSR 1,023 m ² (11,000 sq. ft.) including coach house	0.70 FSR 5,513 m ² (59,317 sq. ft.) maximum for new development	0.35 FSR 2,723 m ² (29,308 sq. ft.) including all parking areas and the coach house
Above grade floor area	610 m ² (6,560 sq. ft.)	1,835 m ² (19,748 sq. ft.) in total for two sites created by an outright subdivision maximum**	2,129 m ² (22,916 sq. ft.)
Overall dwelling unit density	1	Up to 6*** for two parcels created by a subdivision (non-strata)	7 (strata)
Number of principal buildings	1	Up to 4****	6
Off-street parking	5	8 minimum (1 per dwelling unit)	15

* Assumes the site is subdivided into two roughly equal sized properties and developed outright under the RS-1 zoning.

** The formula is $0.20 \times \text{Site Area} + 130\text{m}^2$. If there are two parcels, the 130m^2 would be added twice into a total.

*** A One-Family Dwelling with Secondary Suite and a Caretaker dwelling unit on each new parcel created from a hypothetical subdivision of the site as noted above

**** A single family house (principal building) and a Caretaker infill building on each parcel created under a hypothetical subdivision of the site.

In addition, it is proposed that Council waive the requirements contained in paragraph 3.1 of the *Strata Title Policies for RS, RT and RM Zones*, which generally do not permit strata titling in RS zones. The owner proposes to bring forth strata plans in the future to allow for separate ownership of the houses. The escarpment and RA-1 lands below the escarpment would be held as common property by all the strata owners, including the heritage parcel, to allow for maintenance and control of the escarpment landscaping and access to the lower RA-1 portion.

The variances proposed, including the number of buildings proposed and the permission to strata title the proposed properties, provides compensation to the owner for the cost of heritage conservation and the costs of rehabilitation.

Staff have considered the results of notification, the compatibility of the development with the zoning, existing policies and guidelines, the Southlands Plan, and the financial analysis required for the application, and conclude that the proposal is supportable as an HRA. The Acting General Manager of Planning and Development Services is prepared to approve the DP Application should Council approve the recommendations of this report.

Compatibility with Existing Zoning and Land Use Regulations

The Intent of the RS-1 Zoning District Schedule is to:

"...maintain the single-family residential character of the RS-1 District, but also to permit conditionally one-family dwellings with secondary suites and laneway houses. Emphasis is placed on encouraging neighbourly development by preserving outdoor space and views. Neighbourhood amenity is enhanced through the maintenance of healthy trees and planting which reflects the established streetscape."

The proposal is consistent with the zoning. The heritage building and the proposed new buildings maintain the single-family character of the area and the uses are permitted. The proposal responds well to its surroundings and maintains a level of open space comparable to development which would occur under the zoning if the site was developed without the heritage building. A number of mature trees on the site and the boulevard are being protected and retained.

The intent of the RA-1 Zoning District Schedule is to:

"...maintain and encourage the semi-rural, equestrian and limited agricultural nature of this District, to permit one-family dwellings and in specific circumstances to permit infill one-family dwellings."

The project is consistent with the intent of the RA-1 Zoning District Schedule. The RA-1 portion of the site which is being maintained as a wooded, green area, and the application proposes development which is compatible with surrounding single family development.

Condition of the Heritage Building and Conservation Approach

The Wilmar Residence and the coach house are generally in good condition. The overall conservation strategy is one of retention and repair. The foundations are to be retained and a new basement slab will be poured. The shingled roof, which is a prominent feature of the house, is in good condition. The roof structure is to be repaired and the shingles replaced where necessary.

The house features three elaborate, corbelled, brick chimneys which are to be repaired, cleaned, repointed, and sealed where required. The half-timbering on white stucco cladding in the gable-ends, half-timbering on brick noggin, and large heavy timber brackets, are in good condition. The brick cladding is generally in good condition and is to be cleaned, repointed, and repaired where necessary.

Decorative finials on the structural brackets on the rear façade are in poor condition and will need to be replicated. Decorative quatrefoils set within the stucco on the rear balcony and on the front façade are in good condition based upon visual observation. The wooden sash windows are in good condition and were built to a high standard of quality. The stained-glass window on the rear elevation of the building, however, located within the main stairwell, is in poor condition and may need to be replaced. The original door assemblies of the house are important elements and are to be retained.

The exterior finishes of the coach house have deteriorated much more than the main house. The condition of these elements will need to be assessed further once repairs are initiated but if their repair and retention is not viable, replication of these features is proposed. However, the basic structure of the coach house is in good condition.

Staff conclude that the level of rehabilitation proposed for the project is consistent with good conservation practice and is supported.

Results of Open House and Neighbourhood Notification

The developer held an open house at the site on October 3rd, 2012, in advance of the submission of the DP Application, which staff attended to observe and answer questions regarding City processes and policies. Fifty-three people signed in at the meeting and thirty-five left written comments. Of these, thirty-three people indicated support for preserving the house and the estate, one was undecided, and one indicated non-support. Some concerns were expressed included traffic issues, the visibility and expression of the new houses, and landscaping changes.

On April 11, 2016, as part of the review of the current DP Application, 125 surrounding properties were notified of the application, as well as all the people who attended the open house who provided their contact information. Seven responses were received. Five expressed support. Two expressed opposition citing the precedent the project would create in the area, and the additional traffic impacts which would be created along SW Marine Drive.

The site is one of ten heritage sites identified in the *Southlands Plan* as being candidates for variances or relaxations for heritage retention. While sites are regularly added to or removed from the Heritage Register, the number of sites where similar development might be considered in the future in the area is small relative to the number of non-heritage sites. The project will add a nominal number of cars to the traffic on SW Marine Drive, but these will be commensurate with an increase in traffic over time with development which will likely occur in the area.

Staff have reviewed the project with respect to the *Heritage Policies and Guidelines*, the intent of the zoning, the Southlands Plan, and the results of neighbourhood notification, and conclude that the proposal is supportable. The Acting General Manager of Planning and Development Services is prepared to approve the Development Permit Application should Council approve the recommendations of this report.

Comments from the Vancouver Heritage Commission

On January 21st, 2013, the Vancouver Heritage Commission reviewed the original application and unanimously supported it (see Appendix E). As the current DP Application is essentially the same as the one reviewed by the Commission in 2013, staff did not bring the current proposal forward for a full review by the Commission, but did provide an update on the new application with the Commission on February 1, 2016.

Public Benefits

Development Cost Levies (DCLs): DCLs collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and various engineering infrastructure. The DCLs payable are based on the City-wide DCL rate, where the rate for residential use developed at a density at or below 1.2 FSR is \$33.26/m² (\$3.09/square foot). On this basis an amount of \$56,559 payable is anticipated.

DCLs are payable at building permit issuance and are subject to an annual inflationary adjustment which takes place on September 30 of each year. When a DCL By-law with higher rates is introduced, a number of rezoning, development permit and building permit applications may be at various stages of the approval process. An application may qualify as an in-stream application and therefore may be exempt from DCL rate increases for a period of 12-months from the date of DCL bylaw rate amendment provided that it has been submitted prior to the adoption of annual DCL By-law rate adjustments. If a related building permit application is not issued within the 12-month period, the rate protection expires and the new DCL rate will apply.

Heritage: The owner has offered to conserve and rehabilitate the heritage buildings and to accept the designation of the heritage building's exterior as protected heritage property, which is a highly valued community feature. If approved, the designation will be effected by enactment of a Heritage Designation By-law and the owner will enter into an HRA which, among other things, will secure the conservation and rehabilitation of the heritage building. The cost to the applicant of the proposed on-site heritage conservation is estimated to be approximately \$984,000. See Appendix G for a summary of the public benefits that would be achieved should this application be approved.

Financial Implications

As noted in the section on Public Benefits, the applicant has offered the on-site conservation and rehabilitation of the heritage buildings valued at \$984,000. The site is within the City-wide DCL District. It is anticipated that the applicant will pay approximately \$56,559 in DCLs should the application be approved and the project proceed.

Proforma Evaluation

Real Estate Services staff reviewed the applicant's proforma evaluation in accordance with Council's approved policies. The Director of Real Estate Services advises that at the time of the application review the by-law variances proposed were forecasted to offset the costs of the rehabilitation and conservation of the heritage building and not result in any undue profit.

Environmental

The City's *Green Buildings Policy for Rezonings* applies to the application. The policy allows for exemptions for heritage components provided reasonable design efforts are made to improve green performance where appropriate, while respecting heritage aspirations and promoting heritage retention.

Legal

The by-law variations proposed will provide an improved development potential on the site. The owner's proposal to rehabilitate and conserve the heritage building and coach house, and accept the designation of the exteriors of the heritage building and coach house as protected heritage properties, in exchange for obtaining the by-law variations needed to get that improved development potential will be appropriately secured as legal obligations contained in the HRA to be registered on title to the site so as to enable the City to enforce those obligations and ensure that they will be fulfilled at the owner's expense.

Section 595 of the *Vancouver Charter* requires that, if sought, Council must compensate an owner for any reduction in the market value caused by a heritage designation. The owner has signed the HRA and in doing so has explicitly accepted the by-law variances to be provided, and the resulting development advantages to be gained thereby, as full compensation for the designation of the exteriors of the heritage building and coach house and the obligations to rehabilitate and conserve them. The HRA will be executed by the City and registered on title following Council's enactment of the by-law authorizing the City to enter into the HRA and before a development permit for the project may be issued.

CONCLUSION

The heritage designation of the exteriors of the Wilmar Residence and the coach house, and the proposed Heritage Revitalization Agreement, will ensure that the heritage buildings are rehabilitated, conserved, and protected from exterior alterations which affect its heritage value, and from demolition. The proposed Heritage Revitalization Agreement will vary the *Zoning and Development By-law* and the *Subdivision By-law* to allow for the development as proposed, and the owner has agreed to accept the proposed variances, as well as Council's waiving of the *Strata Title Policies* for the site, as compensation for the designation of the heritage buildings' exteriors and their rehabilitation and conservation under the proposed Heritage Revitalization Agreement. The Acting General Manager of Planning and Development Services is prepared to approve the DP Application should Council approve the recommendations of this report. Therefore, it is recommended that Council approve the heritage designations of the Wilmar Residence and the Wilmar Coach House, the proposed waiving of the *Strata Title Policies*, and the proposed Heritage Revitalization Agreement.

* * * *

2050 SW Marine Drive
PHOTOGRAPHS



Photo 1: Willard Kitchen (far right, circa 1924)



Photos 2 and 3: Architects James Benzie (left) and William Bow (right)

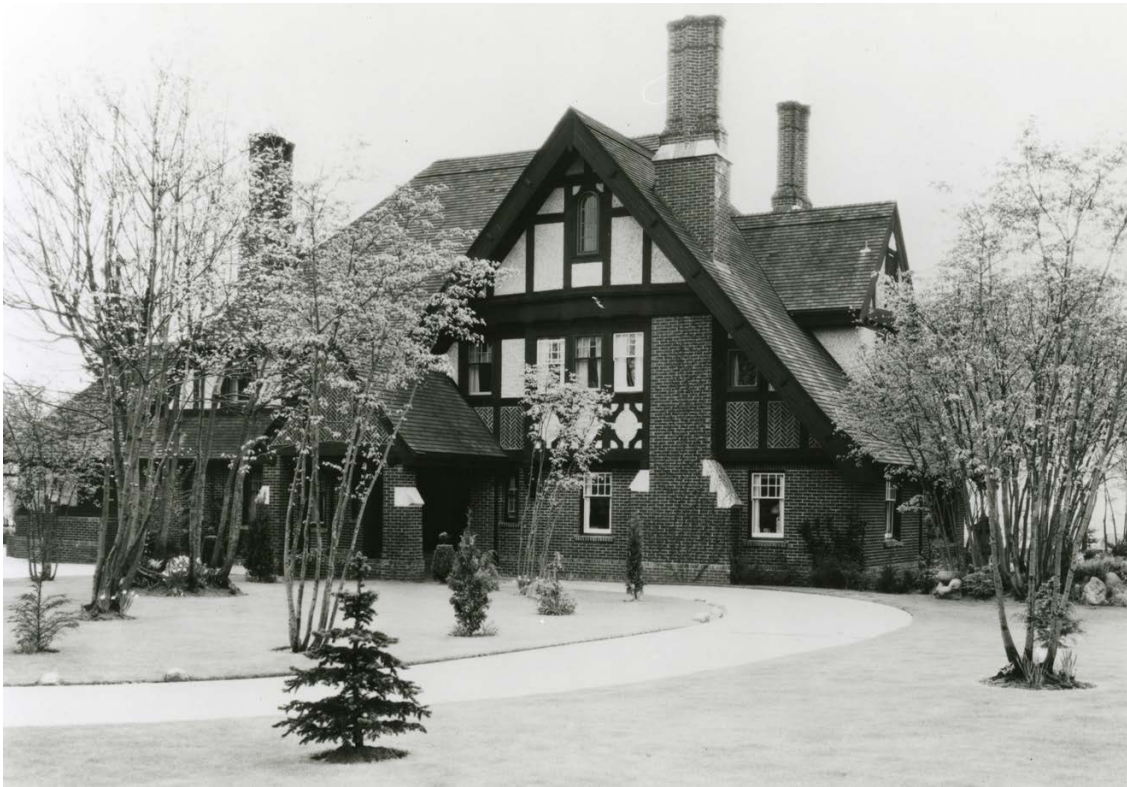


Photo 4: The Wilmar Residence (circa 1929)



Photo 5: The Wilmar Residence (circa 2012)



Photos 6 and 7: The Wilmar Residence - North Side (1920s Bottom and 2012 Top)



Photo 8: The Wilmar Residence under Construction (circa 1925)



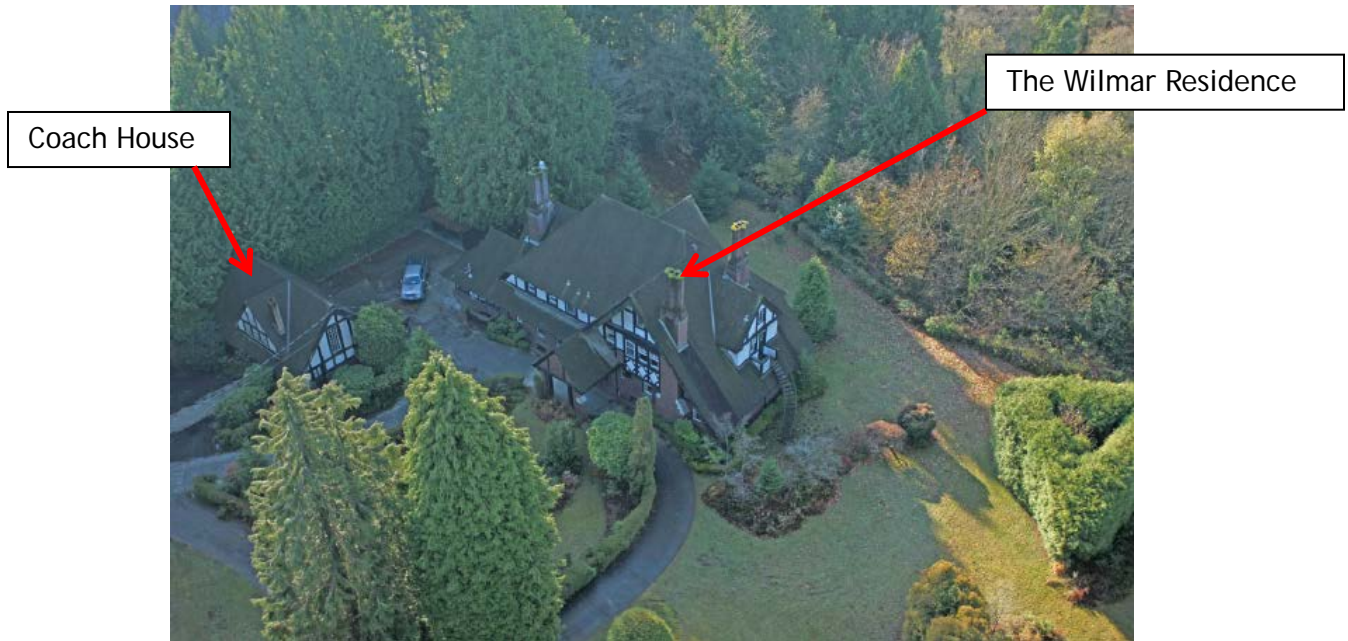
Photos 9 and 10: Willard and Mary

Willard Kitchen is shown at the Wilmar Residence (left), and Marie and Willard Kitchen are shown on the escarpment, circa 1925, on the right.



Photos 11 and 12: The Escarpment

The photographs show rubble walls and pathways (circa 1925) on the left and one of the walls in 2012, heavily overgrown, on the right.



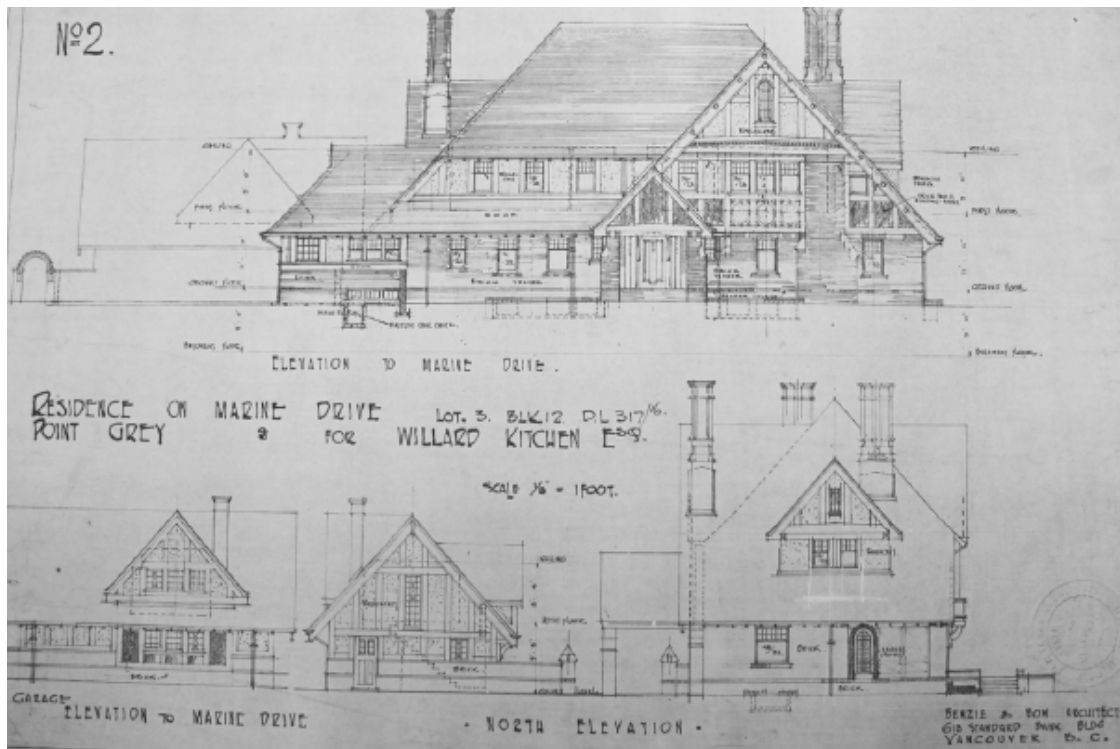
Coach House

The Wilmar Residence

Photo 13: Aerial View of the Site (2012) Looking South-West



Photo 14: Coach House - East Side

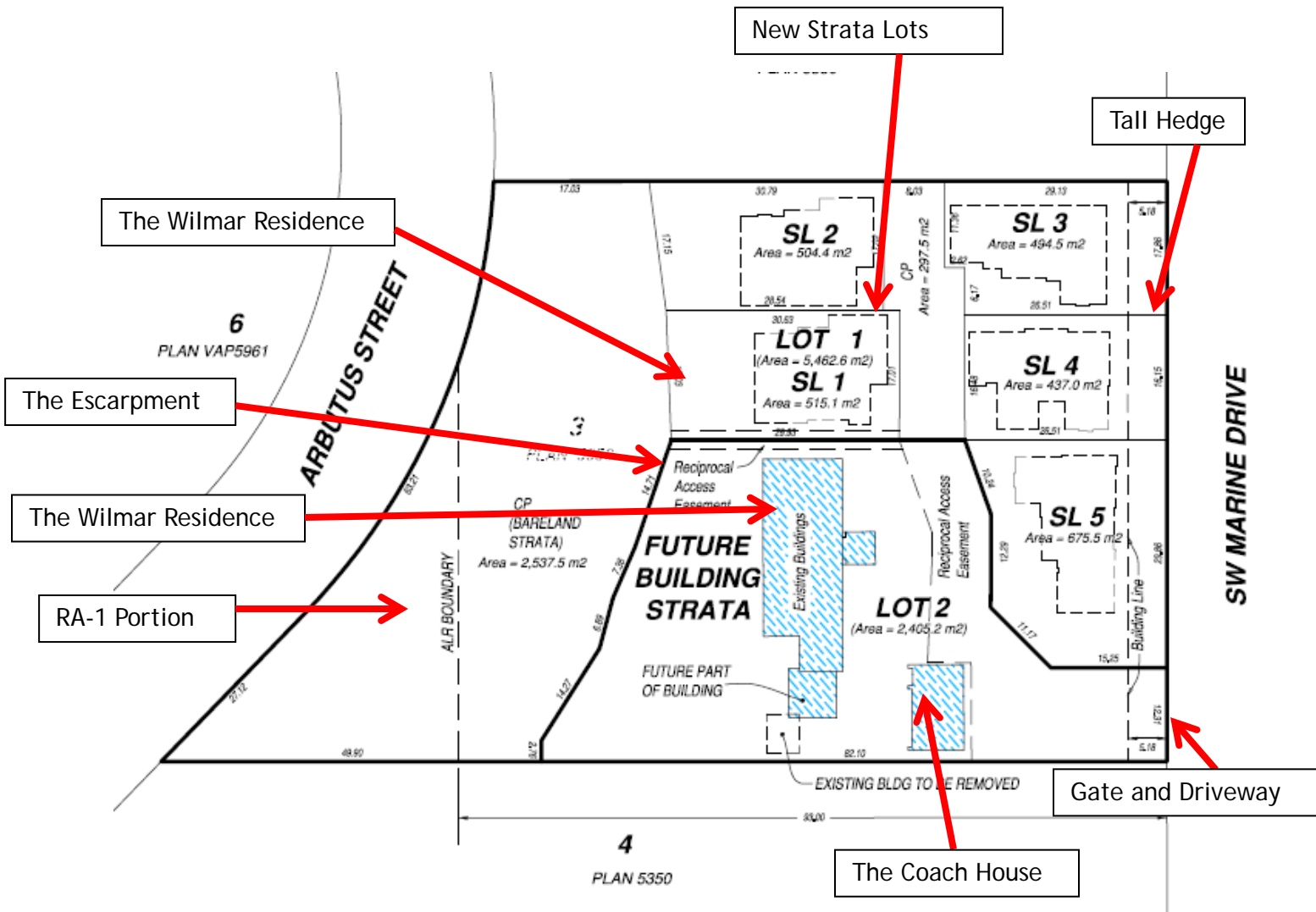


Collage 1: Detail (2012) and Copy of Original Plans



Collage 2: Various Exterior Details of the House (2012)

2050 SW Marine Drive
DRAWINGS

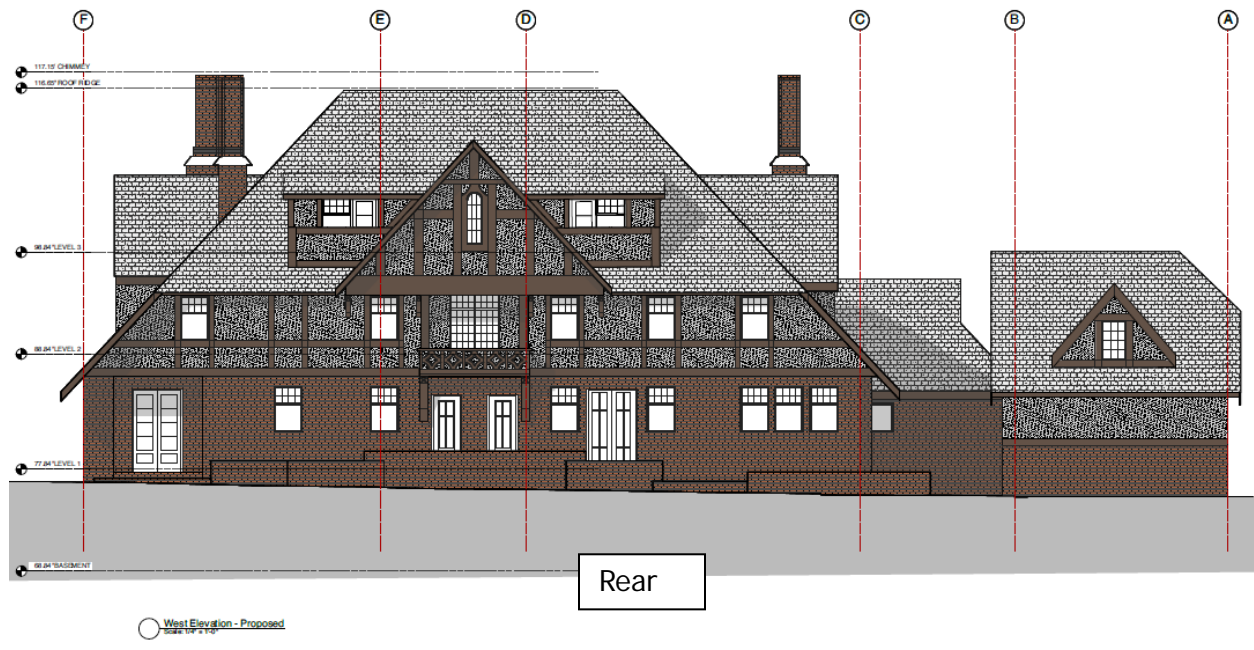
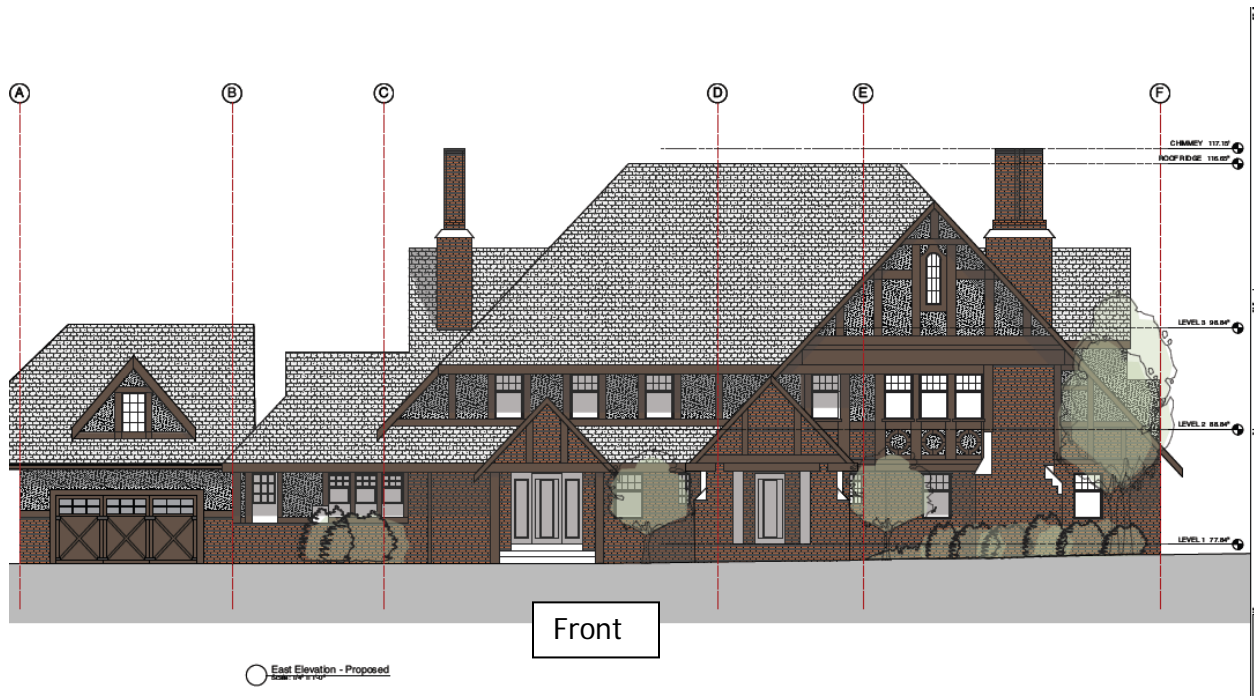


Survey Diagram of Subdivision and Strata Lots

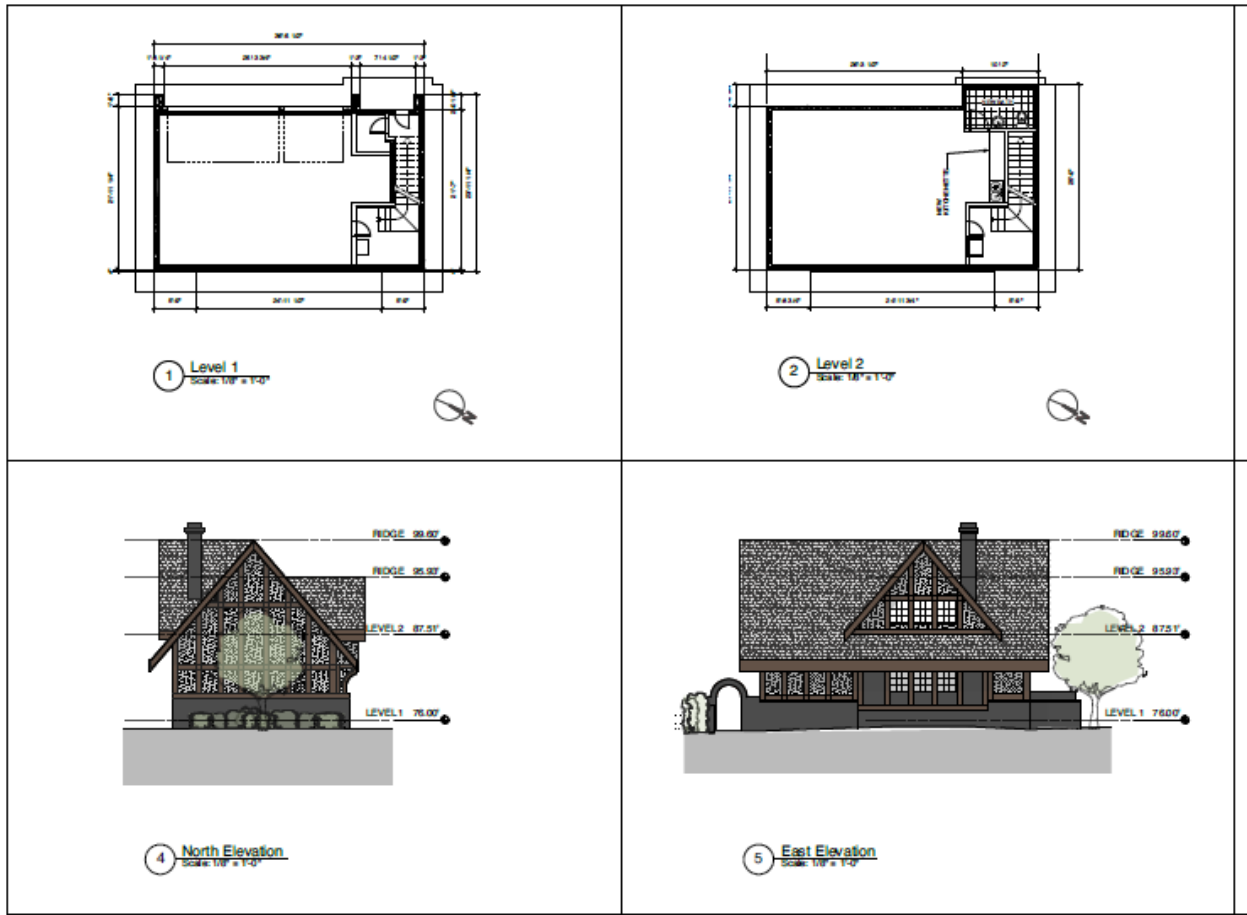


1 SITE PLAN
1/18/17

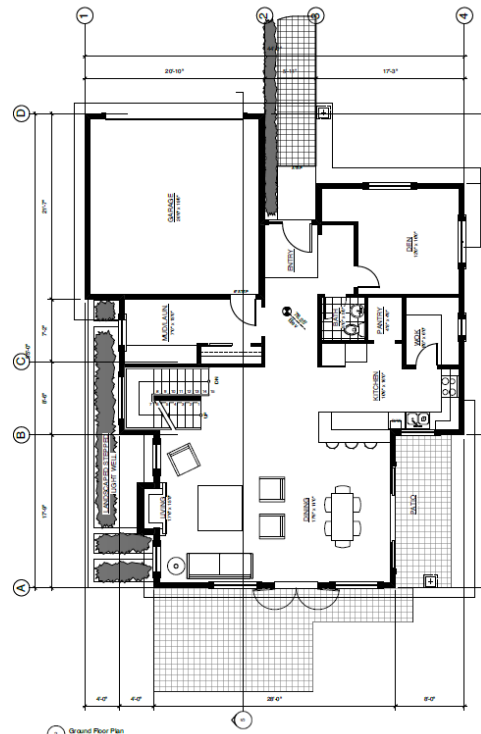
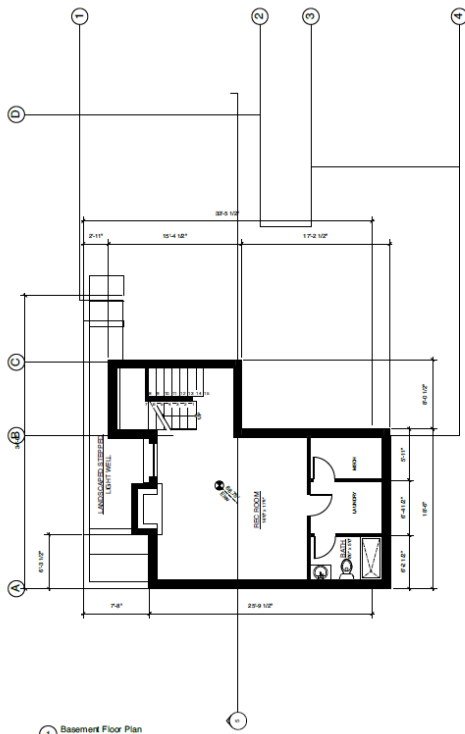
Site Plan



Elevations (Proposed) of the Wilmar Residence

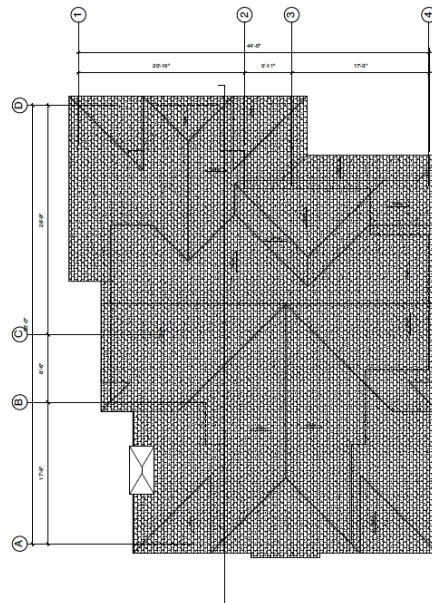
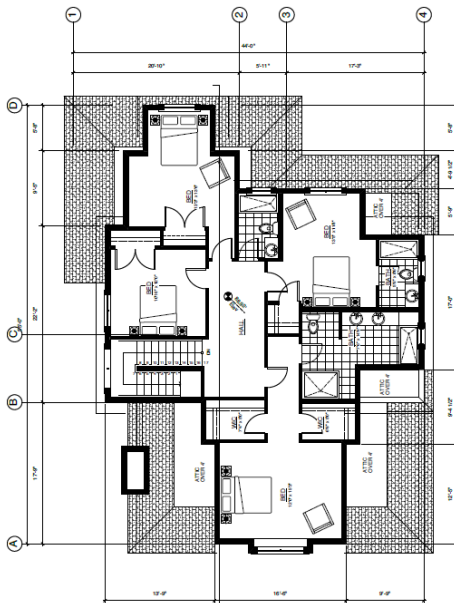


Coach House - Plans and Elevations

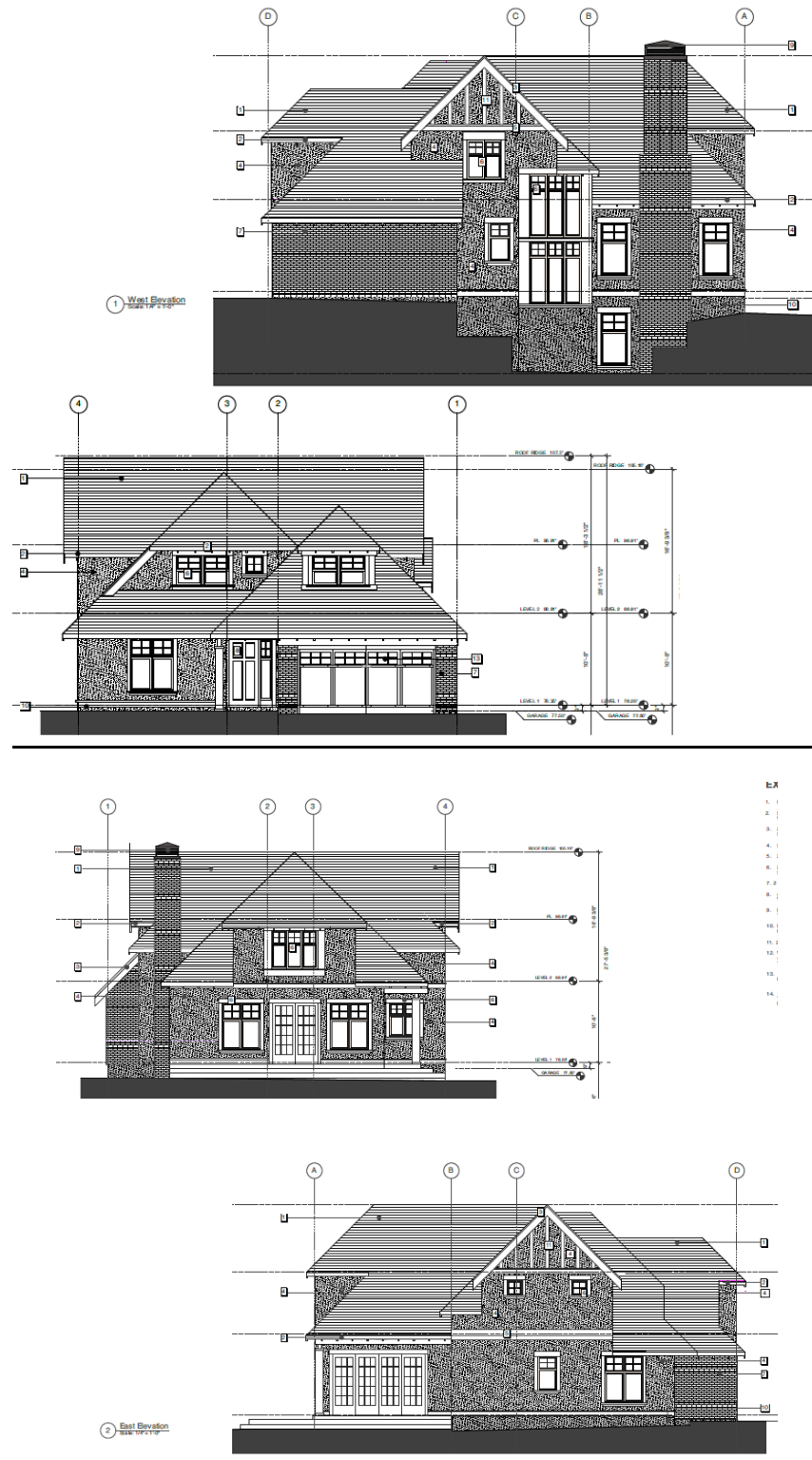


1 Basement Floor Plan

2 Ground Floor Plan



Floor Plans of Unit A1 (Example of New Infill One-Family Dwelling)

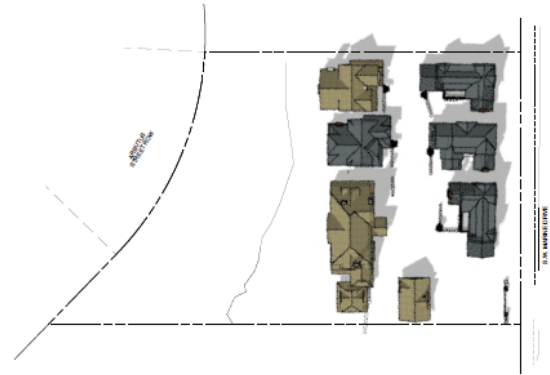


Elevations of Unit A-1 (Example of New Infill One-Family Dwelling)

2050 SW Marine Drive
RENDERINGS AND TECHNICAL DIAGRAMS



Equinox: March 20 & September 23 @ 10am



Equinox: March 20 & September 23 @ 12pm



Equinox: March 20 & September 23 @ 2pm

Excerpt From Shadow Analysis



3D Overall Site View



Renderings

2050 SW Marine Drive
TECHNICAL ZONING AND PARKING SUMMARY

For purposes of the summary in Tables A and B, the site is treated as two subdivided parcels as described in Diagram 1 in this appendix for the "Permitted or Required" column of the table, unless noted otherwise.

Table A: Density and Parking Summary

	Existing	Permitted or Required based on two approximately equal parcels created by a subdivision unless noted otherwise	Proposed
Overall density for the land	0.13 FSR 1,023 m ² (11,000 sq. ft.) including coach house	0.70 FSR 5,513 m ² (59,317 sq. ft.) maximum for new development	0.35 FSR 2,723 m ² (29,308 sq. ft.) including all parking areas and the coach house
Above grade floor area	610 m ² (6,560 sq. ft.)	1,835 m ² (19,748 sq. ft.) maximum in total for two sites created by a subdivision**	2,129 m ² (22,916 sq. ft.)
Overall dwelling unit density	1	Up to 6*** for two parcels created by a subdivision (non-strata)	7 (5 "bare land" strata and two strata lots in the heritage building)
Number of principal and/or infill buildings	1 (not including the coach house which is currently an accessory building)	Up to 4****	6 (excluding the Coach House)
Off-street parking	5	8 minimum (1 per dwelling unit)	15

*Technically, infill buildings do not have yards or building depths prescribed but are noted in this table for comparison with the site if redeveloped.

** Technically, as the site is not to be subdivided, the permitted above grade floor area (which is equal to 20% of the site area plus 130 square metres) is 1,705 m²

*** A One-Family Dwelling with Secondary Suite and a Caretaker dwelling unit on each new parcel created from a hypothetical subdivision of the site as noted above. Laneway Housing (LWH) is permitted in the RS-1 zoning, but the site would not meet the criteria for LWH and therefore this type of unit has not been included in this summary.

**** A single family house (principal building) and a Caretaker infill building on each parcel created under a hypothetical subdivision of the site as noted above.

Table B: Yards and Building Depth Summary

	Existing	Permitted or Required based on two approximately equal parcels created by a subdivision unless noted otherwise	Proposed
Front Yard (to Building Line)	33 metres (108 feet) to porte cochere	16.6 metres (54.5 feet) to 25.4 metres (83.2 feet) minimum depending on location	3.7 metres (12.2 feet) to the nearest infill building*
Side Yard	11.6 metres (38 feet) to the heritage house and 1.5 metres (5.0 feet) to the coach house	7.6 metres (25 feet) based on a 38 metre (125 foot) wide site (see Diagram 1 in this appendix)	1.55 metres (5.1 feet) nearest condition for an infill building on the north-west side of the site
Rear Yard	46.6 metres (153 feet) which is the shallowest condition of the existing house	37.3 metres (11.4 feet) to 57.2 metres (187.5 feet) minimum depending on location	Not extending past the heritage house (i.e. same as existing)
Building Depth	14.6 metres (48 feet) for the heritage house	29 metres (95.4 feet) to (44.4 metres)145.7 feet depending on location	14.6 metres (48 feet) for the heritage house



Diagram1: the current site could be sub-divided into two roughly equal development parcels under the Subdivision By-law without the heritage buildings. For Table A in this appendix, it is assumed that the site would be subdivided into two parcels, each approximately 38 metres (125 feet) wide, if redeveloped for purposes of comparison.

2050 SW Marine Drive
RESOLUTIONS OF THE VANCOUVER HERITAGE COMMISSION AND STAFF COMMENTS

On January 21, 2013 the Vancouver Heritage Commission reviewed the application and resolved the following:

THAT the Vancouver Heritage Commission supports the Statement of Significance and the Conservation Plan for 2050 SW Marine Drive, the Wilmar Residence, as presented at its meeting on January 21, 2013, noting the following concerns:

- The Commission asks that the Applicant reconsider using cedar instead of asphalt shingles, and that the decorative element of the two new west dormers be simplified;

FURTHER THAT the Vancouver Heritage Commission support the adding of the Wilmar Coach House to the Vancouver Heritage Register as a "B" listing.

THAT the Vancouver Heritage Commission support the HRA application to add infill houses to the Wilmar site (located at 2050 SW Marine Drive), noting some concern about the need for the 5th house; and

FURTHER THAT the Vancouver Heritage Commission suggest that design development be employed to make four of the infill housing more distinct from the heritage buildings, and that the 5th infill house be more complementary and in keeping with the heritage buildings.

CARRIED UNANIMOUSLY

On February 1, 2016, staff and the developer's representative, James Evans, provided an update on the 'Wilmar' site HRA project and responded to questions. In discussion, the Commission accepted the presentation for information and requested the applicant keep the infill buildings distinguishable from the heritage estate.

Staff Comments:

The current DP Application addresses a number of the items raised in the Commission's resolutions above including the design of the houses as well as changes to the new houses to make them more distinct from the heritage building while allowing for the use of traditional materials such as brick, as well as addressing roofing material on the heritage building.

2050 SW Marine Drive
PUBLIC BENEFITS SUMMARY

Project Summary:

Rehabilitation, conservation, and designation of two heritage buildings and construction of five new houses.

Public Benefit Summary:

The project would result in the conservation and long-term protection of two heritage resources.

	Current Zoning	Proposed
Zoning District	RS-1/ RA-1	HRA
FSR (site area =7,875 m ² (84,739 sq. ft.))	0.70	0.34
Buildable Floor Space (sq. ft.)	59,317	28, 528
Land Use	Residential	Residential

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed HRA (\$)
Required*	DCL (City-wide)	149,300	56,559 ¹
	DCL (Area Specific)		
	Public Art		
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage		984,000
	Housing (e.g. supportive, seniors)		
	Parks and Public Spaces		
	Social/Community Facilities		
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		\$149,300	\$1,040,559

Other Benefits: (non-quantified components): None

Note: DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the City-wide DCL, revenues are allocated into the following public benefit categories: Parks (41%); Replacement Housing (32%); Transportation (22%); and Childcare (5%). Revenue allocations differ among Area Specific DCL Districts.

Note 1: DCL's do not apply to existing floor area.