

SUMMARY AND RECOMMENDATION

8. REZONING: 1920 Southwest Marine Drive (Casa Mia)

Summary: To rezone 1920 Southwest Marine Drive from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District to permit retention, reuse and designation of the existing heritage "A" listed Casa Mia estate building, and development of a three-storey (two storeys above grade) addition; and to permit the entire structure to be used as a 90-bed Community Care Facility for seniors. An FSR of 0.93 is proposed.

Applicant: IBI Group

Referral: This item was referred to Public Hearing at the Regular Council Meeting of October 17, 2017.

Recommended Approval: By the General Manager of Planning, Urban Design and Sustainability, subject to the following conditions as proposed for adoption by resolution of Council:

- A. THAT the application by IBI Group, on behalf of Maureen Mae McIntosh and Roy Alison McIntosh, the registered owners, and The Care Group, to rezone 1920 Southwest Marine Drive [*PID: 004-174-011; Lot 2, Blocks 12, O and R, District Lot 317, Plan 19773*] from RS-1 (One-Family Dwelling) to a CD-1 (Comprehensive Development) District, to increase the floor space ratio (FSR) from 0.70 to 0.93 for an addition to the heritage "A" listed Casa Mia estate building to permit the entire structure to be used as a 90-bed Community Care Facility for seniors, generally as presented in Appendix A of the Policy Report dated October 3, 2017, entitled "CD-1 Rezoning and Heritage Designation: 1920 Southwest Marine Drive (Casa Mia)", be approved subject to the following conditions:

CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by IBI Group, and stamped "Received City Planning Department, April 21, 2017", provided that the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) That, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning, who shall have particular regard to the following:

Urban Design

1. Design development to improve access to natural light and views from the basement level dwelling units including the following provisions:

- (i) Detailed drawings with surveyed existing finished floor elevations demonstrating the minimum achievable depth for below grade habitable spaces;
- (ii) Sloping or terracing grades and planters away from windows and patios to the greatest extent practical;
- (iii) Annotation on plans and sections demonstrating that each below grade dwelling unit is provided with a window complying with regulations for horizontal angle of daylight to a minimum distance of 3.7 m (12 ft.); and
- (iv) Consideration to raise the finished floor elevation of the basement level to improve access to daylight and views.

Note to Applicant: These strategies may include interior sloped walk ways or corridors, over-framed floor structures, deeper patios and planters, and greater building height. An increase in maximum building height above 9.5 m (31 ft.) up to 10.4 m (34 ft.) may only be considered to improve access to daylight and views for the basement level.

- 2. Design development to provide clearer wayfinding and hierarchy for the main entrance.

Note to Applicant: This may be achieved by integrating the architectural expression of the entrance canopy with the existing heritage auto court walls and pillars, by extending the weather protection to the passenger loading area, and by provision of other wayfinding devices such as site lighting and paving patterns. Refer to Landscape Condition 13.

- 3. Design development to the architectural expression of the new addition to be more compatible and respectful of the existing heritage character and features including exploration the following design strategies:
 - (i) Articulate the connection between new and existing buildings as a recessed and subdued predominantly glazed structure;
 - (ii) Reflect the finer grain scale, proportions and level of detail of Casa Mia in the new development;
 - (iii) Consider referencing existing fenestration proportions, operation, and divided lights;
 - (iv) Consideration of a darker colour scheme on the new development that reads as background to the Casa Mia; and
 - (v) Consideration for borrowing the terracotta colour for new accent elements at the roof top and parapet.
- 4. Design development to provide privacy and visual separation for basement dwelling units facing the sunken courtyard.

Note to Applicant: This can be achieved with planters and other landscape screening devices as well as by programming the more active use and circulation spaces toward the centre of the courtyard.

5. Design development to identify on the architectural and landscape drawings built and landscaped features intended to create a bird friendly design.

Note to Applicant: Consider including bird friendly plants on the plant palette, enabling bird habitat conservation and bird habitat promotion. Refer to the Bird Friendly Design Guidelines for examples of built features that may be applicable, and provide a design rationale for the features noted. For more information, see the guidelines at: <http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.

6. Confirmation that the elevator overrun and other roof top appurtenances are absolutely minimized in height and appearance of bulk and massing.

Note to Applicant: Consider referencing the Casa Mia pitched roof forms, such as the pyramidal roof above the play room, as devices to reduce the appearance of roof top bulk and massing as well as creating distinct architectural elements.

7. Consider provision of permanent exterior shade and weather protection structures.

Note to Applicant: Intent is to improve comfort for a greater range of outdoor conditions. Permanent structures in the rear yard and sunken courtyard should be compatible and respectful of the existing architecture. Permanent structures on the roof top should only be provided in compliance with Section 10.11 of the Zoning and Development By-Law and the Bulletin for Roof-Mounted Energy Technologies and Green Roofs - Discretionary Height Increases.

8. Provide annotation on elevation drawings of materials and products for all exterior surfaces including colours, finishes, and intended performance objectives such as energy conservation strategies and weather protection.

Note to Applicant: Intent is to maintain the proposed high-quality design and materiality through subsequent stages. This may also include further explorations to improve performance including glazing, solar shading devices, durable materials, canopies and lighting. All significant surfaces should be labelled including soffits and wall returns. The use of cementitious panel material such as hardi-siding is not considered to be a high quality material.

9. Provide site lighting plan indicating fixture types, locations, and illumination levels.

Note to Applicant: Site lighting should be integrated into the site and building design. The site lighting plan should indicate lighting strategies for paths and exits, wayfinding, security, decoration, and any other exterior light fixtures. For exterior lighting, LED sources are encouraged. Exterior lights should be oriented away from adjacent residential properties and be provided on dimmable switches. Review opportunities to utilize lighting design standards and guidelines that reduce negative impacts to birds and other wildlife.

Sustainability

10. Confirmation that the application is on track to meeting the Green Buildings Policy for Rezoning including a minimum of LEED® Gold rating, with a minimum of 63 points in the LEED® rating system, 1 point each for water efficiency and stormwater management, and a minimum of 6 points under Optimize Energy Performance.

Note to Applicant: Provide a LEED® checklist and sustainable design strategy outlining how the proposed points will be achieved, a letter of confirmation from an accredited professional confirming that the building has been designed to meet these goals, and a receipt including registration number from the CaGBC. The checklist, registration number and strategy should be incorporated into the drawing set. Application for certification of the project will also be required under the policy. Changes to the existing building should be considered with respect to improved energy performance and recycled materials and be included in the heritage conservation plan and documentation.

Crime Prevention Through Environmental Design (CPTED)

11. Provisions for Crime Prevention Through Environmental Design (CPTED) including:
 - (i) Particular regard for mischief in alcoves and vandalism such as graffiti; and
 - (ii) Encouraging natural visual surveillance.

Note to Applicant: Below grade exterior spaces such as sunken patios, exit stairs, light wells, and other similar conditions, should be considered with regard to security, access, path lighting and location of windows that encourage natural visual surveillance.

12. Design development to improve visibility and security in the underground parking in accordance with the Parking By-law including:
 - (i) Overhead lighting and step lights at exit stairs and doors;
 - (ii) 24 hour lights and walls painted white; and
 - (iii) Visibility at doors, lobbies, stairs and other access routes.

Landscape

13. Design development to improve the main entry sequencing and sense of arrival.

Note to Applicant: Currently the prominence of existing Porte Cochere still signals "front entry", with the new main entry as secondary. This condition can be improved by special paving, more significant and attractive planting, bringing continuity along the right side of the drive to direct focus on the doorway, with additional, colourful planting flanking both sides of the actual entry.

14. Design development to the outdoor spaces, to be more articulated and usable throughout the whole landscape.

Note to Applicant: This can be achieved by additional seating and permanent shading of outdoor spaces, significantly more planting beds to define areas and provision of additional, larger replacement trees planted on free grade (rather than over structure).

15. Design development to the sunken courtyard to provide opportunities for walking and wandering throughout the grounds.

Note to Applicant: If necessary for safety of Alzheimer patients, this could include control gates.

16. Design development to the rooftop green roof terrace to provide privacy to adjacent property at the north, by providing wider planting beds planted with taller woody evergreen shrubs at the north edge.

17. Provision of maximized tree growing medium and planting depths for tree and shrub planters over structure, to ensure long term viability of the landscape.

Note to Applicant: Underground parking slabs and retaining walls may need to be altered to provide adequate depth and continuous soil volumes. Growing mediums and planting depths should exceed BCSLA standard. A section through the planted areas should be provided at the time of development permit application, to show adequate depth of soil for the type of trees proposed in order to allow for better root development and therefore healthier trees in the future.

18. The project has high heritage value and the landscape design respects that. It also presents a highly visible formal image. Due to this concept, a landscape management plan is required, recommending and ensuring the on-going maintenance necessary to sustain this level of development will be available into the future.

Note to Applicant: This can be in memo form as a detailed letter of assurance, specifying the schedule for maintenance requirements and commitment to them, signed and dated by both landscape professional and property owner.

Social Policy

19. In collaboration with Vancouver Coastal Health, the applicant must submit a design for the community care facility that meets the "Design Guidelines: Complex Residential Care Developments" and the City of Vancouver's Community "Care Facility Guidelines - Class B" to the approval of Vancouver Coastal Health.
20. That the community care facility aims to maintain or increase the number of public and privately funded beds in future; any potential reduction in the number of beds will be subject to approval of the General Manager of Community Services, in consultation with Vancouver Coastal Health.

Engineering

21. Parking, loading and bicycle spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law. Note to Applicant: The community care facility requires three disability parking spaces (section 4.8.4(b) of the parking By-law).

Note to Applicant: This can be achieved by reducing standard spaces and using the double count for disability spaces to make up for the loss of standard spaces.

22. The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permissions.
23. Clarification of any proposed changes to the existing encroaching wall. Any additions to the wall and other related features not currently the subject of the registered encroachment agreement for the site are to be relocated to private property or removed from the plans.
24. A crossing application is required. Note the new crossing design may result in modification, replacement or removal of the existing concrete curb returns that lead to the main entry and reconfiguration of the westerly paved crossing to align with the opening in the fence.

25. Confirmation that the garbage and recycling space provision is adequate for the sites operations. Please review the Engineering garbage and recycle supplement for advice.
26. Provide automatic door openers on the doors providing access to the bicycle room(s).
27. Design development to provide space for scooter parking.
28. Confirmation that the main gate will be open to traffic during business/visiting hours such that cars and trucks will not have to stop at the gate to gain access and block the bike route or roadway. Should the gate need to be closed then adjustment to the gate location will be necessary to ensure the largest vehicle clears the bikeway.
29. Provide a signal system for the single ramp - a qualified transportation engineer must provide details on the system and locations of all lights, signs and detection devices on the plans. A signed and sealed report from the qualified transportation engineer is required.
30. Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services as follows:
 - (i) Provision of design elevations within the parking and loading areas to calculate the slope and crossfall.

Note to Applicant: Note the slope and crossfall on the drawings as it must not exceed 5%.
 - (ii) Dimension and label all parking, loading and passenger spaces on drawings A1.01 and A1.02.
 - (iii) Provision of a 12 ft. by 12 ft. corner cut on the north side of the ramp at elevation 54.8 ft. to achieve 2-way flow.
 - (iv) Provision minimum vertical clearance for the main ramp, and security gates.

Note to Applicant: A section drawing is required showing elevations, and vertical clearances. The minimum vertical clearance should be noted on plans. 2.3 m of vertical clearance is required for access and maneuvering to all disability spaces. Provide an additional section drawing showing the vertical clearance for the porte cochere.
 - (v) Relocate disability stalls to stalls 1-3.
 - (vi) Provision of independent access for the porte cochere and the Class B passenger space.

Note to Applicant: Provide a maneuvering diagram showing the vehicle maneuvering to access the porte cochere with the Class B passenger space occupied to confirm. Diagram A1.02 is showing 7 ft. drive aisle width under the porte cochere and typically 12 ft. is required.

- (vii) Provision of independent Class A and Class B passenger spaces.

Note to Applicant: Drawing A1.00 shows both spaces overlapped.

- (viii) Provision of improved maneuvering for the Class B passenger space.

Note to Applicant: The Appendix B of the Traffic Study dated February 2017 shows the HandyDart maneuvering which shows the vehicle stopping in the maneuvering aisle and not in the Class B passenger space. The curb or pavement edge design adjacent to the Class B passenger space shown in the traffic study is different than the architectural drawings.

- 31. Development of a transportation management plan to provide guidance for how circulation, parking, pick-up and drop-off activity and deliveries will be managed.

Note to Applicant: Transportation management plan should include recommendations from Traffic Impact Study including:

- (i) Encouraging off-peak travel to and from the site;
- (ii) Provision of on-site bicycle and end-of-trip facilities;
- (iii) Priority parking for staff who carpool;
- (iv) Identification of a Loading Area Manager to be responsible for managing and coordinating delivery schedules and monitoring on-site loading activities and compliance; and
- (v) Provision of a loading operation document to all vendors providing expected loading operations on site.

- 32. Provision of the following revisions as per the recommendations of the Traffic Study by MMM dated February, 2017:

- (i) Installing engineering measures including signage and mirrors to ensure traffic exiting the site to yield to oncoming traffic entering from Southwest Marine Drive to prevent queuing on Southwest Marine Drive.

Geotechnical

33. A geotechnical assessment for the proposed development is to be submitted to the satisfaction of Chief Building Official.

Note to Applicant: The site and adjoining area have been identified as having potential development related slope instability. A report shall be undertaken in accordance with APEGBC's Guidelines for Legislated Landslide Assessments for Proposed Residential Developments in BC. This report should be provided at the development permit stage so that any modifications or additional requirements, as determined by the Chief Building Official, can be incorporated at the time of building permit application.

Heritage

34. All work is to be consistent with the Conservation Plan approved for the project to the satisfaction of the Director of Planning.

Note to Applicant: The Conservation Plan is to include a Maintenance Plan given the unique features of the heritage building and issues related to its long term maintenance and repair.

Technical Review

35. Correction of Height calculation on Sheet A0.06.

Note to Applicant: The calculation of height is interpolated from the 4 corners of the site, not internal building grades along the property line.

36. Provision of more detailed unit layouts for the existing building.

Note to Applicant: It appears that the existing mansion will house private care units, and thus, it is required to review the suite layouts for livability issues.

37. Correction and coordination of Floor Area calculations.

Note to Applicant: There are variations between the Area Overlay and tables on A0.01.

38. Correction of Bicycle parking "Class A" calculation.

Note to Applicant: 1 space for every 100 beds is required; thus, 1 space is required.

CONDITIONS OF BY-LAW ENACTMENT

- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services and to the General Manager of Planning, Urban Design and Sustainability, the General Manager of Engineering Services and the Approving Office, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

1. Decommissioning of the intake pipe for a fuel oil tank in a cavity under City road and release of Easement & Indemnity Agreement 95974H and extension agreement L79168 prior to issuance of any related occupancy permit.

Note to Applicant: Written confirmation from a registered professional is required certifying that decommissioning of the intake pipe has taken place and provision of photographic evidence will be required. Please contact Rodel Arroyo (604-873-7373) of the City's Utility Branch should there be any additional questions regarding the oil intake removal requirements.

2. Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the "services") such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services are provided.
 - (i) Provision of adequate water service to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands, sprinkler demand, hydrant load, and domestic water demands to determine if water main upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required.
 - (ii) Provision of a stormwater and rainwater management plan that meets the objectives of the Citywide Integrated Rainwater Management Plan and complies with the Sewer and Water Course By-law. The plan shall achieve the following objectives:
 - a. Retain or infiltrate the 6-month storm event volume (24 mm) onsite;

- b. Treat the 2-year event (48 mm) onsite; and
- c. Maintain the pre-development 5 year storm event rate. The pre-development estimate shall utilize the 2014 IDF curve, whereas the post development estimate shall use the 2100 IDF curve to account for climate change.

Note to Applicant: Legal arrangements may be required to ensure on-going operations of certain stormwater storage systems.

- (iii) Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features.

In addition, there will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch.

Note to Applicant: Please ensure that in your consultation with B.C. Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met.

- (iv) Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.
- (v) Provision of a minimum 1.53 m (5 ft.) CIP light broom finish concrete sidewalk with saw cut joints on Southwest Marine Drive between the east property line of the site and the intersection of 64th Avenue and Southwest Marine Drive and a minimum 1.5 m wide concrete sidewalk connection from the western walkway property line to the proposed new City sidewalk on Southwest Marine Drive.
- (vi) Provision of upgraded street lighting at the intersection of Southwest Marine Drive and 64th Avenue to current standards including a review of the existing lighting to determine its adequacy and a lighting design as required.

- (vii) Provision of intersection improvements at Southwest Marine Drive and 64th Avenue to facilitate pedestrians crossing Southwest Marine Drive. A new curb ramp, drop curb and connecting sidewalks at the north east corner of 64th and Southwest Marine Drive and asphalt connection from the proposed City sidewalk on Southwest Marine Drive to the road edge are required.
- (viii) Provision of new or replacement duct banks adjacent the development site and for the length of proposed new sidewalk on Southwest Marine Drive that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work.

Note to Applicant: As-constructed documentation will be required that includes photographic and measured evidence of the installed number of conduits, their final locations and depths.

Heritage

- 3. The owners will enter into a Heritage Restoration Covenant (219 Covenant), which will provide for the continuing protection of Casa Mia at 1920 Southwest Marine Drive (the heritage building) and completion of the agreed upon rehabilitation work, and related matters including a waiver of any claim for compensation, to the satisfaction of the Director of Planning and the Director of Legal Services. The agreement is to be signed by the owners prior to enactment of the Heritage Designation By-law and will be registered in the Land Title Office to the satisfaction of the Director of Legal Services prior to the CD-1 By-law enactment.

Note to Applicant: please contact James Boldt in the Heritage Group at james.boldt@vancouver.ca regarding the Heritage Restoration Covenant.

- 4. The Heritage Designation By-law, generally as set out in Appendix C of the Policy Report dated October 3, 2017, entitled "CD-1 Rezoning and Heritage Designation: 1920 Southwest Marine Drive (Casa Mia)", is brought forward to Council for enactment.

Community Amenity Contribution (CAC)

- 5. Pay to the City the Community Amenity Contribution of \$44,850 which the applicant has offered to the City. Payment is to be made prior to enactment of the CD-1 By-law, at no cost to the City and on terms and conditions satisfactory to the Director of Legal Services, and is allocated

for transportation improvements to support walking, cycling or transit in the Arbutus Ridge/Kerrisdale/Shoughnessy Community Vision area or Marpole Community Plan area.

Soils

6. If applicable:
- (i) Submit a site profile to Environmental Services (Environmental Protection);
 - (ii) As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and As required by the Manager of Environmental Planning and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
 - (iii) If required by the Manager of Environmental Services and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until separate Certificates of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, have been provided to the City.

Note: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as Covenants pursuant to Section 219 of the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject sites as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-laws.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

- B. THAT the Director of Legal Services be instructed to bring forward for enactment, pursuant to Sections 593 and 594 of the *Vancouver Charter*, a by-law to designate the heritage building known as "Casa Mia" at 1920 Southwest Marine Drive [PID: 004- 174- 011; Lot 2, Blocks 12, O and R, District Lot 317, Plan 19773], listed in the "A" evaluation category of the Vancouver Heritage Register, as protected heritage property.
- C. THAT, subject to enactment of the CD-1 By-law, the Director of Legal Services be instructed to bring forward for Council approval, the amendment to the Subdivision By-law, generally as set out in Appendix C of the Policy Report dated October 3, 2017, entitled "CD-1 Rezoning and Heritage Designation: 1920 Southwest Marine Drive (Casa Mia)".
- D. THAT A to C 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 is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a bylaw rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

[RZ - 1920 Southwest Marine Drive (Casa Mia)]