



CITY OF VANCOUVER
POLICY REPORT
DEVELOPMENT AND BUILDING

Date: April 21, 2005
Author: Michael Naylor
Phone No.: 604-871-6269
RTS No.: 05070
CC File No.: 5308
Meeting Date: May 10, 2005

TO: Vancouver City Council
FROM: Director of Current Planning
SUBJECT: CD-1 Rezoning – 5541-5675 Willow Street

RECOMMENDATION

- A. THAT the application by Mosaic Homes for 5541-5675 Willow Street (Lots 8 to 13, Block 867, District Lot 526, Plan 8454) to permit 35 two-and-a-half- and three-and-a-half-storey townhouses at a floor space ratio of 1.00, be referred to Public Hearing, together with:
- i. Plans received January 24, 2005;
 - ii. Draft CD-1 By-law provisions, generally as presented in Appendix A; and
 - iii. The recommendation of the Director of Current Planning to approve, subject to conditions contained in Appendix B;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary by-law generally in accordance with Appendix A for consideration at the Public Hearing.

- B. THAT, subject to approval of the rezoning at the Public Hearing, the Noise Control By-law be amended to include the Comprehensive District in Schedule B as set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Noise Control Bylaw at the time of enactment of the rezoning bylaw.

GENERAL MANAGER'S COMMENTS

The General Manager of Community Services RECOMMENDS approval of A and B.

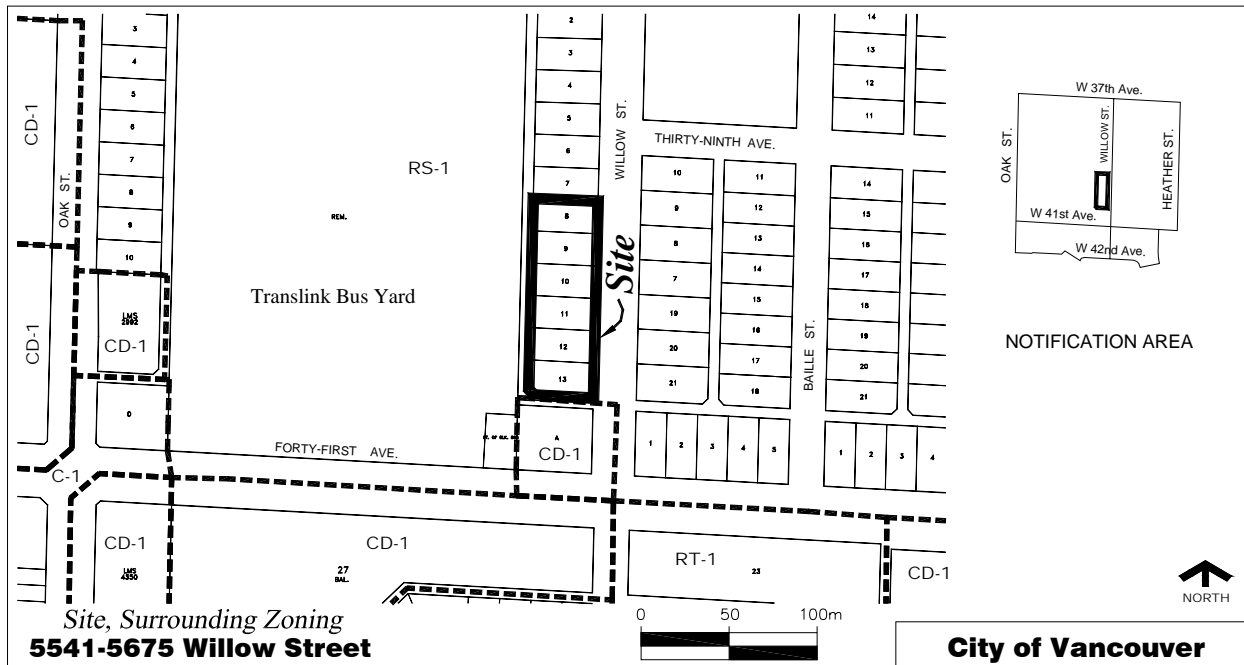
COUNCIL POLICY

Relevant Council policies for this site include:

- Oakridge Langara Policy Statement approved on July 25, 1995.
- CityPlan Rezoning Policy - before and during Neighbourhood Visioning adopted January 16, 1996.

PURPOSE AND SUMMARY

This report assesses an application to rezone six single-family lots from RS-1 to CD-1 to permit development of 35 two-and-a-half- and three-and-a-half-storey multiple dwellings in a townhouse form at 1.00 floor space ratio (FSR). The site is located within an area identified in the Oakridge Langara Policy Statement (OLPS) where rezoning to this use and density is supported by policy.



DISCUSSION

Background - The OLPS divides lands into three general categories related to rezoning possibilities: (a) high-priority sub-areas and specific sites which are considered suitable for rezoning; (b) reserve sub-areas where unanimous support is required of property owners; and (c) remaining areas where no changes are supported.

The subject site is located in a high-priority sub-area for rezoning. This sub-area includes the west side of Willow Street between 38th and 41st avenues. It is intended to serve as a transition between the Translink Bus Yard site, which is also identified as a site that may be considered for rezoning to multi-unit residential, and the single-family neighbourhood to the east, which is to remain as an RS-1 District.

Use – The proposed Multiple Dwelling use in a townhouse form is consistent with the OLPS for this sub-area.

Density and Public Benefits – This sub-area supports townhouse developments at 0.8 to 1.0 FSR with the ability to achieve an increase of up to 20% for the provision of City desired public benefits. The application proposes 1.0 FSR with no additional bonus density. Oakridge-Langara has area-specific policies for Development Cost Levies (DCLs) and Community Amenity Contributions (CACs). A DCL of \$3.25 per square foot would be paid toward public benefits at the building permit stage. Generally, proposals with a density of 1.00 FSR or less are not economically able to pay a CAC in addition to the DCL and therefore no CAC is sought.

Form of Development – (Note plans in Appendix E.) The proposed form of development is two rows of townhouses broken into clusters with an internal courtyard. The street-facing units are two-and-a-half storeys and the side and rear units are three-and-a-half storeys. Pedestrian access is from Willow Street with the rear units accessed by several walkways leading between the clusters. An unusually wide internal courtyard of 12 m (40 ft.) has been achieved with this proposal due to a shallow front-yard setback allowed by a wider street right-of-way and by a parking treatment that allows the rear units to be closer to the lane. The Urban Design Panel strongly supported the application in its review of March 30, 2005.

Parking – The recommended parking standard would result in a minimum requirement of 53 spaces. The applicant proposes to provide 58 parking spaces – 28 in a single-loaded, below-grade parkade accessed by a ramp from the side lane and 30 in at-grade garages accessed directly from the side and rear lanes. Whether at grade or below, the garages are proposed with individual security gates and interior access to units. Residents' bicycle parking is within each unit's secure garage or within storage spaces connected to the garages.

Public Consultation – A notification letter was sent to property owners within the notification area (see map above) on February 16, 2005. A public open house was held on March 9, 2005 at which 18 people signed in. Seven phone calls and four pieces of written correspondence were received in response to the initial notification and the open house. Views expressed were mixed. Many of the concerns were related to several schools located on Willow Street and the traffic problems generated by them. There was also concern about the proposed density and form of the proposal. See Appendix D for more information.

FINANCIAL IMPLICATIONS

There are no financial implications with respect to City budget, fees or staffing.

CONCLUSION

Planning staff conclude that the application is consistent with the OLPS in terms of achieving a compatible and liveable ground-oriented townhouse development in this high-priority sub-area for rezoning. The Director of Current Planning recommends the application be referred to Public Hearing and approved with conditions outlined in Appendix B.

* * * * *

DRAFT CD-1 BY-LAW PROVISIONS

Note: A By-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

Uses

- Multiple Dwellings containing a maximum of 35 dwelling units.

Density

- A maximum floor space ratio of 1.00, based on calculation provisions of the RM-4 District Schedule.

Height

- A maximum of 10.7 m (35 ft.), measured from base surface.

Setbacks

- A minimum setback from the east front-yard property line of 1.37 m (4.5 ft.).
- A minimum setback from the north side-yard property line of 3.05 m (10.0 ft.).
- A minimum setback from the west rear-yard property line of 1.23 m (4.0 ft.).
- A minimum setback from the south side-yard property line of 2.11 m (6.92 ft.).

Parking

- Parking and bicycle spaces are to be provided and maintained in accordance with the Vancouver Parking By-law except that parking is to be provided as the lesser of the RM-3 minimum standard or 1.5 spaces per dwelling unit. The relaxation and exemption provisions of the Parking By-law shall be available.

Acoustics

- Per RM-4N District Schedule.

PROPOSED CONDITIONS OF APPROVAL

Note: Recommended approval conditions will be prepared generally in accordance with the draft conditions listed below, subject to change and refinement prior to finalization of the agenda for the Public Hearing.

FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by Stuart Howard Architects Inc., and stamped "Received by the City Planning Department", January 24, 2005, 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, among other things, the following:

Design Development:

- (i) Design development to reduce the floor area to comply with the maximum 1.00 FSR.
- (ii) Design development to comply with the revised north side-yard setback of 3.05 m (10 ft.).
- (iii) Design development to the building massing and height, south elevation.

Note to Applicant: Reduce height of southeast unit to 2½ storeys as seen from Willow Street. Building massing to be more compatible with the east and west facing units. Consider reorientation of buildings to the courtyard, and reconfiguring the parking ramp as necessary to reduce visual impact where possible.

- (iv) Design development to the pedestrian entrances to the courtyard.

Note to Applicant: Entrances should appear more inviting from the street. One or two entrances should be given a greater emphasis and appear as the main entry point to the courtyard. Consider enlarging some of the pedestrian connections to achieve this. Entrances should allow for greater transparency into the courtyard, considering vistas and how the courtyard space is framed by the Willow Street elevations.

- (v) Design development to the courtyard space.

Note to Applicant: Enrichment and detail development is required, both in terms of soft and hard landscaping. Consider how to transform the courtyard into a meaningful garden experience.

- (vi) Design development to the building elevations along the lanes and related public realm.

Note to Applicant: Consider how the interface between the building and the lane may contribute and enhance the public realm. Avoid continuous garage doors and blank walls where possible, adding elements such as doors, gates, bay windows, balconies, decks etc, as may be appropriate.

CPTED (Crime Prevention through Environmental Design):

- (vii) design development to take into consideration the principles of CPTED having particular regard for reducing opportunities for:
 - theft in the underground
 - break and enter, and
 - mischief and vandalism, such as graffiti.

Note to applicant: Emergency exit stairs from the underground parking should be enclosed to deter break and enter.

Landscape:

- (viii) design development to match the townhouse front yards facing Willow Street to the existing open format of the other residential lots on Willow Street. This will involve deleting the proposed front-yard hedging and relocating the proposed front-yard tree out of the city inside boulevard and into private property. A substantial foundation planting of mixed shrubs and groundcover should be provided.
- (ix) design development to the two lane elevations to provide 8" raised curbs for the grade-level planting areas in order to protect them from vehicles parking in the planting beds.
- (x) design development to the lane treatment to provide a more residential look through the addition of detailing, such as individual raised planters for the trees proposed between the garage, and special paving between the property line and the garages.
- (xi) provision of additional security in the form of fencing between the two sets of garages and the parking ramp facing the south lane.

Note to applicant: To ensure that the areas between these buildings are easy to maintain and safe, the plants should be low shrubs or groundcover, not hedging.
- (xii) provision of screening, between the private side yard of Unit 35 and the rear yard to the north, in the form of fencing or hedging.
- (xiii) provision of a legal survey illustrating the following information:

- existing trees 20 cm caliper or greater on the development site; and
- the public realm (property line to curb), including existing street trees and street utilities, such as lamp posts, fire hydrants, etc. adjacent to the development site.

- (xiv) provision of a full Landscape Plan at the time of full Development Permit application (in the front, side and rear yards) illustrating:
- (xv) proposed plant materials (common and botanical names), sizes and quantities; notation of existing trees and major plants to be retained; paving, walls, fences, light fixtures and other landscape elements; and site grading. Proposed plant material should be clearly illustrated on the Landscape Plan. The landscape plan should be at a minimum scale of 1:100 (1/8" = 1'-0").

AGREEMENTS

- (b) That, prior to enactment of the CD-1 By-law, the registered owner shall, at no cost to the City:
 - (i) Consolidate Lots 8 to 13, Block 867, District Lot 526, Plan 8454;
 - (ii) Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following:
 - (1) Relocation of the sewer line that passes through Lot 9 to the northern edge of Lot 8 and the provision of a 3.05 m (10-ft.) wide Statutory Right of Way to contain the sewer line. All permanent structures above and below grade and proposed trees must be removed from within the right-of-way area.
 - (2) Arrangements for future use of the right-of-way area as a public, pedestrian walkway through the site, should opportunities to connect to the west of the site arise.
 - (3) Provision of street trees adjacent the site where space permits.
 - (4) Undergrounding of all new utility services from the closest existing suitable service point. All services, and in particular electrical transformers to accommodate a primary service must be located on private property. The development site is not to rely on secondary voltage from the existing overhead network. Any alterations to the existing underground / overhead utility network to accommodate the development will require review and approval by the Utilities Management Branch. Early contact with the Utilities Management Branch is encouraged.

DRAFT AMENDMENTS TO THE NOISE BY-LAW NO. 6555

"[CD-1 #] [By-law #] 5541-5675 Willow Street"

ADDITIONAL INFORMATION

Site, Surrounding Zoning and Development – The rectangular site is comprised of six 60' x 120' single-family lots which would be consolidated to form a one-acre property with a site area of 4 057 m² (43,669 sq. ft.). To the east is an RS-1 District with similar sized lots. Most retain their original 1950s one-family dwellings. To the south is a two-storey medical-dental building under CD-1 zoning. This building fronts onto 41st Avenue but has its parking access through a lane which also serves the subject site.

To the west is a 5.7 ha (14-acre) parcel of land which has been used as a transit bus yard since before the area was developed. Over the next few years, the bus facility will relocate to Hudson Street and the site will undergo planning as a major redevelopment site. The Oakridge Langara Policy Statement (OLPS) calls for a mix of townhouses and low- to mid-rise apartment buildings on this site with an overall (gross) density of 0.9 to 1.0 FSR. New street and park dedications are expected.

To the north, up to 38th Avenue, are seven more 60' x 120' lots which are also in same OLPS sub-area as the subject site. These lots retain their one-family dwellings and have not been subject to any rezoning applications. Also on Willow Street are three schools. Eric Hamber Secondary School is about three blocks to the north. One block to the north is a former Vancouver School Board site on which there is a development application to build a French language school by the Francophone school board of BC. To the south, across 41st Avenue, is a new Jewish secondary school under construction. The Jewish Community Centre is also on the south side of 41st Avenue in a CD-1 District. Oakridge Shopping Centre is two blocks to the east and a proposed RAV Station will be five blocks away at Cambie Street and 41st Avenue.

Proposed Development – The proposed form of development is townhouses clustered side-by-side in blocks. The street-facing blocks have two floors and pitched roofs. They are 8.5 m (28 ft.) in height to the roof peak or 2 ½ storeys overall. These front units have their parking in private underground garages beneath the unit. Included is a basement storage/mechanical room and stair access to the unit above. The rear blocks have three floors and pitched roofs. They are 10.7 m (35 ft.) in height to the roof peak or 3 ½ storeys overall, except for the north end unit. Because this unit is adjacent to the rear yard of a neighbouring single-family house, it steps down to 9.1 m (30 ft.) in height and is set back from the north property line by 4.4 m (14.3 ft.).

Five units at the south end of the site are oriented perpendicular to Willow Street. A 2½-storey centre unit would be built over the ramp leading to the underground parking and the other units are proposed at 3½ storeys, like the rear units. The applicant has agreed to amend the design of the unit closest to Willow Street to reduce its height and make it similar to the other street-facing units. The side and rear units have their parking in private garages on the first floor of each unit with vehicle access directly from the lane. As with the street-facing units, there is interior access from the garage into the unit.

The RS-1 District has an outright height limit of 9.2 m (30 ft.) and a discretionary limit of 10.7 m (35 ft.). This application proposes a maximum height of 10.7 m to accommodate the 3½-storey rear and side units with at-grade garages. This proposed maximum height is justifiable because (a) the adjacent building form existing to the south is higher, (b) future building forms on the bus yard site will likely be higher, (c) the grade rises about 0.9 m (3 ft.)

from the lane up to the bus yard site, and (d) the proposed building heights allow for pitched roof forms which create a better fit with the residential character of the surrounding neighbourhood.

While the double rows of townhouses are typical for development on a rectangular parcel, the size of the internal courtyard in this proposal is larger than normal. Willow Street has an abnormally wide road allowance of 24 m (80 ft.), but a standard curb-to-curb dimension and therefore an exceptionally deep boulevard area. The proposed development takes advantage of this deep boulevard by setting the street-facing units closer to the front property line – 1.4 m (4.5 ft.). With the deep boulevard the dimension from the building face to the curb is 7.9 m (26 ft.). At the same time, the rear units are set back 1.2 m (4 ft.) from the rear property line. The width of the resulting internal court is a generous 12 m (40 ft.), instead of a more typical 8 m (26 ft.). Accommodated in the courtyard is the private open space for both the front and rear units.

Parking – The parking treatment is also somewhat unique. Instead of a double-loaded underground parkade serving both front and rear units, the applicant has proposed a hybrid solution where a single-loaded below-grade parkade, accessed from the side lane, serves the front units while the rear units have at-grade garages accessed directly from the side and rear lanes.

The recommended parking standard would result in a minimum requirement of 53 spaces. The applicant proposes a total of 58 parking spaces – 28 spaces in the below-grade parkade and 30 in the at-grade garages. This is a ratio 1.66 spaces per unit which means that two thirds of the units have double garages and one third have single garages. Whether at grade or below, the garages have individual gates and interior access to units providing an increased level of security. Resident bicycle parking is within each unit's secure garage or within storage spaces connected to the garages.

Public Input – On February 16, 2005, a notification letter was sent to property owners within the notification area (shown on the map on page 2 of this report) and rezoning information signs were posted on the site. A public open house was held at the Jewish Community Centre on March 9, 2005. Eighteen people signed in, although many more stopped by. Comments were mixed. Many expressed concern about other matters in their neighbourhood, in particular about the traffic and parking volumes generated by local schools. Comments heard about the rezoning application ranged from those who felt the proposal placed too much density or too many units in what they viewed a single-family neighbourhood, to others who supported the proposal and inquired as to how their own property could be considered for rezoning.

The sub-area of the OLPS in which the site is located is intended to create a transition between higher density development anticipated on the bus yard site and the retained RS-1 District to the east. A planning process for the bus yard site has yet to be undertaken, so it has been difficult for some to envision how the redevelopment of the west block face of Willow Street into townhouses would provide a transition. Instead, some view the introduction of townhouses at this location as an intrusion into the single-family neighbourhood. It may seem more logical if the transition areas did not come forward for rezoning until after the planning for the bus yard site was underway, however the OLPS does not prescribe a sequence for the various sites to be rezoned. An apartment site has already

been rezoned and developed in the other transitional sub-area on the west side of the bus yard.

Others who commented were supportive of the density and form, but questioned why the east side of Willow and other RS-1 properties to the north of the bus yard were not also considered by the OLPS for redevelopment. This neighbourhood is within the Riley Park-South Cambie Vision area, so area-wide planning is currently underway. Also, the redevelopment of the bus yard site will be handled as a major project with community input. There are opportunities within these planning programs to consider further land use policy changes for the area.

The neighbours who live closest to the site were pleased that the building height stepped down with the street-fronting units to create a better fit with the existing houses on the street, and that the north rear unit was set back and reduced in height in response to the adjacent single-family rear yard. There was however concern that the southernmost street-fronting unit turned its side to the street and was proposed at 3½ storeys. In response, the applicant has agreed to revise the design of that unit to be more amenable to its street-front location in terms of height and façade.

Comments of the General Manager of Engineering Services — The General Manager of Engineering Services has no objection to the proposed rezoning, provided that the applicant complies with conditions as shown in Appendix B.

An existing sewer line is to be relocated to north edge of the site (Lot 8) in a 3.05 m (10-ft.) wide Statutory Right of Way. The potential for future public use of the right of way as a walkway is to be secured in the event that it is needed for a pedestrian link between Willow Street and the bus yard site. Possibilities for linkages will be further explored in the planning of the bus yard site.

Fire Department Comments — The Fire Department reviewed the application and made the following comments:

1. The addressing for all the townhouse units should be reviewed, as the Fire Department responds to street address.
2. A minimum 2 m wide main access pathway is required through the courtyard.
3. A Fire Department response point is required. Suggested is a kiosk structure where fire alarm annunciator panel could be located, complete with strobe light and Graphic Site Plan of Units.
4. Identify access to the underground parking.
5. All buildings are to be sprinklered to a minimum NFPA 13R.

Public Benefit — The proposed development is subject to an area-specific Development Cost Levy (DCL) for Oakridge-Langara of \$34.98 per m² (\$3.25 per sq. ft.). Payment is a condition of building permit issuance.

Urban Design Panel Comments — The Urban Design Panel reviewed the proposal on March 30, 2005 and strongly supported the use, density and form of development. The panel offered the following comments:

Support for use, form and density, with the following comments on the form of development:
- architectural expression supported;

- the majority of Panel members thought there was an appropriate transition to the neighbours;
- the public realm is suffering somewhat and it was noted there is some flexibility in the courtyard space, e.g., it could be narrower either to increase the setback at the lane and to the street, or both;
- concerns expressed about the south elevation both in terms of planning and with respect to the unit over the ramp and the height and massing of the southeast unit;
- strong consensus that there is some City responsibility with respect to redevelopment of the bus barns site, i.e., providing some direction with respect to connections to that site and how the lane might be treated in the future;
- questions about whether the parking for the rear units could be located underground in a double loaded parking structure which would provide greater flexibility in the lane;
- given the proximity of the new RAV station, the City should be looking at decreasing the use and visibility of vehicles in the neighbourhood and promoting cycling and walking;
- living rooms facing Willow Street would be a neighbourly gesture and provide "eyes on the street".

The Panel strongly supported this application. The use and density were considered very appropriate. One Panel member also suggested that once the bus barns site is redeveloped it might be found that this site could have taken even greater density. The Panel thought the development would provide a satisfactory transition from the single family neighbourhood as well as a good transition of building heights within the development itself.

The relationship to the neighbouring single family house to the north was considered to have been satisfactorily addressed. One Panel member questioned the massing of the northwest unit and the resulting awkward relationship to its neighbour, suggesting a three storey alternative with a larger side yard might be considered.

The Panel strongly endorsed the architectural expression which was thought to have a nice Vancouver quality that will be good for the area. It is a very well crafted scheme with the details of each unit nicely executed. The choice of materials was strongly supported, particularly the texturing on the upper floor.

In general, the massing was thought to work quite well with the exception of the south elevation where the units seem to be "squeezed" and have an awkward orientation to the courtyard. The three storey massing of the unit at the southeast corner was also thought to be negative, with recommendations to reduce this unit to two storeys to match the rest of the massing along Willow Street. Another suggestion was to absorb the south units into the front and rear rows, which would also allow the creation larger gaps and east-west links through the site.

The Panel generally found the Willow streetscape to be well handled and there were no strong objections to tightening up this frontage but some suggestions that it could be increased by a couple of feet and reducing the rear yards. With respect to unit layouts there was a concern that the units on Willow should have their living rooms facing the street to provide "eyes on the street".

There were some concerns about the adequacy of the private open space for the lane units and the arrangement of the interior spaces of some of these units. The addition of roof decks for the lane units was strongly recommended.

Several Panel members thought the lane treatment was a missed opportunity given the future redevelopment of the neighbouring bus barns site. The Panel suggested the City should be providing some guidance to developers as to how this lane is expected to function in terms of interface with the neighbourhood, particularly since this project will likely set the tone for the area. Concerns were also expressed about the lack of ability for the public to move through this site from the bus barns site and the nearby schools, noting that pedestrians will likely try to find a way to get through this site anyway. It was suggested such a route could easily be provided at the north end of the site.

Some Panel members thought that, depending on what City policy might be developed with respect to the lanes in this area, entrances off the lane to create a mews could be a good alternative since it would alleviate the challenges posed by having rear yards and front yards facing each other. However, it was generally agreed that this depends on City initiative and is not the responsibility of this developer.

Concerns were expressed about the treatment of the courtyard which has relatively small pathways going through it and little in the way of a gathering space, including seating, for the residents. From a community building point of view the provision of such a gathering space was strongly recommended.

There was differing opinion about the size of the courtyard relative to the front and rear setbacks but it was generally agreed that there is sufficient flexibility with this generous courtyard to increase the setback on the lane to improve that environment and/or increase the Willow frontage.

A question was raised as to whether double loading parking had been considered, which would improve the outdoor spaces for the rear units.

The importance of considering sustainability at the rezoning stage was stressed, noting that opportunities for reducing environmental impact are best pursued at the beginning of the design stage of a project.

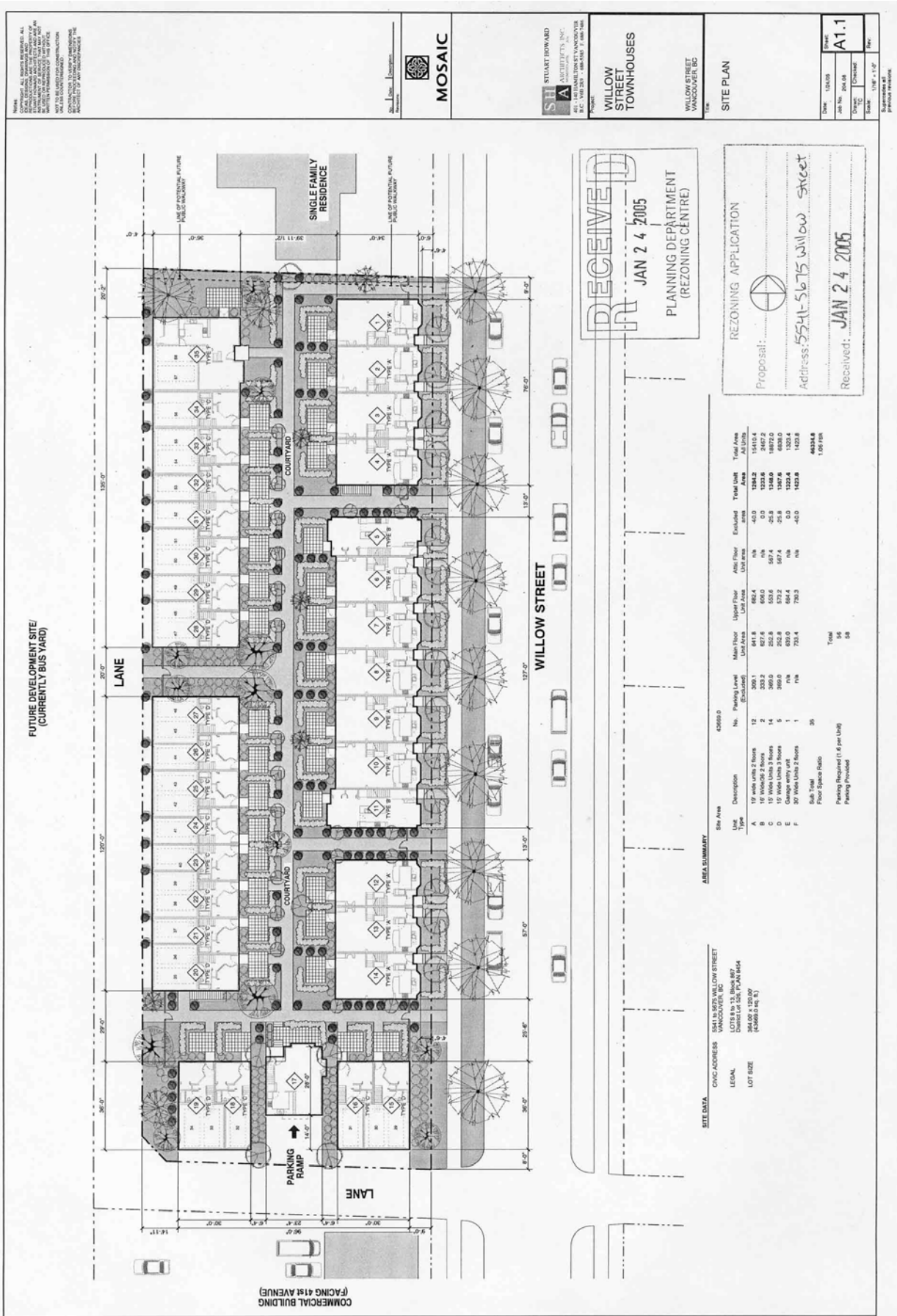
Environmental Implications – Nearby access to transit and commercial services may reduce dependence on the use of automobiles. The site is also close to the Ridgeway Greenway and the Heather Bikeway.

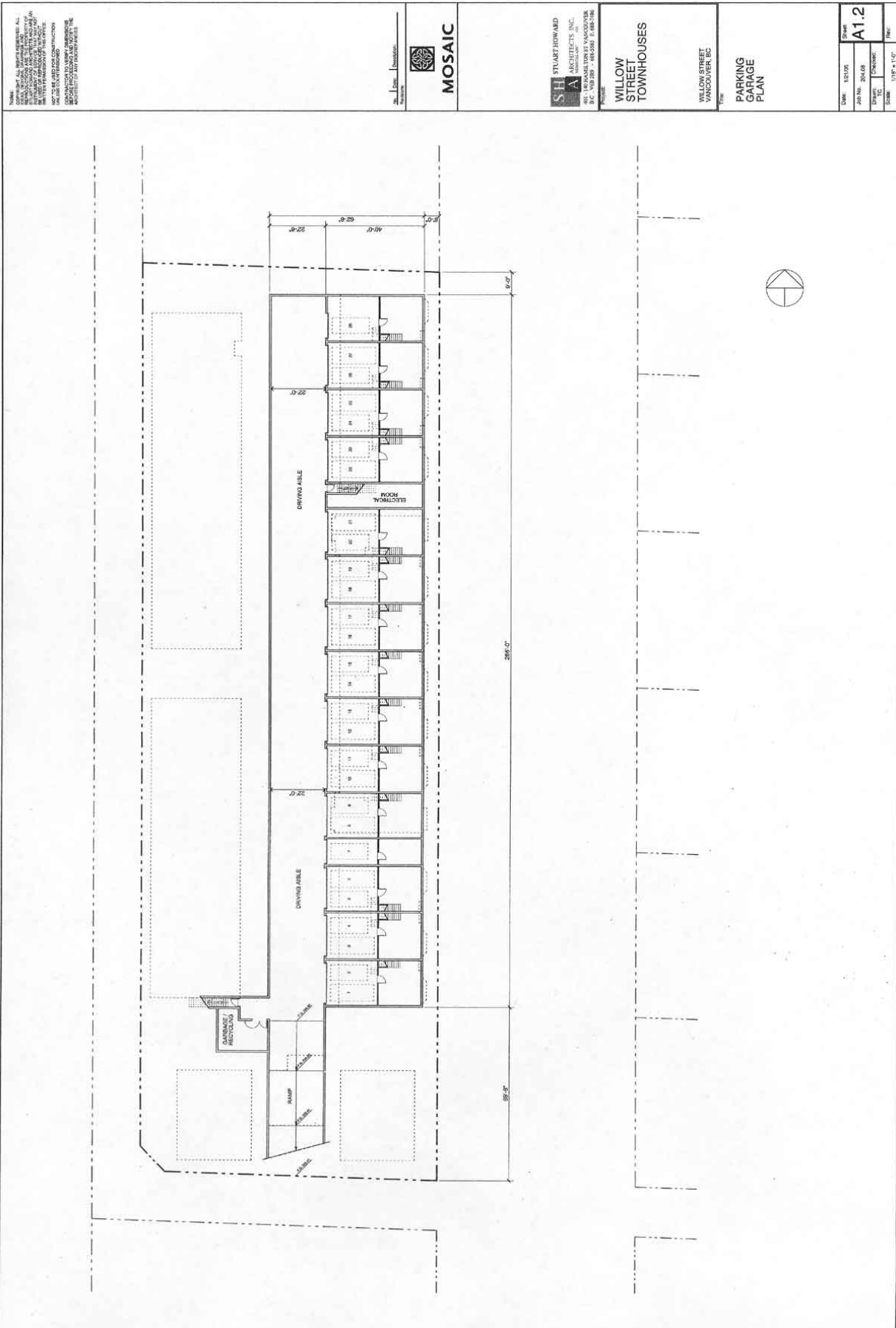
Social Implications – There are no major positive or negative social implications to this proposal. There are no implications with respect to the Vancouver Children's Policy or Statement of Children's Entitlements.

Comments of the Applicant – The applicant has been provided with a copy of this report and submits the following comment:

"We have reviewed the report and, in general, agree with its recommendations and conclusions."

DEVELOPMENT PLANS





<p>UNIT TYPE 'A'</p> <p>TYPE 'A' AREA SUMMARY</p> <table border="1"> <tr><td>PARKING LEVEL (EXCLUDED)</td><td>309.1 sq. ft.</td></tr> <tr><td>MAIN FLOOR</td><td>641.9 sq. ft.</td></tr> <tr><td>UPPER FLOOR</td><td>882.2 sq. ft.</td></tr> <tr><td>TOTAL</td><td>1,233.2 sq. ft.</td></tr> </table> <p>PARKING LEVEL AREA BELOW BASE SURFACE EXCLUDED</p> <p>MAIN FLOOR 807.8 sq. ft.</p> <p>UPPER FLOOR 801.9 sq. ft.</p>	PARKING LEVEL (EXCLUDED)	309.1 sq. ft.	MAIN FLOOR	641.9 sq. ft.	UPPER FLOOR	882.2 sq. ft.	TOTAL	1,233.2 sq. ft.	<p>UNIT TYPE 'B'</p> <p>TYPE 'B' AREA SUMMARY</p> <table border="1"> <tr><td>PARKING LEVEL (EXCLUDED)</td><td>333.2 sq. ft.</td></tr> <tr><td>MAIN FLOOR</td><td>627.9 sq. ft.</td></tr> <tr><td>UPPER FLOOR</td><td>668.0 sq. ft.</td></tr> <tr><td>TOTAL</td><td>1,229.1 sq. ft.</td></tr> </table> <p>PARKING LEVEL AREA BELOW BASE SURFACE EXCLUDED</p> <p>MAIN FLOOR 827.8 sq. ft.</p> <p>UPPER FLOOR 804.9 sq. ft.</p>	PARKING LEVEL (EXCLUDED)	333.2 sq. ft.	MAIN FLOOR	627.9 sq. ft.	UPPER FLOOR	668.0 sq. ft.	TOTAL	1,229.1 sq. ft.	<p>UNIT TYPE 'C'</p> <p>TYPE 'C' AREA SUMMARY</p> <table border="1"> <tr><td>MAIN FLOOR</td><td>252.8 sq. ft.</td></tr> <tr><td>STORAGE</td><td>-25.8 sq. ft.</td></tr> <tr><td>UPPER FLOOR</td><td>533.9 sq. ft.</td></tr> <tr><td>ATTIC</td><td>587.4 sq. ft.</td></tr> <tr><td>TOTAL</td><td>1,348.3 sq. ft.</td></tr> </table> <p>MAIN FLOOR 207.0 sq. ft. (STORAGE & PARKING EXCLUDED)</p> <p>UPPER FLOOR 504.9 sq. ft.</p> <p>ATTIC 587.4 sq. ft.</p>	MAIN FLOOR	252.8 sq. ft.	STORAGE	-25.8 sq. ft.	UPPER FLOOR	533.9 sq. ft.	ATTIC	587.4 sq. ft.	TOTAL	1,348.3 sq. ft.
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<p>Notes:</p> <p>1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.</p> <p>2. FINISHES TO BE DETERMINED BY THE ARCHITECT AT THE TIME OF THE CONTRACT.</p> <p>3. ALL WORK TO BE IN ACCORDANCE WITH THE BC BUILDING CODE AND ALL APPLICABLE REGULATIONS.</p>	<p>MOSAIC</p> <p>Architects Inc.</p>	<p>STUART HOWARD ARCHITECTS INC.</p> <p>102-1180 BURNHAMTHORPE BLVD. #100 RICHMOND, BC V6X 3A9 TEL: 604-273-3300 FAX: 604-273-3301</p> <p>Project: WILLOW STREET TOWNHOUSES</p> <p>Location: WILLOW STREET VANCOUVER, BC</p> <p>Unit Plans: TYPE 'A' TYPE 'B' TYPE 'C'</p> <p>Scale: 1/8" = 1'-0"</p> <p>Sheet: A2.1</p> <p>Date: 12/1/08</p> <p>Drawn By: J. SMITH</p> <p>Checked By: J. SMITH</p> <p>Scale: 1/8" = 1'-0"</p> <p>Sheet: A2.1</p>																										

Notes: See Section 05100 for details on exterior finishes. See Section 05200 for details on interior finishes. See Section 05300 for details on mechanical, electrical, and plumbing. See Section 05400 for details on site work. See Section 05500 for details on landscaping. See Section 05600 for details on painting. See Section 05700 for details on signage. See Section 05800 for details on furniture. See Section 05900 for details on miscellaneous. See Section 06000 for details on other work.

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MOSAIC

WILLOW STREET TOWNHOUSES

1100 WEST 10TH AVENUE
VANCOUVER, BC

WEST ELEVATIONS
THRU SOUTH LANE
THRU SOUTH LANE

Date: 12/10/05
Job No: 004-08
Drawing: 03-0000
Scale: 1/16" = 1'-0"
Sheet: A3.2

Sheet: A3.2

WEST ELEVATION FACING COURTYARD

WEST ELEVATION FACING LANE

WEST ELEVATION FACING LANE

SOUTH ELEVATION (THRU SOUTH LANE)

APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	5541-5675 Willow Street
Legal Description	Lots 8 to 13, Block 867, District Lot 526, Plan 8454
Applicant	Mosaic Homes
Architect	Stuart Howard Architects
Property Owner	Mosaic Homes
Developer	Mosaic Homes

SITE STATISTICS

	GROSS	DEDICATIONS	NET
SITE AREA	4 056.9 m ² (43,669 sq. ft.)	0	4 056.9 m ² (43,669 sq. ft.)

DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT	RECOMMENDED DEVELOPMENT (if different then proposed)
ZONING	RS-1	CD-1	
USES	One-Family Dwelling	Multiple Dwellings	
MAX. FLOOR SPACE RATIO	0.60 FSR	1.00 FSR	
MAXIMUM HEIGHT	10.7 m (35 ft.)	10.7 m (35 ft.)	
PARKING SPACES	one per dwelling unit	58 (min. 53 required)	
FRONT YARD SETBACK (Willow Street)	7.32 m (24.0 ft.)	1.37 m (4.5 ft.)	
NORTH SIDEYARD SETBACK (abuts neighbouring lot)	1.83 m (6.0 ft.)	2.74 m (9.0 ft.)	3.05 m (10.0 ft.)
SOUTH SIDEYARD SETBACK (abuts side lane)	1.83 m (6.0 ft.)	2.11 m (6.92 ft.)	
REAR YARD SETBACK (abuts rear lane)	16.46 m (54.0 ft.)	1.23 m (4.0 ft.)	