



**CITY OF VANCOUVER**

**POLICY REPORT**  
**DEVELOPMENT AND BUILDING**

Date: May 27, 2005  
Author: Michael Naylor  
Phone No.: 604-871-6269  
RTS No.: 05112  
CC File No.: 5306  
Meeting Date: June 14, 2005

TO: Vancouver City Council

FROM: Director of Current Planning

SUBJECT: CD-1 Text Amendment - 2001 Nanton Avenue (Arbutus Club)

**RECOMMENDATION**

THAT the application by Stantec Architecture, to amend CD-1 By-law No. 4085 for 2001 Nanton Avenue (Lot B, Block 76, District Lot 526, Plan 11136), to permit an underground parking structure and expansion of building floor area, be referred to Public Hearing, together with:

- i. Plans received October 13, 2004;
- 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 amending by-law generally in accordance with Appendix A for consideration at the Public Hearing.

**GENERAL MANAGER'S COMMENTS**

The General Manager of Community Services RECOMMENDS approval of the foregoing.

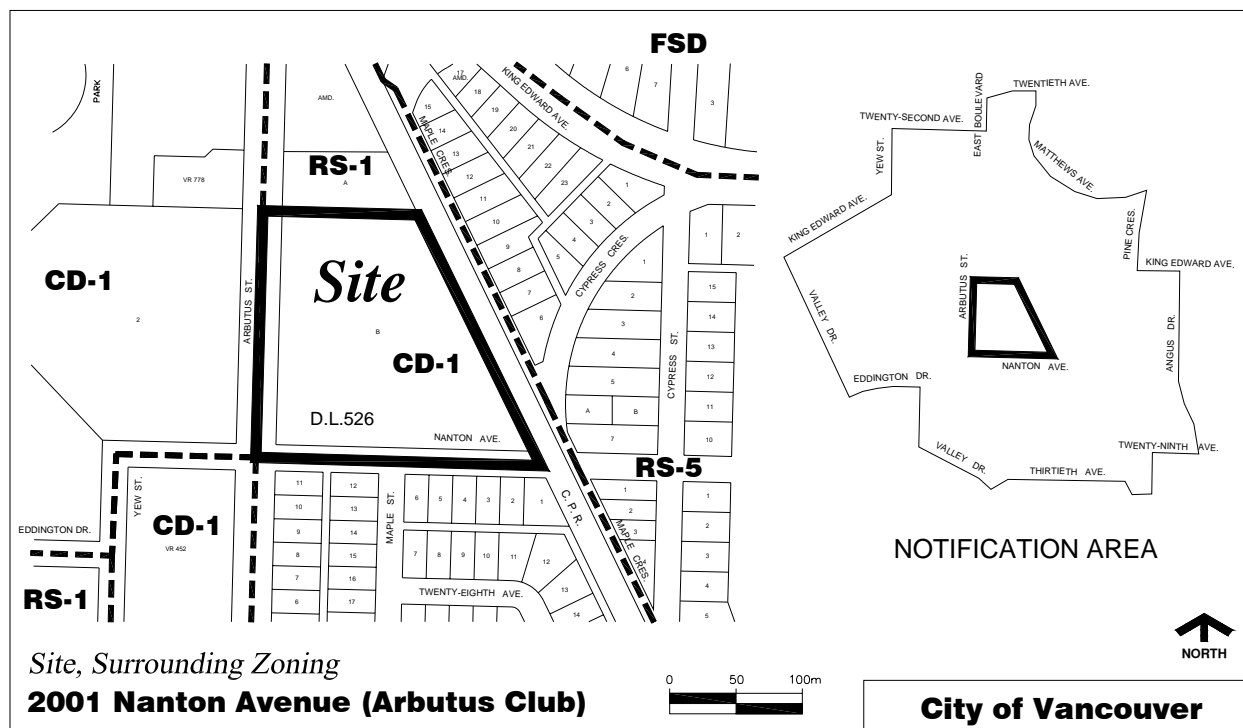
**COUNCIL POLICY**

*Relevant Council policies for this site include:*

- *On December 19, 1963, Council enacted CD-1 (#27) By-law No. 4085 which applies to this site and which permits a social and recreational club.*
- *On October 16, 2001, Council approved an amendment to the CD-1 By-law to permit relocation and expansion of an existing tennis bubble and additional surface parking.*
- *CityPlan Rezoning Policy - before and during Neighbourhood Visioning (adopted January 16, 1996) permits institutional rezonings during Visioning.*

**PURPOSE AND SUMMARY**

This report assesses an application to amend the existing CD-1 By-law for the Arbutus Club to permit construction of an underground parking structure and new tennis courts, to expand the floor space ratio (FSR) by 10% and to relocate a previously approved tennis bubble. Staff support the proposed underground parkade as it would reduce the on-street parking impact on residential neighbours in a superior way than the previous surface-lot solution approved in 2001. Staff also support the minor floor area increase and tennis bubble relocation.



**DISCUSSION**

**Background** – The CD-1 By-law, enacted in 1963, defines the use of the site as a social and recreational club. The original By-law allowed for an FSR of 0.45, which was increased in 1980 to 0.50 FSR and in 1990 to 0.67 FSR. The most recent building expansion occurred after the 1990 amendment. In 2001, the By-law was further amended splitting the FSR into 0.63 permanent FSR and 0.09 temporary FSR. The 0.63 permanent FSR covered the existing

building floor space and the 0.09 temporary FSR covered an air-supported bubble to be erected during the winter months over four existing tennis courts. Each By-law amendment also included increases to the required parking.

**Density** — The application seeks to increase the FSR for permanent structures from 0.63 to 0.69 which would:

1. allow for a one-storey, 1 000 m<sup>2</sup> (10,800 sq. ft.) expansion of the club building over part of the proposed underground parking structure, adjacent to four new tennis courts; and
2. permit the enclosure and conversion of an existing lower-level parking area at the north end of the building to achieve an additional 432 m<sup>2</sup> (4,650 sq. ft.) of club space.

The application also seeks to increase the FSR for temporary air-supported structures from 0.09 to 0.10 to allow for a larger tennis bubble than was planned with the 2001 amendment. The size of tennis bubble permitted would increase from 2 417 m<sup>2</sup> (26,000 sq. ft.) to 2 686 m<sup>2</sup> (28,900 sq. ft.) allowing for an extension that attaches the bubble to the exterior wall of the adjacent club expansion.

This club expansion would house the stair/elevator access to the parkade and additional membership space overlooking the tennis courts. The conversion of the parking space would also provide additional membership space. The Arbutus Club desires these improved facilities for their existing membership and have stated that they do not intend to increase the membership at this time. Staff support the increased density and the new tennis courts in this private club because it supplements publicly provided recreational facilities in meeting growing area-wide demands.

**Form of Development** — (Note plans in Appendix D.) The existing 16 900 m<sup>2</sup> (182,000 sq. ft.) of club space comprises a large one- and two-storey club building that covers much of the north half of the site, and an indoor pool and court facility below grade near the Arbutus Street frontage. Four outdoor tennis courts are on top of this underground structure. Two additional courts are in the southeast corner of the site which are covered for part of the year with an air-supported bubble.

The proposed form of development is a three-level underground parking structure to be added in the southeast corner of the site in place of the bubbled courts. On top of the parking structure, at grade level, would be four new tennis courts and a 1 000 m<sup>2</sup> (10,800 sq. ft.) expansion of the existing club building. The expansion fills in a triangular space between the existing building and the tennis courts. It has a useable roof deck, the use and design of which would be addressed at the development permit stage.

A bubble is proposed to cover the four new courts. This represents a new location for a four-court bubble which was approved in 2001 but never installed over the existing courts by Arbutus Street. While the new bubble would be twice the area of the existing two-court bubble and has slightly more floor area than the one approved in 2001, it is not expected to be any taller in height than the bubble that has been installed each winter for a number of years. Existing and proposed landscaping would screen the bubble from adjacent residential properties.

The 432 m<sup>2</sup> (4,650 sq. ft.) of club expansion proposed at the north end of the building entails eliminating an existing 18-stall parking area located beneath the building and enclosing it as

interior space for club use. The impact on the existing form of development is therefore minimal and this area is not visible from neighbouring residential properties.

Staff support the form of development because the parkade puts below grade a considerable amount of parking that would otherwise be at grade, the building expansions are minor changes to the existing form, and the proposed bubble would be adequately screened and is in a location for which a bubble has been present for a number of years.

The proposed form of development assumes that a neighbourhood-serving sewer line, which traverses through the property, will be relocated outside the property. This entails the granting of a new rail line crossing for the relocated sewer which cannot be guaranteed at this point. If the new crossing and relocation cannot be achieved, the form of development may need to be adjusted. Should this be the case, providing the regulations in the CD-1 By-law are not exceeded, Council may be asked to approve a form of development that differs from that put forward for approval in principal at the Public Hearing. Community input would be sought on any change of plans and reported to Council. This matter will be resolved at the development permit stage.

**Parking** – The current CD-1 By-law requires a minimum of 237 parking spaces and up to 299 spaces if all the phases approved in the 2001 rezoning are implemented. There are 237 spaces existing on the site – 219 in surface lots and 18 beneath the north end of the building. Under this application, 214 spaces would be provided in the new underground parkade and an additional 129 spaces are proposed in surface lots, for a total of 343 spaces. Applying the parking assessment that was done for the 2001 rezoning, the requirement for this application would increase marginally due to the extra floor space and two additional tennis courts. The recommended minimum requirement is now 330 spaces.

The current CD-1 By-law has no requirement for bicycle parking. Under the proposed amendments, the Club would be required to provide bicycle space according to the Parking By-law. The transportation consultant recommends that Class A bicycle spaces be provided in the new parkade. Class B bike racks would also be required which could be conveniently located near the building's entrances.

**Public Consultation** – The applicant consulted with the surrounding neighbourhood in the fall of 2003 prior to submitting a rezoning application in October 2004. A City letter was sent to all property owners in the notification area (see map above) on November 17, 2004. Seven residents replied. As with the 2001 rezoning, the respondents are supportive of the Club providing more parking on their site to address existing problems with Club patrons parking on local streets. They also felt that the current proposal to locate much of the parking in an underground parkade was better than the 2001 plan. Concerns were expressed about traffic volumes on Nanton Avenue, and with the impacts of the Club traffic and parking on the local residential streets. Under the proposed development, vehicular access to the Club would continue to be from Nanton Avenue, but the driveways would be reconfigured. For more discussion about transportation and parking see Appendix C.

**Public Benefit** – Under the City's Community Amenity Contribution (CAC) policies, the application is a large-site, non-standard rezoning and therefore subject to a negotiated CAC. An economic analysis was undertaken by Real Estate Services to determine if there would be an increase in property value resulting from the rezoning. The conclusion was that the significant cost incurred by the applicant to complete the improvements would not generate

an increase in land value. Therefore, the minimum CAC for standard rezonings of \$3.00 per sq. ft. on the net increase in floor space is recommended for this application which calculates to \$60,714.

The CAC policies allow for cash contributions to be spent on specified off-site amenities. For this application, staff recommend that the CAC be directed toward the installation of a sidewalk along the south side of Nanton Avenue opposite the site. This block between Arbutus Street and Maple Crescent is the only section of Nanton without a sidewalk. Pedestrians will benefit by not having to use the sidewalk on the north side which crosses the Club driveways. Notification of the sidewalk proposal was sent to property owners along Nanton and in the neighbourhood to the south on March 24, 2005. Of the nine replies received, only one was not supportive.

### **FINANCIAL IMPLICATIONS**

Approval of the report recommendations will have no financial implications with respect to City budget, fees or staffing.

### **CONCLUSION**

The application represents a superior plan than the 2001 rezoning for resolving the neighbourhood parking issues and it will result in improvements along Nanton Avenue including a new sidewalk. The Director of Current Planning recommends the application be referred to Public Hearing and approved with conditions outlined in Appendix B.

\* \* \* \* \*

## DRAFT AMENDMENTS TO CD-1 BY-LAW (27) NO. 4085

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

### Section 3 (Floor Space Ratio)

The Floor Space Ratio must not exceed ~~0.63~~ **0.69** for permanent structures and ~~0.09~~ **0.10** for temporary air-supported structures. The following shall be included in the computation of Floor Space Ratio:

[The remainder of the section is unchanged.]

### Section 4 (Parking)

Any development or use of the ~~land~~ *site* requires the provision, development and maintenance, in accordance with *the requirements of, and relaxations, exemptions and mixed-use reductions in*, the Parking By-law, of ~~the greatest of:~~ *off-street parking, loading and bicycle spaces, except that the site must have at least 330 off-street parking spaces.*

[Delete (a), (b) and (c).]

## 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 Stantec Architecture, and stamped "Received by the City Planning Department", October 13, 2004, 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 consider issues of scale, height and view impact as seen from the public realm and surrounding neighbourhood.
- (ii) Design development to control the glare of night lighting as seen from the public realm and surrounding neighbourhood.
- (iii) Design development to ensure compatibility between existing and proposed new structure.  
  
Note to Applicant: Consider how the buildings interconnect and material expression.
- (iv) CPTED issues, including safety and security of the parking structure and the climb-ability of the air roof structure.

#### Engineering:

- (v) That the traffic management measures as described in the N.D. Lea Traffic Impact Study (draft - June 2004) will be a requirement at the development permit stage and be implemented to the satisfaction of the Director of Planning in consultation with the General Manager of Engineering Services prior to issuance of any occupancy permit for this development.
- (vi) Adjustment of the proposed entry driveway width and location to avoid conflict with the existing street tree on Nanton Avenue.
- (vii) Reduction of the proposed "exit only" crossing to the minimum width necessary to serve the site.

Landscape:

- (viii) Design development to ensure that the existing green landscaped edge bordering the CP Rail lands and Nanton Avenue is maintained and enhanced as a visual amenity for the neighbourhood.

Note to Applicant: With the provision of a Certified Arborist report, confirm the safe retention of the existing Cedar hedge along Nanton Avenue in the siting of the parking and tennis bubble structure. The report should include an outline of the method of safe retention of the hedge during and after excavation for the underground parkade. If the safe retention of the portion of the cedar hedge adjacent to the excavation for the underground parking structure is not feasible, a hedge replacement to match the existing should be provided.

- (ix) Design development to provide adequate screening for the proposed parking and tennis bubble structure as viewed from Maple Crescent and from Nanton Avenue. Screening should be located on private property and consist of evergreen plantings.

Note to Applicant: Clarification should be provided for any future need for tree removals on the neighbouring CP Rail land. If construction necessitates the removal of neighbouring trees, then written permission from the owners authorizing the City to permit the removal of the trees must be provided.

- (x) Design development to ensure the retention of street trees along Nanton Avenue.

Note to Applicant: Any street tree removal should be done in consultation with the City Engineer and Park Board. Contact Eileen Curran (871-6131) of Engineering Streets Division and Bill Stephen (604-257-8587) of the Park Board.

- (xi) Provide at the development permit stage a full Landscape Plan illustrating proposed plant materials (common and botanical names), including sizes and quantities, paving, walls, fences, and other landscape elements. Landscape Plan should be at 1/8" = 1'-0" minimum scale. All existing street trees, and public utilities such as lamp posts, hydro poles, fire hydrants, etc. should be noted.
- (xii) Provide at the development permit stage detailed large-scale 1/4" = 1'-0" sections showing the planting depths for the proposed planters on the ground and on roof decks.



## AGREEMENTS

- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall, at no cost to the City:

## ENGINEERING

- (i) Provide, to the satisfaction of the Director of Legal Services, a clarification of the charges on title, by way of a charge summary which shall both describe the charges and note any impact they may have on this project.
- (ii) Make arrangements, to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services, for:
  - (A) the replacement of certain utilities necessitated by the proposed development, including the following:
    - (1) the provision to the City of a Statutory Right of Way to contain replacement sewer facilities; and
    - (2) the construction of the replacement facilities within the SRW area, all at no cost to the City;
  - (B) undergrounding of all new utility services from the closest existing suitable service point.

Note to applicant: 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.

## COMMUNITY AMENITY CONTRIBUTION

- (iii) Deliver to the City a Community Amenity Contribution in the amount of \$60,714, as proposed by the registered owner.

## ADDITIONAL INFORMATION

**Site, Surrounding Zoning and Development** — This irregular-shaped site is 2.69 hectares or 6.6 acres in area. It is bounded by a CP Rail property and Maple Crescent to the east, Nanton Avenue to the south, Arbutus Street to the west and a BC Hydro sub-station to the north. The site previously formed part of a golf course. It has been used by the Arbutus Club since 1963 when it was rezoned from RS-1 residential to CD-1 to permit Social and Recreational Club use.

To the east of the site is an older part of Shaughnessy with one-family dwellings. The zoning is RS-5. To the south is a neighbourhood of 1960s one-family dwellings, referred to as the “Maple Corridor”. The zoning is RS-1. To the west is the Arbutus Village Shopping Centre and multiple dwellings under CD-1 zoning. To the north are gas and hydro utility stations, King Edward Avenue and the continuation of the CP Rail corridor.

Existing on the Arbutus Club site is a single, large building that houses the club facilities and a second building, partly below-grade, that includes an indoor pool and courts with four outdoor courts on the top. Overall the Club facilities include two ice arenas, a swimming pool, tennis, squash and racquetball courts, music and dance studios, fitness and childminding rooms, a pro-shop, two restaurants, a lounge and banquet rooms. Parking is currently in a surface lot that occupies most of the southern end of the site, with some additional parking at the north end.

The existing facilities have been built in various phases since 1963. Apart from the 10% expansion in floor area proposed in this application, the Club has not presented any plans for further expansion. The Club does not plan to increase its current membership which is at 1,300 families or about 2,600 individuals.

**Transportation and Parking** — A Traffic Impact Study was submitted as part of the rezoning application. It concluded that, as a result of the proposed expansion, hourly traffic flow to and from the Club would increase 10% to 12% over existing volumes. This increase would have a less than 1% impact on the total hourly traffic at the Arbutus/Nanton intersection, which is not considered a significant impact.

Even though the expansion would only result in a marginal increase, the existing volume of traffic in and out of the Club creates impacts that some neighbours raised during the public consultation. Peak-hour traffic to and from the Club ranges from 185 vehicles per hour at Saturday mid-day to 325 vehicles per hour weekday evenings. Most of the traffic comes and goes via the Nanton/Arbutus intersection, but some Club patrons living to the east use Nanton Avenue. Residents to the south also observe that patrons use Maple Street, although that may be to locate off-site parking rather than to cut through the neighbourhood. Indeed, some of the existing traffic impacts on the neighbourhood relate to Club patrons parking on local streets. With improved parking facilities on site, the situation should improve on those streets.

Of the 237 parking spaces currently on the site, 32 are accessed from Arbutus Street and 205 from two driveways on Nanton Avenue. Under the proposed development, 14 parking spaces would remain off of Arbutus Street and 329 would be accessed from Nanton, including the 214 spaces in the proposed underground parkade. Some residents have suggested that vehicular access to the Club should be taken more from Arbutus Street than Nanton Avenue. However,

the only available space to build the parkade is at the south end of the site and, due to the layout of the existing buildings, it is not possible to gain access from Arbutus.

While most of the vehicular access to the Club will continue to be from Nanton Avenue, the development plans call for a reconfiguration of the driveways. There are currently two driveways providing two-way access to the Club's parking lots. The proposal is to consolidate the access into one central two-way driveway near the Maple Street intersection. This central driveway leads to the parkade entrance and to the front door of the Club. The existing east driveway near the rail track would be eliminated. The houses facing the Club between Maple Street and the rail track would no longer have a driveway opposite to them. The existing west driveway near Arbutus Street would be retained, but as an exit only, so as to direct departing traffic to Arbutus Street with the minimal use of local streets.

The transportation consultants also recommend changes along Nanton Avenue. They call for parking to be removed on the north side near Arbutus Street to allow space for right-turning vehicles to get past cars waiting to turn left. This would help reduce congestion at the intersection.

During the course of this application, Arbutus Club members asked staff to review the possibility of the Nanton/Arbutus signal being upgraded from a pedestrian/cyclist-activated signal to a semi-actuated signal so that vehicular left-turn movements could be facilitated. Staff concluded that existing traffic volumes on Nanton Avenue do not warrant the signal upgrade, but if there was support for an upgrade from a broad constituency, it would be given further consideration. Some local residents, in commenting about the rezoning application, expressed support for a signal upgrade. Staff advised the Club that they should survey the surrounding neighbourhood to get an accurate account of the public support. Staff also sought the opinion of the Bicycle Advisory Committee on March 16, 2005.

Nanton Avenue has recently had traffic-calming improvements added to it and it is an approved bikeway route. The Bicycle Advisory Committee did not support the signal upgrade because it was felt that the facilitation of left turns at Arbutus would attract additional vehicular traffic to Nanton Avenue and make it less desirable for cycling (see below). Staff do not recommend the signal upgrade at this time. The Arbutus Club has not conducted a survey or pursued the matter any further.

**Bicycle Advisory Committee** – The Bicycle Advisory Committee, at its meeting on March 16, 2005, passed the following resolution by unanimous consent:

THAT the Bicycle Advisory Committee does not support a semi-actuated traffic signal on Nanton at Arbutus Street and urges the Arbutus Club to complete a Transportation Demand Management Plan; and

FURTHER THAT the Bicycle Advisory Committee urges the Arbutus Club to target the City's goal of achieving a 10% modal split for cycling.

**Sewer Line** – A 200 mm diameter sewer line runs across the southeast corner of the subject property. It is a combined sanitary/storm sewer that dates from the 1920s. It originates from the north under Maple Crescent, turns west crossing under the CP Rail tracks, and enters the Arbutus Club site at a point along the east property line about 100 m north of Nanton Avenue. It traverses the site in a southward direction – right in the location where the

parkade structure is proposed – before joining a larger main under Nanton. Right-of-way and easement agreements are registered for this line.

In 1991, a second right-of-way of 6 m in width was registered on the property along the east boundary. This was to provide the option for the Club to relocate the sewer within the site. Although the sewer line was never moved to this location, the right-of-way is still available to use.

The form of development, as proposed, necessitates moving the sewer line completely off the site. All options investigated for relocating the sewer off site entail negotiating new crossing agreements with CP Rail, with terms acceptable to the City. If this cannot be achieved, then the property owner should consider accommodating the sewer in the 1991 right-of-way and redesigning the form of development to avoid conflict with the sewer. All relocation costs, whether on-site or off-site, are at the property owner's expense.

**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.

**Comments of the Landscape Technician** – “This application should be commended for its sustainable design considerations. Of special note is the proposed triangle-shaped green roof featured on top of the underground parking structure alongside the tennis bubble. It is understood that a properly managed green roof can extend the life of a roof membrane and as well will contribute to the stormwater management of the site. Of the green roof design concepts provided, the option with the greatest amount of groundcover planting and least amount of hard surface paving is encouraged. Furthermore, because of the amount of impermeable surface, consideration should be given to slowing water runoff from roofs and parking areas by providing appropriate permeable paving in the parking areas.

It should be noted that the redevelopment at the southeast corner of the site will result in the potential loss of green landscaping that contributes to the neighbourhood and screens the view of the tennis bubble from the public lands. There should be every effort made to ensure that the screening remain and if removed, be replaced with something of equal or better value for the neighbourhood.

On the current proposal, additional screening is provided by new plantings on the neighbouring CP Rail lands. As neither the Arbutus Club nor the City can dictate how the landscape is managed on CP Rail property, all new plantings for this redevelopment should be provided on the land owned by the Arbutus Club. All neighbouring trees on the CP Rail property adjacent to the proposed excavation for the tennis and parkade structure must be retained and protected.”

**Public Benefit** – In addition to the Community Amenity Contribution (CAC) outlined earlier in this report, new floor area proposed in the development, including the parking garage, is subject to Development Cost Levy (DCL) charges. Payment is a condition of building permit issuance.

**Environmental Implications** – The marginal increase in club floor space and the addition of two more tennis courts is expected to create a small increase in vehicular traffic to the Club. Nanton Avenue is a bikeway route and transit service is available on Arbutus Street. In the

long term, Arbutus Village is expected to expand as a mixed-use neighbourhood centre, next to which the Club will be beneficially located.

**Social Implications** – There are no major positive or negative social implications to this proposal.

**Comments of the Applicant** – The applicant has been provided with a copy of this report and has arranged with their client to provide the following comments.

“Dear Councillors:

**Re: The Arbutus Club - CD1 Text Amendment**

Thank you for your consideration of our application for a CD1 Text Amendment.

Members of The Arbutus Club are very excited about this new proposal before you. The provision of additional on-site underground parking will go a long way to address neighbourhood and Member parking concerns, especially in peak times.

For years, The Club has struggled with parking for our Members and guests. Many of them were forced to park on neighbouring streets during peak times. The reconfiguration of our parking lot and driveway entrances will also make the traffic movements safer for all users.

I think you will agree that the Board of Directors has put much time and effort into coming up with a better alternative not only for its Members but also for the many residents in the area. On their behalf, I would like to thank you very much for your time and consideration.

Yours truly,

Brent Elkington, CEO  
The Arbutus Club”

DEVELOPMENT PLANS



**Stantec**

Stantec Architecture Ltd.  
500 - 1500 West Georgia Street  
Vancouver BC Canada  
V6G 2Z6  
T: 604 662 - 8000  
F: 604 662 - 8006  
www.stantec.com



REV	DESCRIPTION	BY	DATE

PROJECT  
**ARBUTUS CLUB  
PARKING STUDY**

PROJECT NO. 443.03.145

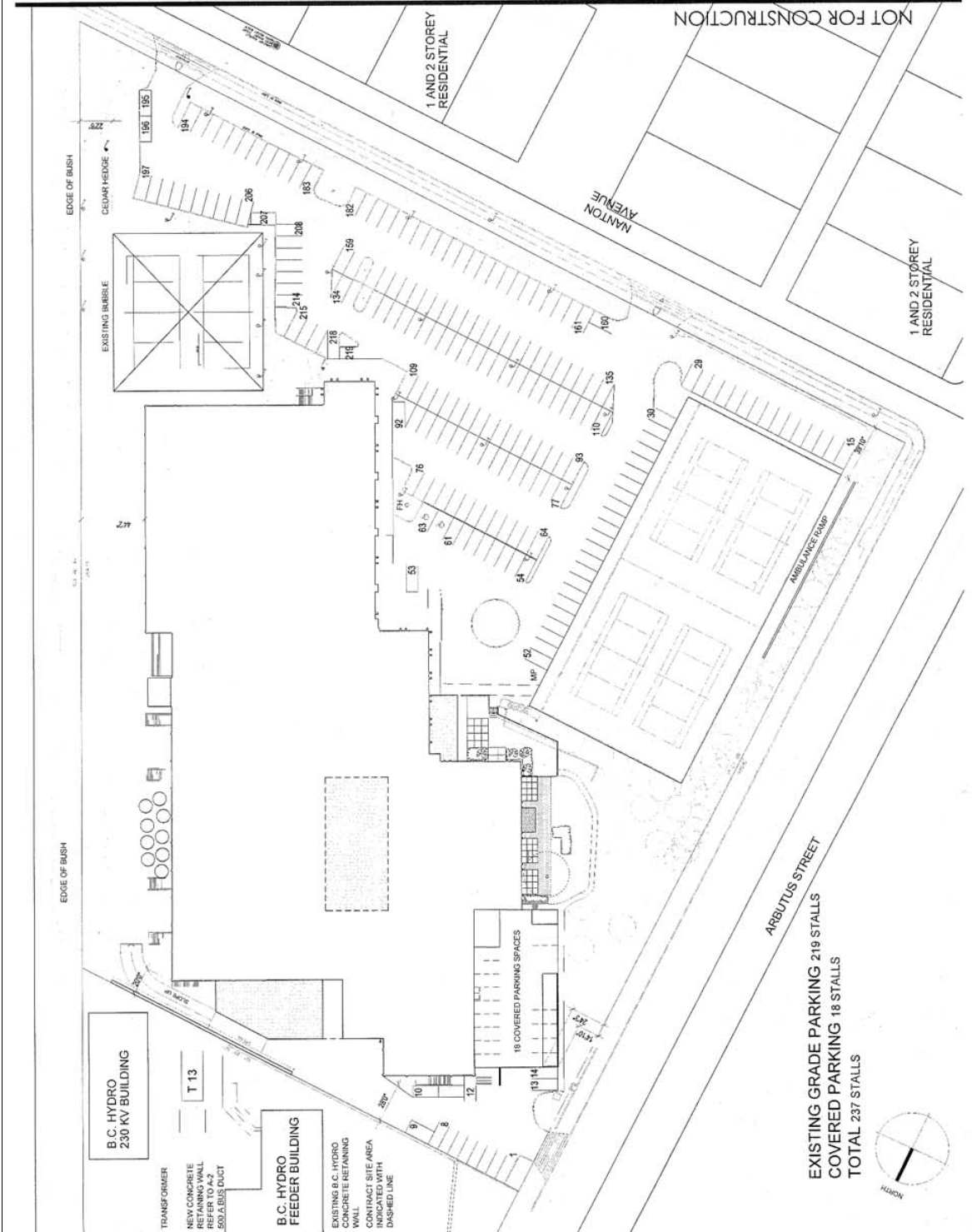
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**EXISTING SITE PLAN**

DATE	MAR 12 2020	SCALE	1/32" = 1'0"
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DRAWING NO.	REVISION
<b>A-003</b>	<b>C</b>

SUPERCEDES ALL PRINTS BEARING PREVIOUS REVISION NUMBER



**EXISTING GRADE PARKING 219 STALLS**  
**COVERED PARKING 18 STALLS**  
**TOTAL 237 STALLS**

NOT FOR CONSTRUCTION





**Stantec**

Stantec Architecture Ltd.  
500 - 1500 West Georgia Street  
Vancouver BC Canada  
V6G 2Z6  
T. 604 652 - 8000  
F. 604 652 - 8006  
www.stantec.com



REV.	DESCRIPTION	BY	DATE

PROJECT  
**ARBUTUS CLUB  
PARKING STUDY**

PROJECT NO. 443.03.145

DRAWING TITLE  
**REVISED CD-1 TEXT  
AMENDMENTS  
PARKADE PLAN - P3 LEVEL**

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May 15, 2004		

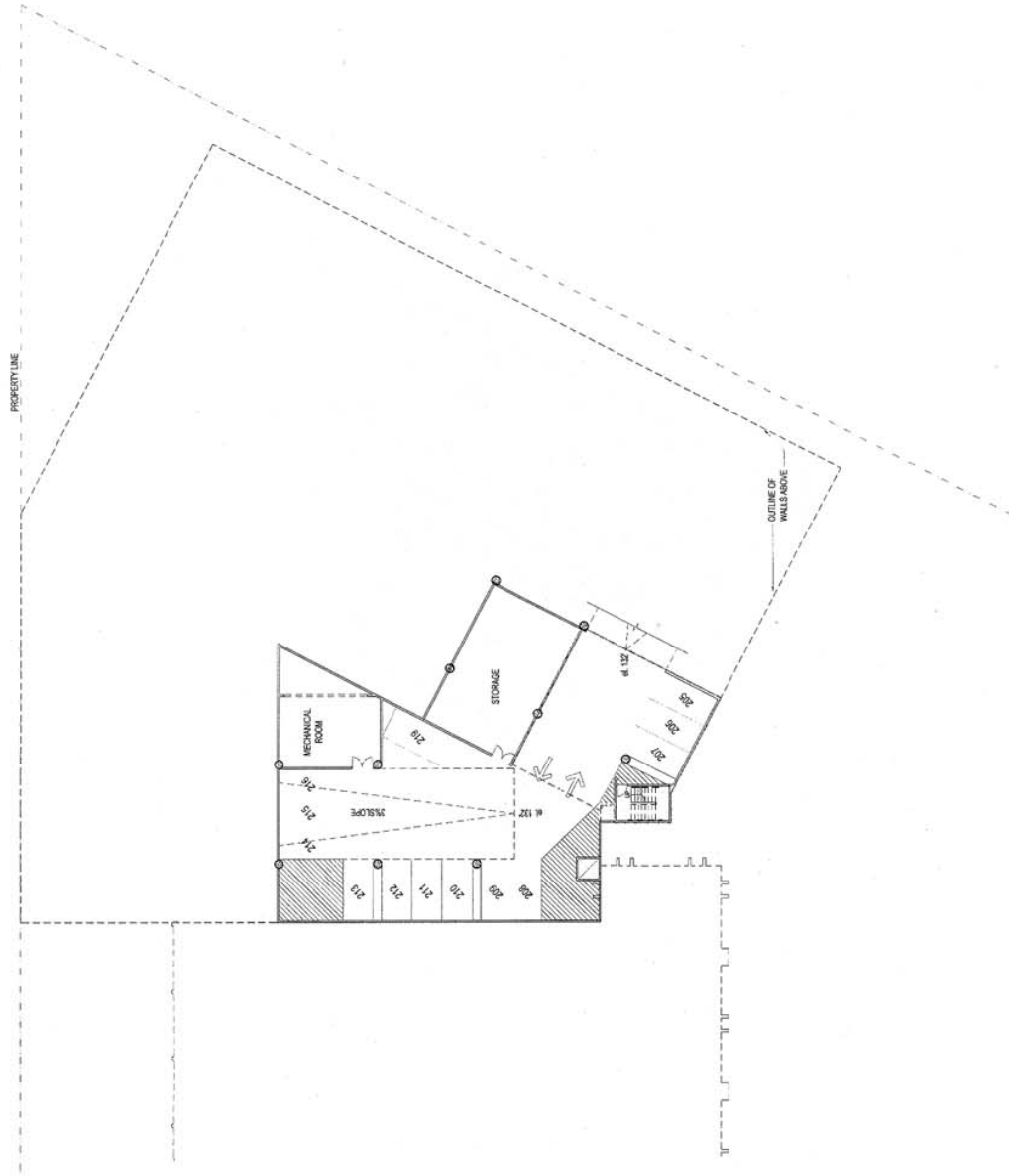
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DRAWING NO. **A-200**

REVISION **C**

EXPLODED ALL PRINTS BEARING PREVIOUS REVISION NUMBER

NOT FOR CONSTRUCTION



**P3 LEVEL  
12 STALLS**





**Stantec**

Stantec Architecture Ltd.  
500 - 1500 West Georgia Street  
Vancouver BC Canada  
V6G 2Z6  
T: 604 662 - 8000  
F: 604 662 - 8006  
www.stantec.com



REV	DESCRIPTION	BY	DATE

PROJECT  
**ARBUTUS CLUB  
PARKING STUDY**

PROJECT NO. 443.01.14E

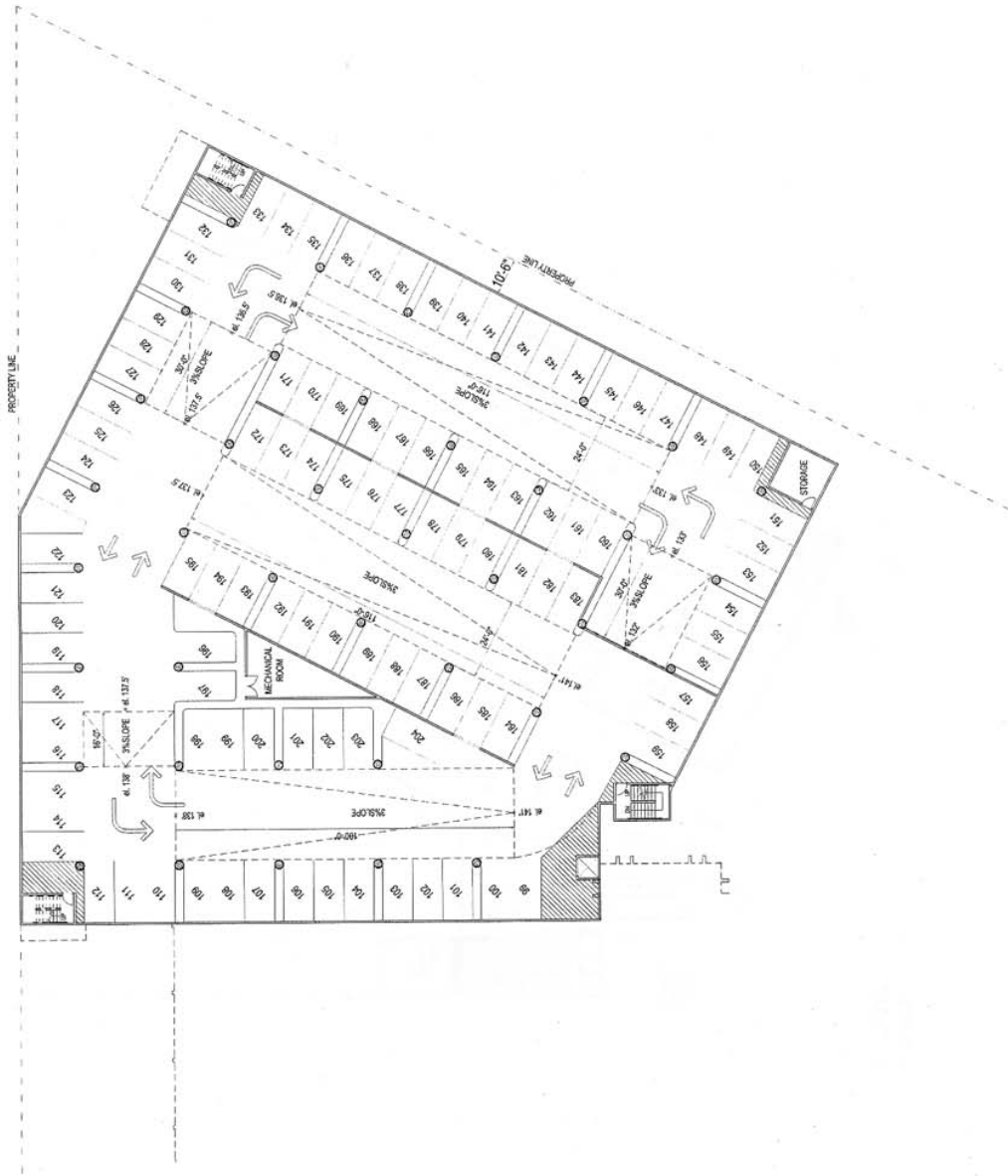
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**REVISED CD-1 TEXT  
AMENDMENTS  
PARKADE PLAN - P2 LEVEL**

DATE May 15, 2014 SCALE 1/8" = 1' 0"  
DRAWN RJP / JH CHECKED

DRAWING NO. **A-201** REGION

SUPERSEDES ALL PRINTS BEARING PREVIOUS REVISION NUMBER

NOT FOR CONSTRUCTION



**P2 LEVEL  
106 STALLS**







**Stantec**

Stantec Architecture Ltd.  
500 - 1500 West Georgia Street  
Vancouver BC Canada  
V6G 2Z6  
T: 604 662 - 8000  
F: 604 662 - 8006  
www.stantec.com



REV	DESCRIPTION	BY	DATE

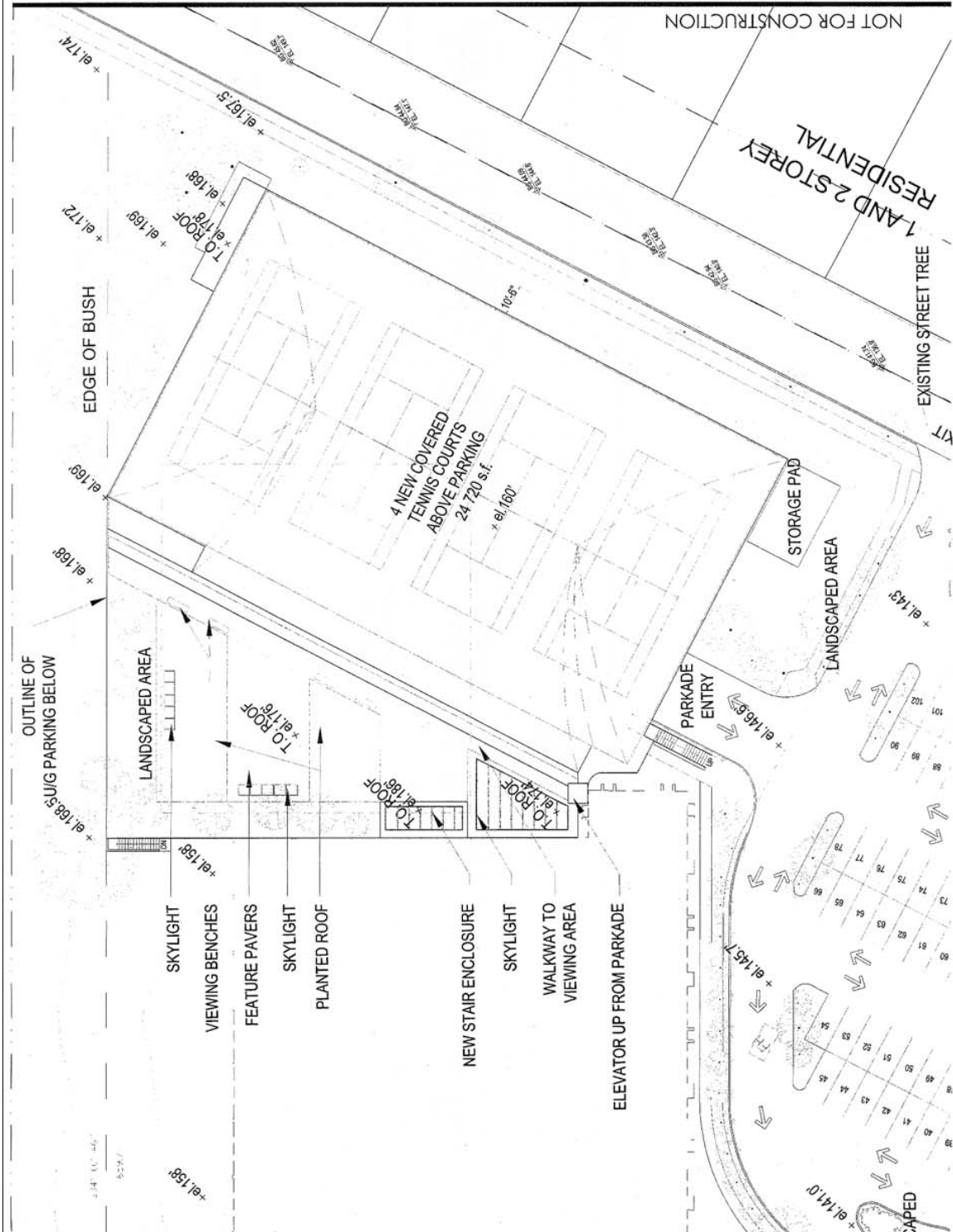
PROJECT  
**ARBUTUS CLUB  
PARKING STUDY**

PROJECT NO. 443.03.145  
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**REVISED CD-1 TEXT  
AMENDMENT  
ROOF PLAN**

DATE	APR 27, 2006	SCALE	1/8" = 1'0"
DRAWN	RSP/JH	CHECKED	

DRAWING NO.	A-204	REVISION	

ENCLOSURE ALL PRINTS BEARING PREVIOUS REVISION NUMBER





**Stantec**

Stantec Architecture Ltd.  
500 - 1500 West Georgia Street  
Vancouver BC Canada  
V6G 2Z8  
T. 604.662 - 8000  
F. 604.662 - 8006  
www.stantec.com



REV	DESCRIPTION	BY	DATE

PROJECT  
**ARBUTUS CLUB  
PARKING STUDY**

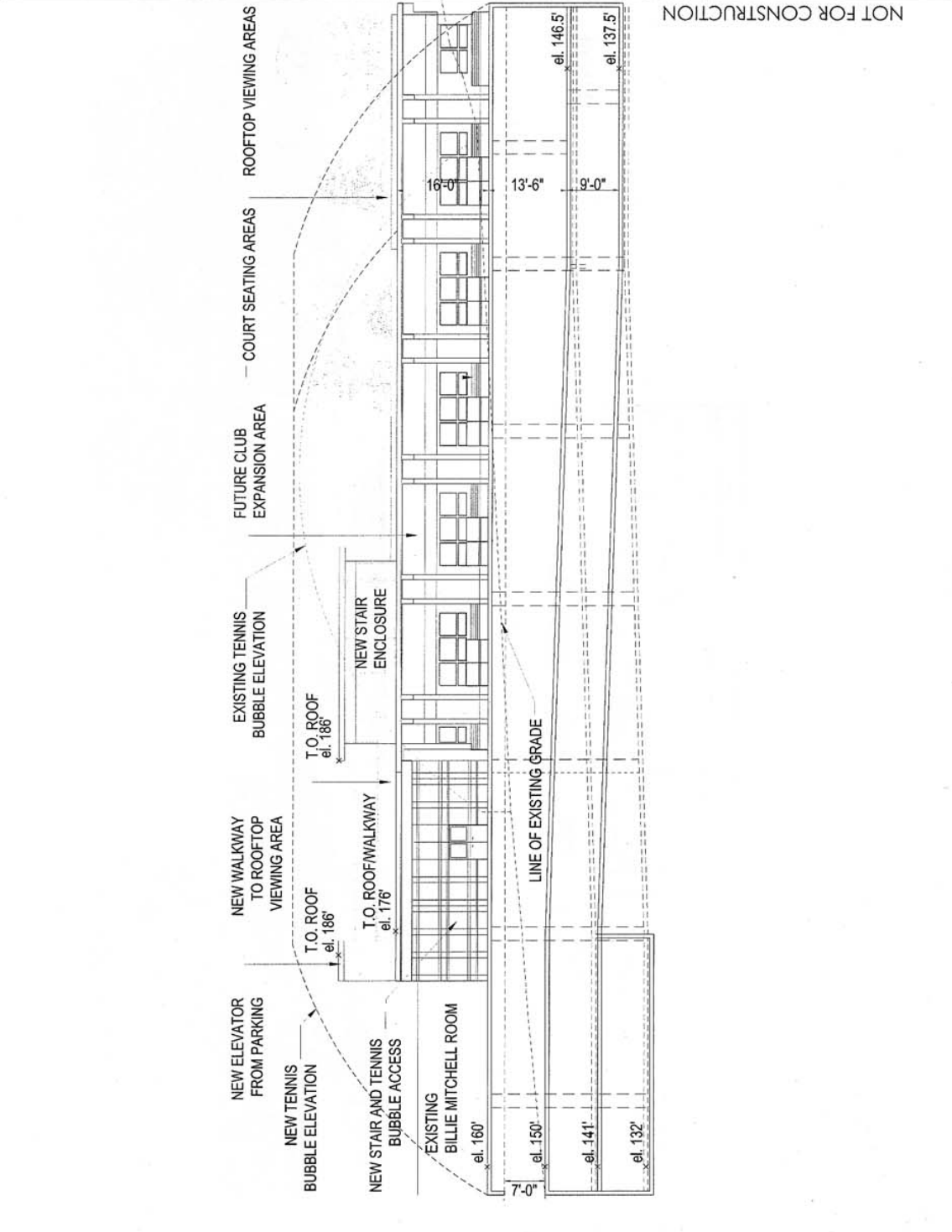
PROJECT NO. 4430145

DRAWING TITLE  
**REVISED CD-1 TEXT AMENDMENT  
ELEVATION OF EXPANSION  
AREA AND TENNIS BUBBLE**

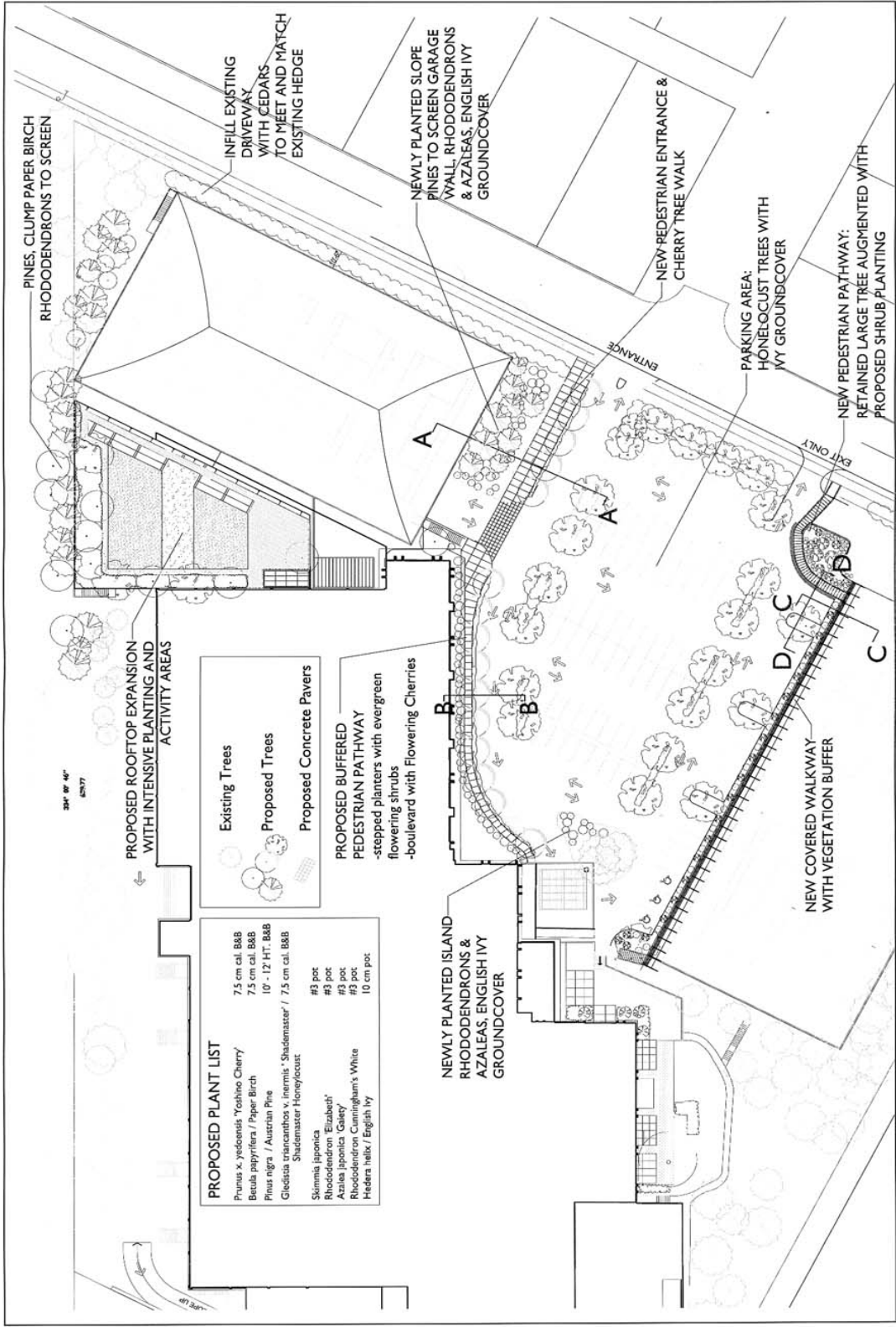
DATE	JANUARY 27, 2004	SCALE	1/8" = 1'-0"
DRAWN BY	JH	CHECKED	

DRAWING NO.	<b>A-300</b>
REVISION	<b>C</b>

SEE SPECIFICATIONS ALL PRINTS BEARING PREVIOUS REVISION NUMBERS



NOT FOR CONSTRUCTION



**PROPOSED PLANT LIST**

<i>Prunus x. yedoensis</i> 'Yoshino Cherry	7.5 cm cal. B&B
<i>Betula papyrifera</i> / Paper Birch	7.5 cm cal. B&B
<i>Pinus nigra</i> / Austrian Pine	10' - 12' HT. B&B
<i>Gleditsia triacanthos</i> 'Inermis' / Shademaster	7.5 cm cal. B&B
Shademaster Honeylocust	#3 pot
<i>Skimmia japonica</i>	#3 pot
<i>Rhododendron</i> 'Elizabeth'	#3 pot
<i>Azalea japonica</i> 'Galexy'	#3 pot
<i>Rhododendron</i> Cunningham's White	#3 pot
<i>Hedera helix</i> / English Ivy	10 cm pot

II - LANDSCAPE CONCEPT PLAN 1:600

JUNE 2ND, 2004

PHILLIPS FAREVAAG SHALLENBERG  
PLANNING URBAN DESIGN LANDSCAPE ARCHITECTURE

**APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION**

**APPLICANT AND PROPERTY INFORMATION**

Street Address	2001 Nanton Avenue
Legal Description	Lot B, Block 76, District Lot 526, Plan 11136
Applicant	Stantec Architecture
Architect	Stantec Architecture
Property Owner	Arbutus Club
Developer	Arbutus Club

**SITE STATISTICS**

	GROSS	DEDICATIONS	NET
SITE AREA	26 858 m <sup>2</sup> (289,112 sq. ft.)	0	26 858 m <sup>2</sup> (289,112 sq. ft.)

**DEVELOPMENT STATISTICS**

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT	RECOMMENDED DEVELOPMENT (if different then proposed)
ZONING	CD-1	CD-1 amended	
USES	Social and Recreational Club	Social and Recreational Club	
MAX. FLOOR SPACE RATIO	0.63 FSR permanent 0.09 FSR temporary (air-supported structures)	0.69 FSR permanent 0.10 FSR temporary (air-supported structures)	
MAXIMUM HEIGHT	no limit in CD-1 (controlled by form of development)	proposed structures do not exceed existing heights	
PARKING SPACES	299	343	330 minimum
SETBACKS	no setbacks in CD-1 (controlled by form of development)	no setbacks in CD-1 (controlled by form of development)	