



CITY OF VANCOUVER
POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: February 22 2007
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VanRIMS No.: 11-3600-10
Meeting Date: March 13, 2007

TO: Vancouver City Council
FROM: Director of Planning
SUBJECT: CD-1 Rezoning - 5429-5439 Willow Street

RECOMMENDATION

- A. THAT the application by Stuart Howard Architects Inc. on behalf of Atelier Land Corporation to rezone 5429-5439 Willow Street (Lots 2 & 3, Block 867, District Lot 526, Plan 8454) from RS-1 to CD-1, to permit Multiple Dwelling use consisting of 10 townhouses at a floor space ratio of 1.0, be referred to Public Hearing, together with:
- (i) revised plans received December 5, 2006 and February 7, 2007;
 - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
 - (iii) the recommendation of the Director of Planning to approve, subject to conditions contained in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary CD-1 By-law generally in accordance with Appendix A for consideration at the Public Hearing.

- B. THAT, subject to approval of the rezoning at a Public Hearing, the Subdivision By-law be amended as set out in Appendix B; and

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendment to the Subdivision By-law at the time of enactment of the Zoning By-law.

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:

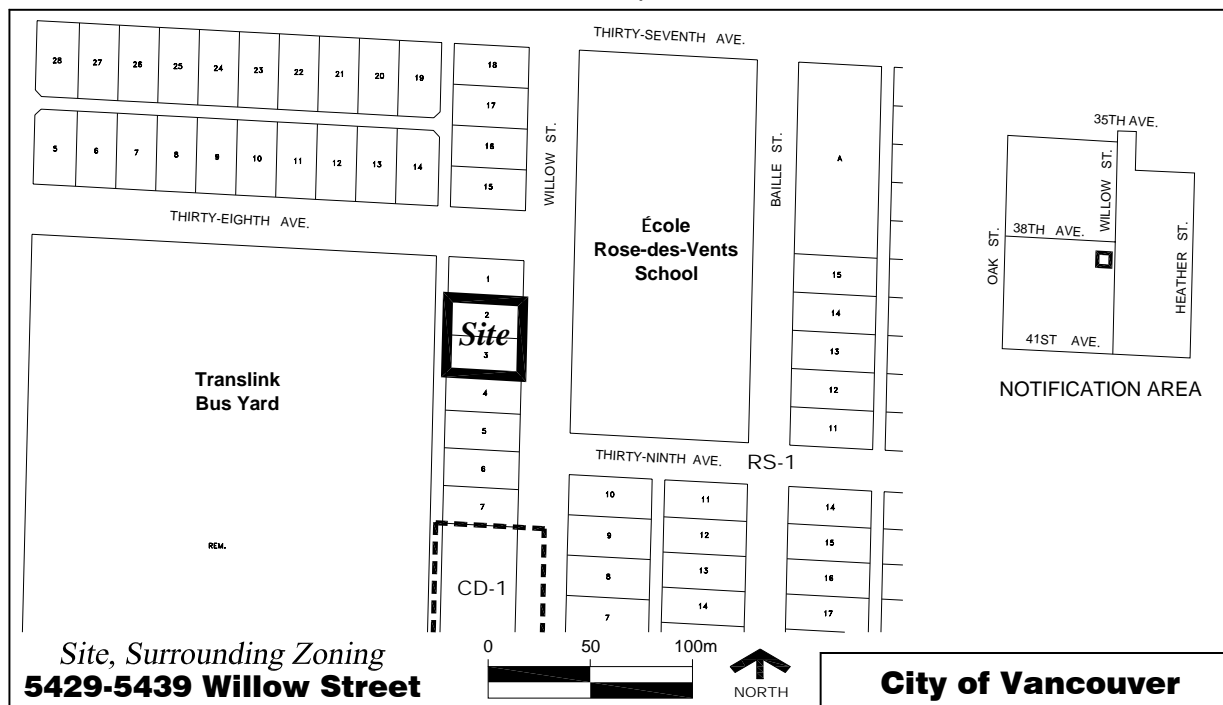
- Oakridge Langara Policy Statement, approved by Council on July 25, 1995.
- Riley Park/South Cambie Community Visions, approved by Council on November 1, 2005.

PURPOSE AND SUMMARY

This report assesses an application to rezone two single-family lots from RS-1 (Residential Single-Family) to CD-1 (Comprehensive Development) to permit development of a Multiple Dwelling use consisting of 10 townhouses at 1.0 floor space ratio (FSR). The site is located within an area identified in the Oakridge Langara Policy Statement (OLPS) where rezoning for this use and density is supported.

Staff recommend that the application be referred to a Public Hearing and be approved with conditions.

Map



BACKGROUND

With the exception of unique large sites, the OLPS identifies lands in three general categories related to their rezoning potential: (a) high-priority sub-areas, which are considered suitable

for rezoning; (b) reserve sub-areas, where unanimous support is required of property owners or proximity within 500 m (1,600 ft.) of a planned transit station; and (c) remaining areas where no changes are supported.

The subject site is located in a sub-area designated as a high priority for rezoning. This sub-area includes the west side of Willow Street between 38th Avenue and the lane north of 41st Avenue. 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 an RS-1 District. (Refer to Appendix D for site and surrounding zoning and development information).

On January 3, 2006, a rezoning application was submitted to rezone the site to CD-1 to permit the development of 11 townhouse units. Following staff advice on the method of calculating density, the applicant submitted a revised application on September 14, 2006, which reduced the number of proposed dwelling units by one, for a total of 10 townhouse units. Since then, in response to comments from the Urban Design Panel meeting on November 8, 2006, the applicant has revised the proposed form of development and submitted revised drawings on December 5, 2006.

DISCUSSION

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

Density: The policy applicable to this sub-area supports townhouse development 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 applicant proposes 10 townhouse units at 1.0 FSR with no additional bonus density; this results in a total floor area of 1 338 m² (14,404 sq. ft.).

Form of Development: (See plans in Appendix E). The proposed form of development consists of two rows of three-storey townhouses, arranged in clusters, with a courtyard at the centre of the site. Pedestrian access from Willow Street to the rear units is provided by three walkways at the centre and sides of the site. The courtyard area is somewhat unique in that, in addition to providing pedestrian access and outdoor amenity space, it also accommodates vehicular access and maneuvering. Resident parking is provided at the first floor of each unit in enclosed, private garages, and the six units fronting Willow Street are accessed from the rear lane by way of an autocourt in the courtyard. Parking for the four rear units is accessed directly from the rear lane.

At its meeting of November 8, 2006, the Urban Design Panel did not support the proposed form of development, and expressed concerns about the combined parking and open pedestrian space in the courtyard, the lack of private and semi-private outdoor amenity space, neighbourliness to adjacent single family residential, and the apparent density and height of the development, notably of the rear units.

On December 5, 2006, revised plans were submitted in response to staff and Urban Design Panel commentary. While the overall form of development, described above, and density of 1.0 FSR have not changed, there have been a number of revisions to the proposed building and site design. To increase the amount of amenity area within the courtyard, the rear units

at either end of the development were redesigned to reduce their building footprints, the area for vehicular maneuvering was reduced, and garage entrances were relocated to provide additional planting areas. Wider landscaped yards are also provided along either side of the development, at 2.4 m (8 ft.) at the front of the site widening to 3.8 m (12.5 ft.) at the rear.

The rear units at either end of the development were also redesigned to improve neighbourliness and the development's perceived height and density, by shifting their massing away from neighbouring properties. This results in a two-storey massing at the side-yard setbacks, stepping to a three-storey massing, 7.5 m (24 ft.) from the neighbouring property lines. Other revisions include relocating the peaked gables of the front units away from the side yards, so that the height at the side-yard setback is reduced to approximately 9.2 m (30 ft.). Revised shadow analyses demonstrate that there will be limited impact on the neighbouring property to the north.

On January 17, 2007, the Urban Design Panel strongly supported the revised form of development and provided some general directions for further design development (refer to Appendix D). Staff support the revised form of development, and recommend several design development improvements to architectural detailing and materials and to further enlarge and enhance outdoor amenity areas (see draft By-law provisions in Appendix A and design development conditions in Appendix C).

Height: The OLPS provides that the building height maximum for the sub-area in which the site is located should be generally 9.2 m (30 ft.). This sub-area, which extends along the west block face of Willow Street between 38th Avenue and the lane north of 41st Avenue, is intended to create a transition between the higher density development anticipated on the bus yard site and the retained RS-1 District to the east. 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.). The OLPS encourages new development to use pitched roofs, consistent with the surrounding neighbourhood character.

Staff believe that the proposed maximum building height of 10.7 m (35 ft.) and massing of the proposed development will provide an appropriate transition between the anticipated development to the west and the RS-1 District to the east. The height above 9.2 m (30 ft.) accommodates the proposed peaked gables which contribute to development's compatibility with the surrounding neighbourhood character. Staff have reviewed shadow analyses and are satisfied that there will be limited impact on the neighbouring north property.

Outdoor Amenity Space: The RM-1 (Courtyard Rowhouse) zoning and guidelines, approved by Council in 2005, anticipate the circumstance of combined pedestrian and vehicular use of a courtyard in a townhouse development, and provide a reference model for evaluating this proposal. The RM-1 guidelines specify that where a semi-private common space is also used for vehicle access and maneuvering, it should be designed to function first as a space for pedestrians, and an outlook for dwellings. Further, it should be attractively designed with high quality materials and maximise opportunities for soft landscaping. The courtyard for this development is consistent with these design expectations.

Staff are supportive of the autocourt concept for this lower density development (1.0 FSR), provided that resident parking does not exceed more than one space per unit and is enclosed within the unit. Recommended design development conditions will ensure an even greater

emphasis on outdoor amenity area and enhanced landscaping within the courtyard area (see Appendix C).

The proposal also includes two surface parking spaces for visitors at the rear of the site. These parking spaces are not appropriately located immediately adjacent to the neighbouring properties. It is also important that opportunities for outdoor amenity space and landscaping be maximised with this form of development, and not compromised by surface parking. Staff are therefore not supportive of these parking spaces and recommend a design development condition to replace them with additional outdoor amenity space and landscaping.

Parking: The applicant proposes to provide one parking space per unit, located in a private garage at the first floor of each unit, as well as two surface parking spaces for visitors. Space for residents' bicycle parking is provided within each unit's garage. All parking will be accessed from the rear lane.

The proposed resident parking is consistent with the reduced parking standard approved by Council in 2005 for multiple dwelling developments generally located east of Willow and Heather streets. This area was considered appropriate for the reduced standard as it is presently well-served by transit, and because of the anticipated improved service that will result from the future Canada Line station at Cambie Street and 41st Avenue. The subject rezoning site is located immediately west of this reduced parking standard area. Staff support extending the reduced parking standard to this site on the west side of Willow Street, and within walking distance of the future transit station (approximately 800 m or 0.5 miles).

Staff, however, are not supportive of the two surface parking spaces for visitors and recommend their replacement with landscaped amenity area, as noted in the preceding section. These two spaces are not required under the applicable standard, which as applied on this site would assume typically three to five vehicles of residents and/or visitors parking on the street. Staff believe that this is supportable given the availability of on-street parking, and that the parking is permitted in front of the site.

Public Benefit: Oakridge-Langara has an area-specific Development Cost Levy (DCL): a DCL of \$18.84 per square metre is required to be paid toward public benefits at the building permit stage. The Oakridge/Langara Public Benefits Strategy anticipates that proposals on smaller rezoning sites with limited redevelopment potential (i.e., 1.0 FSR or less) are not economically able to offer a CAC, and therefore no CAC is anticipated for this project.

Public Input: On February 17, 2006, a notification letter was sent to property owners within the notification area (shown on the map on p. 2 of this report), and a rezoning information sign was posted on the site. Following receipt of the revised application, an updated notification letter was sent to property owners on September 25, 2006, and the rezoning information sign was also updated.

Letters from two nearby property owners were received, which express concern regarding the proposed building height and massing, parking, and autocourt (refer to Appendix D for further discussion of Public Input). Two residents came to City Hall to view plans, and two phone calls were received, one from a local resident who wished to confirm details of the proposal, and another from a neighbouring property owner who subsequently submitted a letter outlining his concerns.

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 Planning recommends that the application be referred to Public Hearing and approved with conditions outlined in Appendix C.

* * * * *

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

- Dwelling Uses, limited to Multiple Dwelling.

Density

- The number of dwelling units on the site must not exceed 10.
- A maximum floor space ratio of 1.00.
- The following shall be included in the computation of floor space ratio:
 - (a) all floors, including earthen floor, to be measured to the extreme outer limits of the building;
 - (b) stairways, fire escapes, elevator shafts, and other features which the Director of Planning considers similar, to be measured by their gross cross-sectional areas and included in the measurements for each floor at which they are located; and
 - (c) where the distance from a floor to the floor above, or where there is no floor above to the top of the roof joists, exceeds 3.7 m, an amount equal to the area of the floor below the excess height.
- The following shall be excluded in the computation of floor space ratio:
 - (a) open residential balconies or sundecks, and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, provided that the total area of these exclusions does not exceed eight percent of the permitted residential floor area;
 - (b) patios and roof gardens, provided the Director of Planning first approves the design of sunroofs and walls;
 - (c) where floors are used for off-street parking and loading, bicycle storage in multiple dwellings, those floors or portions thereof not exceeding 6.7 m in length so used, which are at or above base surface and located in a principal building, up to a maximum of 33.2 m² per dwelling unit, or are located below base surface;
 - (d) areas of undeveloped floors which are located:
 - (i) above the highest storey or half-storey and to which there is no permanent means of access other than a hatch; or
 - (ii) adjacent to a storey or half-storey with a ceiling height of less than 1.2 m; or
 - (iii) under covered verandas or porches as described in section (f) below, and to which there is no permanent means of access;
 - (e) floors located at or below finished grade with a ceiling height of less than 1.2 m;
 - (f) covered verandas or porches, provided that:
 - (i) the portion facing the street or rear property line shall be open or protected by partial walls or guard rails the height of which shall not exceed the minimum specified in the Building By-law; and

- (ii) the total area of these exclusions, when combined with the balcony and deck exclusions under clause(a) of this section, does not exceed 13% of the permitted floor space; and
- (g) where exterior walls greater than 152 mm in thickness have been recommended by a Building Envelope Professional as defined in the Building By-law, the area of the walls exceeding 152 mm, but to a maximum exclusion of 152 mm thickness, except that this clause shall not apply to walls in existence prior to March 14, 2000.

Height

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

Setbacks

- A minimum setback of 2.13 m (7.0 ft.) from the east front-yard property line.
- A minimum setback of 1.82 m (6 ft.) from the north and south side-yard property lines.
- A minimum setback of 0.76 m (2.5 ft.) from the west rear-yard property line.

Site Coverage

- The area of impermeable materials, including building coverage, shall not exceed 75 percent of the total site area, except that the Director of Planning may increase this amount for developments providing underground parking.
- For the purposes of the section above, the following materials shall be considered impermeable: the projected area of the outside of the outermost walls of all buildings including carports, covered porches and entries; asphalt; concrete; brick; stone; and wood.
- Notwithstanding the first section above, gravel, river rock less than 5 cm in size, wood chips, bark mulch, permeable pavers, wood decking with spaced boards and other materials which, in the opinion of the Director of Planning, have fully permeable characteristics when in place installed on grade with no associated layer of impermeable material (such as plastic sheeting) that would impede the movement of water directly to the soil below, are excluded from the area of impermeable materials.

Parking

- Any development or use of the site requires the provision and maintenance, in accordance with the requirements of, and relaxations and exemptions in, the Parking By-law, of off-street parking spaces and bicycle spaces, all as defined under the Parking By-law, except that there must be at least one parking space for each dwelling unit.

SUBDIVISION BY-LAW AMENDMENT

A consequential amendment is required to delete Lots 2 & 3, Block 867, District Lot 526, Plan 8454 from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

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 finalisation 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", December 5, 2006 and January 7, 2007, 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 the building materiality, increasing substantially the amount of brick masonry on the building exterior.

Note to Applicant: The amount of brick masonry as indicated on the drawings is considerably less than what was earlier proposed. The applicant is advised that brick should be the predominate material, covering approximately two-thirds of the exterior walls. All building elevations should have a similar and consistent treatment, with equal amounts of brick on all building faces. Consider cladding the gable ends with brick as originally proposed.

- (ii) Clarification on the drawings that the proposed horizontal siding is either wood or a cementitious product with a true dimensional thickness.

Note to Applicant: The proposed building material should be of a traditional high quality and long lasting. All building elevations should have a consistent treatment.

- (iii) Design development to the building massing, removing the continuous planter box, street elevation.

Note to Applicant: Consider an alternative horizontal element(s) that is lighter and less boxy in appearance, while preserving the individual identity and vertical separation of the townhouse form.

- (iv) Design development to provide an entry canopy over all main dwelling unit entries.
- (v) Design development to improve pedestrian access to and from the lane.

Note to Applicant: Pedestrian access to and from the lane needs to be considered for recycling and garbage and pedestrian movement along the lane. Consider dividing the gate into two smaller leaves, noting that doors and gates need to swing in the direction of exiting.

- (vi) Design development to the parking, removing all unenclosed surface parking, which includes the two visitor parking spaces at grade, and providing more private outdoor amenity space and landscaping.

Note to Applicant: At grade parking is supported provided that parking spaces are enclosed within a dwelling unit and there is only one parking space per dwelling unit. Parking at grade exceeding more than one parking space per dwelling unit is not supported.

- (vii) Design development to enlarge the area of private open space for all dwelling units and further enhancement of the shared common outdoor space.

Note to Applicant: Roof decks are supported providing they do not create overlook conditions on neighbouring properties and not visible from the street. Roof decks should be modest in size and well screened with planting. Increase the size and depth of balconies where possible. Expand the common outdoor amenity space by reducing the private outdoor space of the two end rear units, providing bench seating and other landscape amenity features as may be appropriate.

CPTED (Crime Prevention through Environmental Design):

- (viii) Design development to take into consideration the principles of CPTED.

Landscape:

- (ix) Further design development to the private and common outdoor space in the rear yard.

Note to Applicant: The detail design of these spaces differs as illustrated on the Landscape Plan and Site Plan. Adjust the layout of the private outdoor spaces to accommodate a secure common green space to connect with the lane. Replace the visitor parking spaces with green landscaped areas for common use. Refer to Design comment above.

- (x) Provide additional tree planting in the front yard (illustrated on the Landscape Plan).

Note to Applicant: Locate a new tree beside the pedestrian walkway at the south end of the site. New trees should be planted at 6 cm calliper for deciduous trees and 3.5 m high for evergreens, as per the Private Property Tree By-law.

- (xi) Provide night-lighting within the common courtyard area (illustrated on the Landscape Plan).
- (xii) Provide a legal survey illustrating the following information:
 - existing trees 20 cm calliper or greater on the development site; and
 - the public realm (property line to curb) including existing street trees, street utilities such as lamp posts, fire hydrants, etc. adjacent to the development site.
- (xiii) 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 including site grading. The Landscape Plan should include notation to confirm all existing trees to be removed and retained on the development site, on the adjacent boulevard, and within 6 feet of the property line on neighbouring properties.
- (xiv) Provide a report written by an ISA Certified Arborist confirming that all neighbouring trees will be protected.

Note to Applicant: Site visit revealed that there are neighbouring trees bordering the south and north property lines that will need to be considered for protection during construction. The trees include an evergreen hedge bordering the north property line and as well, evergreen trees bordering the south property line. There may be a conflict between constructing the proposed brick fence and preserving the hedge and trees.

- (xv) Provide section details at a minimum scale of $\frac{1}{4}''=1'-0''$ scale to illustrate proposed landscape elements including planters, paving, benches, fences/gates, arbours and trellises, posts, and walls. Planter section details should confirm depth of proposed planting on structures.
- (xvi) Clarification of the proposed paving in the autocourt on the Landscape and Site plans.

Note to Applicant: The use of permeable concrete paving is encouraged. Sections with widely-spaced pavers should be spaced at a maximum of 2" to ensure stability of the drive surface. Provide section details at $\frac{1}{4}''=1'-0''$ scale.

- (xvii) Provide a high-efficiency irrigation system in all landscaped common areas and hose bibs in all private landscaped patio areas (illustrated on the Landscape Plan).
- (xviii) Provide planting on the back boulevard (City property) to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The planting strip should be comprised of a layered, low planting, mature height and width not to exceed 3'-0" foot by 3'-0" with a

minimum of 1'-0" lawn strip adjacent to the public sidewalk, as outlined in the COV policy for Special City Boulevard Planting.

- (xix) Provide protection for the proposed lane edge tree plantings.

Note to Applicant: Consider providing a raised curb edge with a minimum height of 6", bordering the plantings in the landscape setback at the lane as protection from moving vehicles. Curb should be located on private property. Provide a site specific elevation detail at ¼"=1'-0" scale.

- (xx) Provide notation on the Landscape Plan to read:

- For new street tree planting: "Final species, quantity and spacing to the approval of the General Manager of Engineering Services and Park Board. Contact Eileen Curran, phone: 604.871.6131, Engineering Services about street tree spacing and quantity. Contact Bill Stephen, ph: 604.257.8587, Park Board about tree species".
- For City tree removal: "City tree removal with permission of the General Manager of Engineering Service".

- (xxi) Provide dimensioned tree protection barriers (illustrated on the Landscape Plan) around the retained street trees and neighbouring trees located within 2 m of the property line adjacent to the development site, as per COV Guidelines.

AGREEMENTS

- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall, at no cost to the City:
- (i) Provide to the Director of Legal Services a title charge summary in accordance with her specifications.
 - (ii) Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following:
 - (1) Consolidation of Lots 2 and 3, Block 867, District Lot 526, Plan 8454.
 - (2) 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.

ADDITIONAL INFORMATION

Site, Surrounding Zoning and Development: This 1 338 m² (14,404 sq. ft.) site is comprised of two single-family lots, located on the west side of Willow Street and one lot south of 38th Avenue. The site has a frontage of 36.6 m (120 ft.) and a depth of 36.6 m (120 ft.).

To the north and east is primarily RS-1 single-family development on similar sized lots, with the exception of the Ecole Rose-des-Vents which is located directly opposite, across Willow Street. To the west is a 5.7 ha (14.0 ac) parcel of land which was used as a transit bus yard since before the area was developed. With the relocation of the bus facility to Hudson Street, it is anticipated that the site will undergo planning as a major redevelopment site within the next few years. 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 also expected.

The lot to the north and the four lots to the south are in the same OLPS high-priority sub-area as the subject site. These lots retain their one-family dwellings and have not been subject to any rezoning applications. At the south end of the block is a multiple dwelling development, currently under construction, which was rezoned to CD-1 in 2005 to permit 35 townhouse units at 1.0 FSR.

Public Input: On February 17, 2006, a notification letter was sent to 137 property owners within the notification area (shown on the map on p. 2 of this report), and a rezoning information sign was posted on the site. Following receipt of the revised application, an updated notification letter was sent to property owners on September 25, 2006, and the rezoning information sign was also updated.

Letters from two nearby property owners were received. The first expresses concern about the proposed maximum building height of 10.7 m (35 ft.), noting that it would be out of character with the single family houses on Willow Street and impair views to the North Shore mountains. The letter also notes concern that insufficient parking is proposed, and that the proposed autocourt form will bring vehicular traffic into the centre of the project and create impacts for adjacent properties.

As discussed under the Height section on p. 4 of the report, staff believe that the height and massing of the proposed development is well-handled relative to the neighbouring properties, and will provide an appropriate transition between the anticipated higher density development on the former bus yard site to the west and the RS-1 District to the east. The height between 9.2 m (30 ft.) and 10.7 m (35 ft.) accommodates proposed peaked gables which contribute to development's compatibility with the surrounding neighbourhood character. It is also noted that the maximum conditional height permitted in the surrounding RS-1 District is 10.7 m (35 ft.).

As discussed under the Parking section on p. 5 of the report, the proposal to provide one parking space per unit is consistent with the reduced parking standard approved by Council in 2005 for multiple dwelling development generally located east of Willow and Heather streets, and staff are supportive of extending the reduced parking standard to this site, located immediately adjacent on the west side of Willow Street, and within walking distance of the future transit station at Cambie Street and 41st Avenue. Additional resident and visitor

parking could be anticipated on the street; however, staff believe that this is supportable given the availability of on street parking, and that the parking is permitted in front of the site. This site is also located near the Heather Street Bikeway and Ridgeway Greenway.

As discussed under the Outdoor Amenity Area section on p. 4 of the report, the proposed autocourt concept is consistent with the design expectations of the RM-1 (Courtyard Rowhouse) zoning and guidelines, which provide an appropriate reference model for this proposal. The RM-1 guidelines anticipate circumstances where this form of development is adjacent to existing single family residential properties, and specify that maneuvering areas should be at least 2.4 m (8 ft.) from neighbouring properties. A 3.8 m (12.5 ft.) wide landscaped buffer is provided on either side of the development to screen the autocourt from the neighbouring properties.

The other correspondence received was from the north adjacent property owner, who expresses concerns about the relative height and proximity of the proposed development and the implications for shadowing, and requests that the building height be restricted to two-storeys approaching the neighbouring properties and that the setback be increased by approximately 1.2 m (4 ft.).

The revised form of development submitted on December 5, 2006 responds to these concerns, by stepping the building height of the rear units at either end of the development down to two-storeys within 7.3 m (24 ft.) of the side property lines. The side yards were also increased, by 23% at the front of the development to 2.4 m (8 ft.) and by 127% at the rear to 3.8 m (12.5 ft.). Revised shadow analyses confirm that there will now be limited shadowing impacts for the neighbouring property.

Comments from 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 the conditions as shown in Appendix C.

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

1. Subsection 3.2.5 of the Vancouver Building By-law (VBBL) provides the applicant with all the pertinent information in regards to meeting all of the requirements for fire department access.
2. Due to the increase in traffic calming, traffic diversions, and other impediments to emergency vehicle response, it is paramount that fire and other first responders are not further delayed at the response site.
3. The turn radius and load weight for access routes must meet the requirements set down in article 3.2.5.5 of the VBBL.
4. If the access route to the principal entrance of the site meets the intent of the VBBL, consideration must be given to the secondary buildings.
5. The location of trees and other landscaping issues (i.e., planters) cannot interfere with access to the structures.
6. Consideration for fire access to higher buildings must be addressed as the fire ladder vehicle can not be positioned on an unapproved surface.

Urban Design Panel Comments: The Urban Design Panel reviewed the proposal on January 7, 2007, and strongly supported the use, density, and form of development. The panel offered the following comments:

“The Panel supported this application noting that the design for the site was much improved.

The Panel felt the density was better handled in this scheme particularly with the rear units and had no concerns regarding the height of the units. The Panel agreed that the lane elevation was a bit of a problem but had been improved. They agreed that the liveability of the units was also improved.

The Panel agreed that the two accesses to the courtyard was the better approach and made for a suitable entry. The Panel agreed that the courtyard could be more neighbourly and open to shared use by the residents. It was suggested that the success of the courtyard will come down to how it is detailed. The Panel was concerned about planting in the pavers as they felt car traffic would destroy the plants and would like to see either granite or permeable paving.

Some of the Panel felt it was a lost opportunity not to use the flat roofs for decks and preferred the pitches on the edge rather than the flat roofs. Most of the Panel liked the previous design with the brick gables and felt the siding was an unfortunate change of materials. One member of the Panel liked the planters as it gave the facades a more North American look but most of the Panel would like to see no planters at all with one member suggesting some sort of individual porch expression.

Several members of the Panel felt it was unfortunate that the private spaces had been turned into guest parking. There was general concern regarding the lack of private and semi-private spaces and felt that all opportunities to add private decks or patio space should be explored.”

“Panel’s Consensus on Key Aspects Needing Improvement:

- consider removing the planter boxes from the upper floor windows;
- consider using the previous material proposal which was predominately brick for both the front and back units;
- consider adding roof decks to the flat roofs; and
- general concern about the landscaping in the private and semi-private spaces.”

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 Street 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 has provided the following comments:

"We have reviewed the report and, in general, agree with the recommendations and conclusions arrived at by Staff."

SH STUART HOWARD ARCHITECTS, INC.
 1000 WEST 10TH AVENUE, SUITE 100
 VANCOUVER, BC V6H 2E6
 TEL: 604-681-1111 FAX: 604-681-1112
 WWW.SHAHARCHITECTS.COM

Project Name: WILLOW STREET TOWNHOUSES
Site Plan: 1/8" SITE PLAN

Scale: 1/8" = 1'-0"
 Date: 10/15/10
 Drawn: J. [Name]
 Checked: [Name]

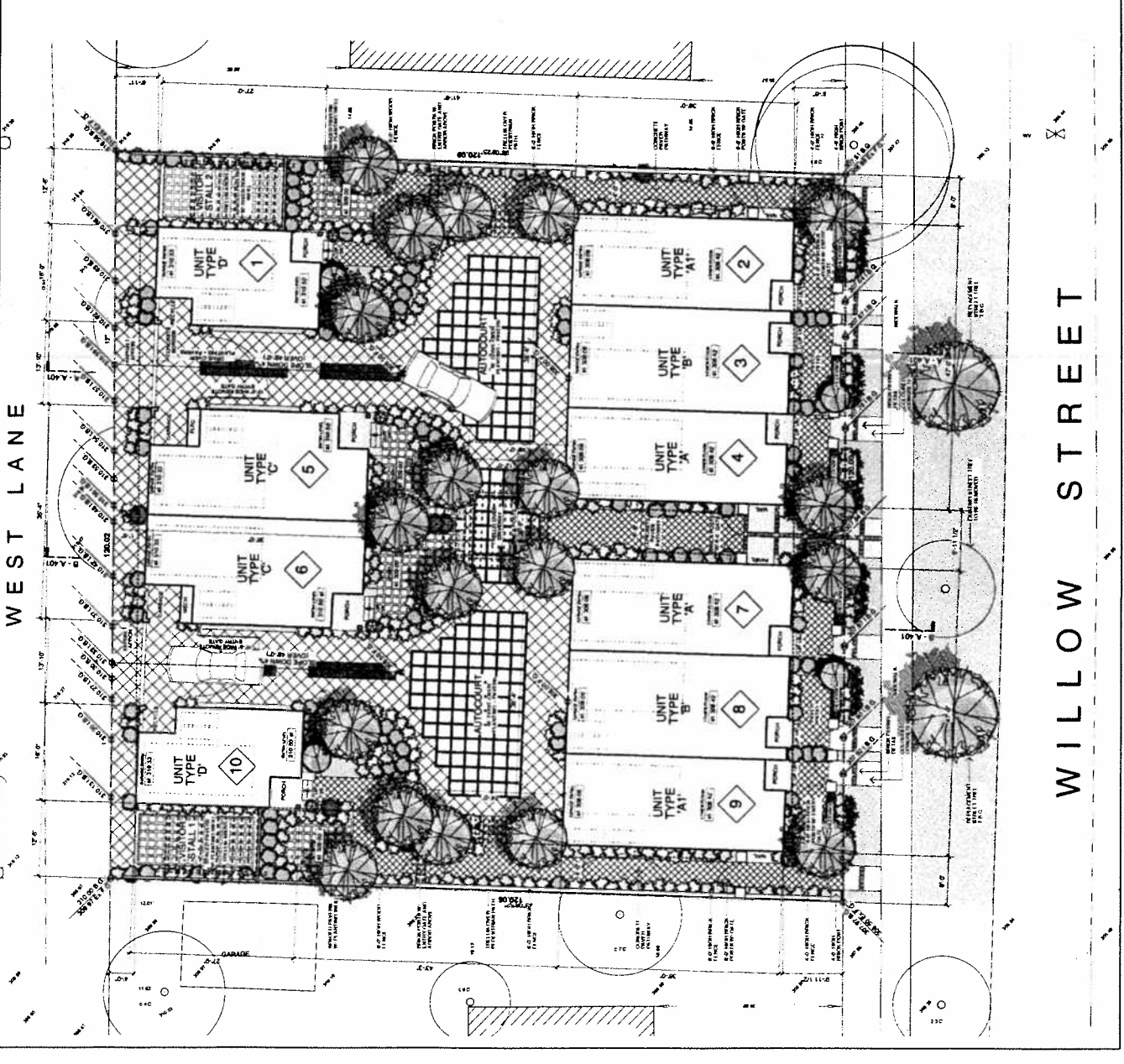
SITE DATA
 CIVIC ADDRESS: 5425 WILLOW STREET
 VANCOUVER, BC
 LEGAL: DISTRICT OF VANCOUVER, 8741 844
 LOT SIZE: 120.00' x 120.00'
 (14,400 sq. ft. approx)

DEVELOPMENT STATISTICS

Zoning: CD-1
Uses: Multiple Dwellings
 10 Units
 10 Units 'A'
 10 Units 'B'
 10 Units 'C'
 10 Units 'D'

AREA SUMMARY

Unit Type	Description	No. Parking Level	Area (sq. ft.)	Level	Total Area (sq. ft.)	Total Units
A	12'-0" Wide - 3 Floors	208.5	580.4	576.0	1966.3	2718.8
A1	12'-0" Wide - 3 Floors	208.5	580.4	576.0	1966.3	2718.8
B	12'-0" Wide - 3 Floors	208.5	580.4	576.0	1966.3	2718.8
C	12'-0" Wide - 3 Floors	208.5	580.4	576.0	1966.3	2718.8
D	12'-0" Wide - 3 Floors	208.5	580.4	576.0	1966.3	2718.8
Total					15913.3	6398.0



WEST LANE

WILLOW STREET



1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
2. ALL WALLS ARE 12" THICK UNLESS OTHERWISE NOTED.
3. ALL DOORS ARE 36" WIDE UNLESS OTHERWISE NOTED.
4. ALL WINDOWS ARE 60" WIDE UNLESS OTHERWISE NOTED.
5. ALL FLOORS ARE 4" CONCRETE ON 8" GRAVEL UNLESS OTHERWISE NOTED.
6. ALL ROOFS ARE 6" CONCRETE ON 8" GRAVEL UNLESS OTHERWISE NOTED.
7. ALL CEILING ARE 8' HIGH UNLESS OTHERWISE NOTED.
8. ALL STAIRS ARE 36" WIDE UNLESS OTHERWISE NOTED.
9. ALL ELEVATORS ARE 48" WIDE UNLESS OTHERWISE NOTED.
10. ALL UTILITIES ARE TO BE LOCATED AS SHOWN UNLESS OTHERWISE NOTED.

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SH
STUART HOWARD
ARCHITECTS, INC.
1000 15th Street, N.W.
Washington, D.C. 20004
Tel. 202-331-1100

WILLOW STREET
TOWNHOUSES

1/8" BLOCK PLAN
PARKING LEVEL

A.200	
DATE	11/10/00
SCALE	1/8" = 1'-0"
PROJECT	WILLOW STREET TOWNHOUSES
NO.	1/8" BLOCK PLAN
REV.	
BY	
CHKD.	
APP.	
DATE	



STUART HOWARD ARCHITECTS INC.
1100 N. WASHINGTON ST.
ANN ARBOR, MI 48106
PH: 734.769.1100
WWW.SHA-ARCHITECTS.COM

DATE: 11.19.08
PROJECT NO.: 08113
SHEET NO.: 101
SCALE: AS SHOWN

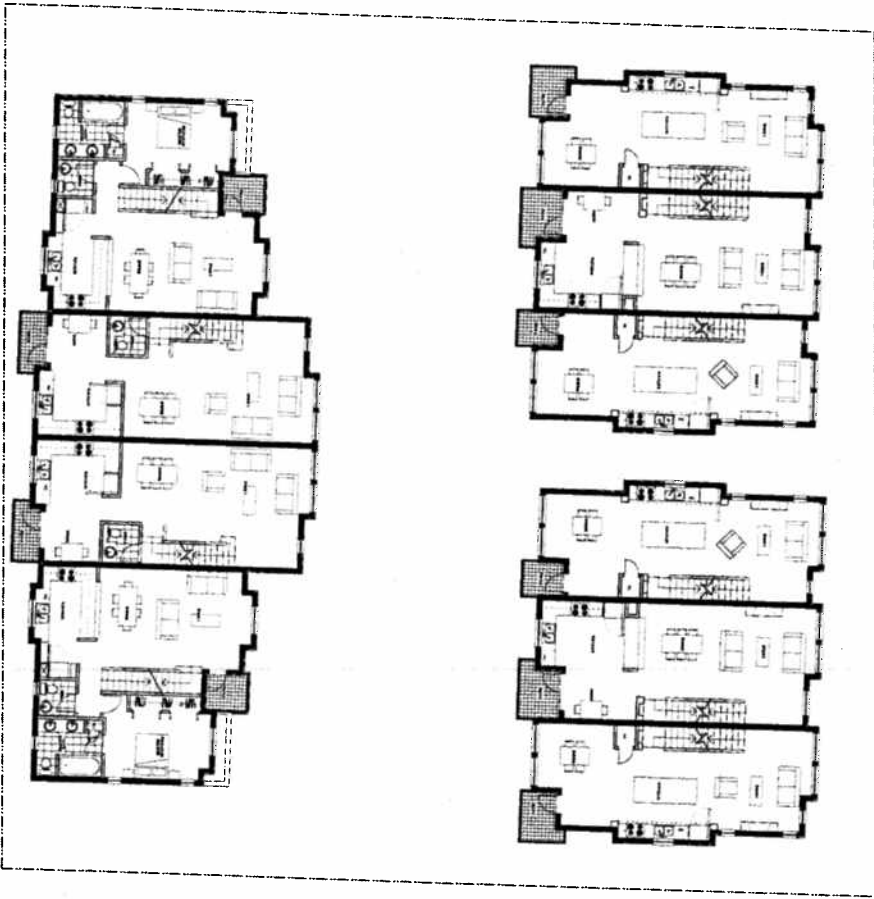
SH
STUART HOWARD
ARCHITECTS INC.
1100 N. WASHINGTON ST.
ANN ARBOR, MI 48106
PH: 734.769.1100
WWW.SHA-ARCHITECTS.COM

PROJECT NAME
WILLOW STREET
TOWNHOUSES

SHEET NO.
1/8" BLOCK PLAN
MAIN LEVEL

A.201
1/8" = 1'-0"
DATE: 11.19.08
DRAWN BY: JH
CHECKED BY: JH

APPENDIX E
Page 3 of 8



STUART HOWARD ARCHITECTS, INC.
1100 BROADWAY, SUITE 1000
NEW YORK, N.Y. 10018
TEL: (212) 697-1000
FAX: (212) 697-1001
WWW.SHA-ARCHITECTS.COM

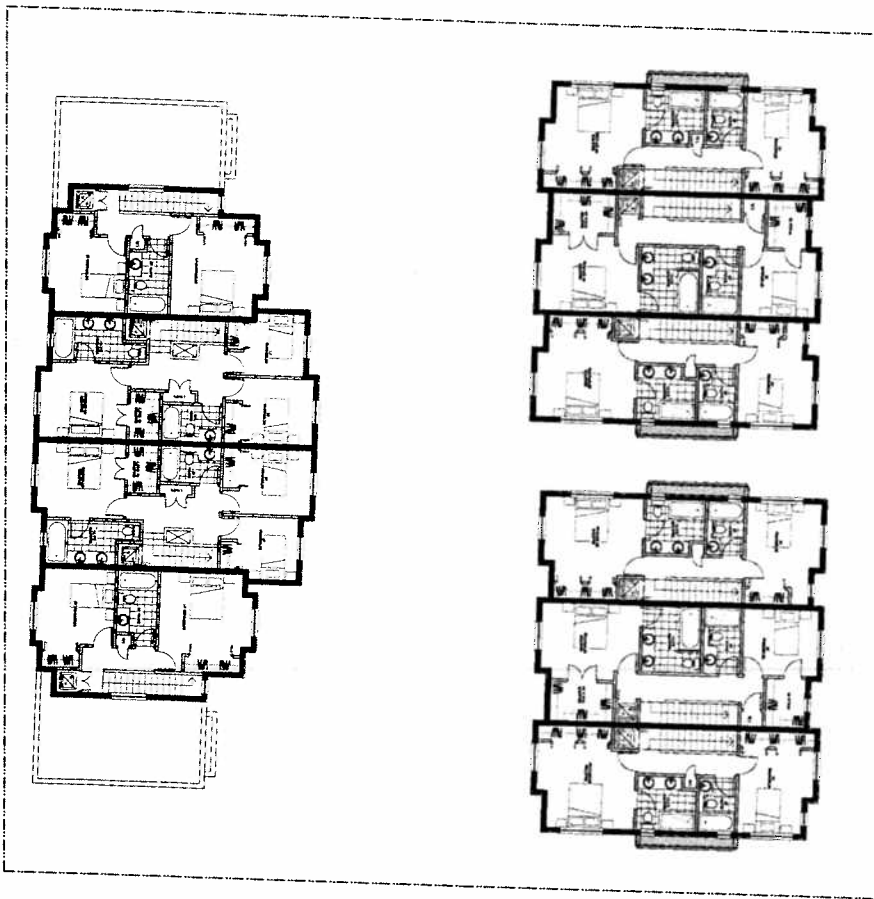
DATE: 12/20/08
PROJECT: 18' BLOCK
DRAWN BY: J. CHANG
CHECKED BY: S. H. A.
SCALE: AS SHOWN

STUART HOWARD ARCHITECTS, INC.
S H A
1100 BROADWAY, SUITE 1000
NEW YORK, N.Y. 10018
TEL: (212) 697-1000
FAX: (212) 697-1001
WWW.SHA-ARCHITECTS.COM

WILLOW STREET
TOWNHOUSES

1/8" BLOCK PLAN
UPPER LEVEL

A.202
1/8" = 1'-0"
1/4" = 1'-0"
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STUART HOWARD ARCHITECTS, INC.
 1000 WEST 10TH AVENUE, SUITE 100
 DENVER, CO 80202
 TEL: 303.733.1111 FAX: 303.733.1112
 WWW.SHA-ARCHITECTS.COM

DATE: 11/15/07
 DRAWN BY: J. HARRIS
 CHECKED BY: J. HARRIS
 SCALE: AS SHOWN

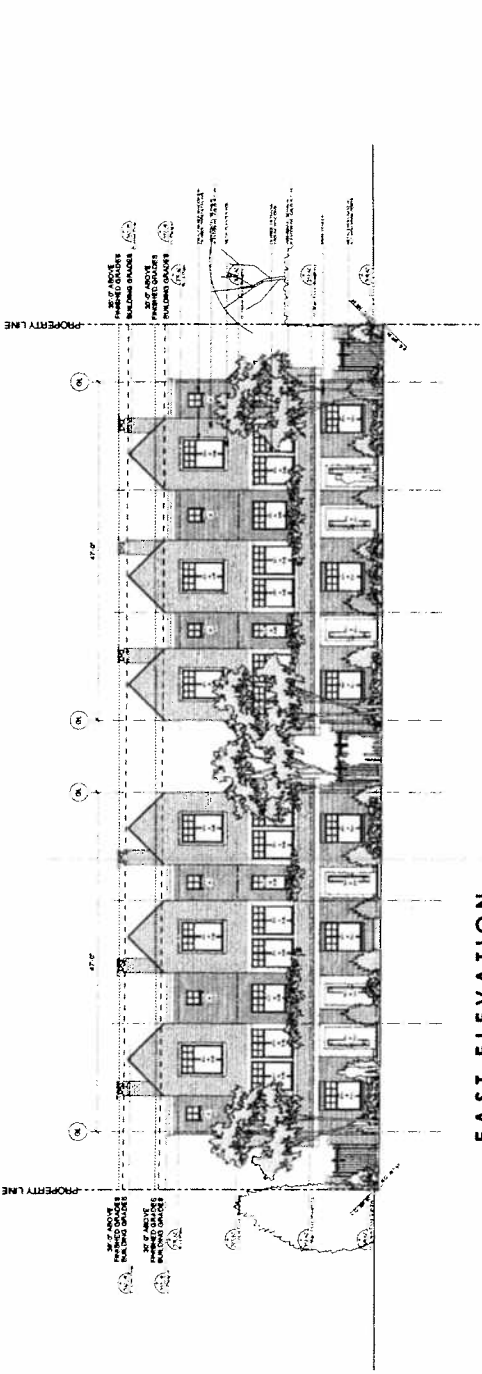
STUART HOWARD ARCHITECTS, INC.
 1000 WEST 10TH AVENUE, SUITE 100
 DENVER, CO 80202
 TEL: 303.733.1111 FAX: 303.733.1112
 WWW.SHA-ARCHITECTS.COM

PROJECT NAME: WILLOW STREET TOWNHOUSES

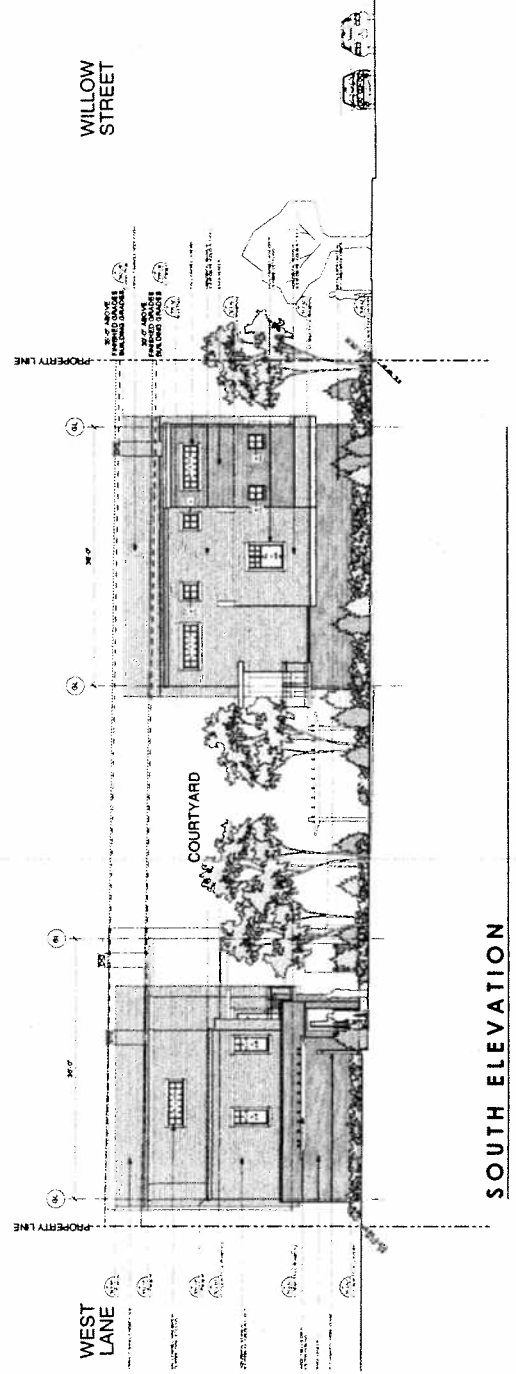
1/8" ELEVATIONS
 EAST + SOUTH

A.301
 SHEET NO. 8

APPENDIX E
 Page 5 of 8

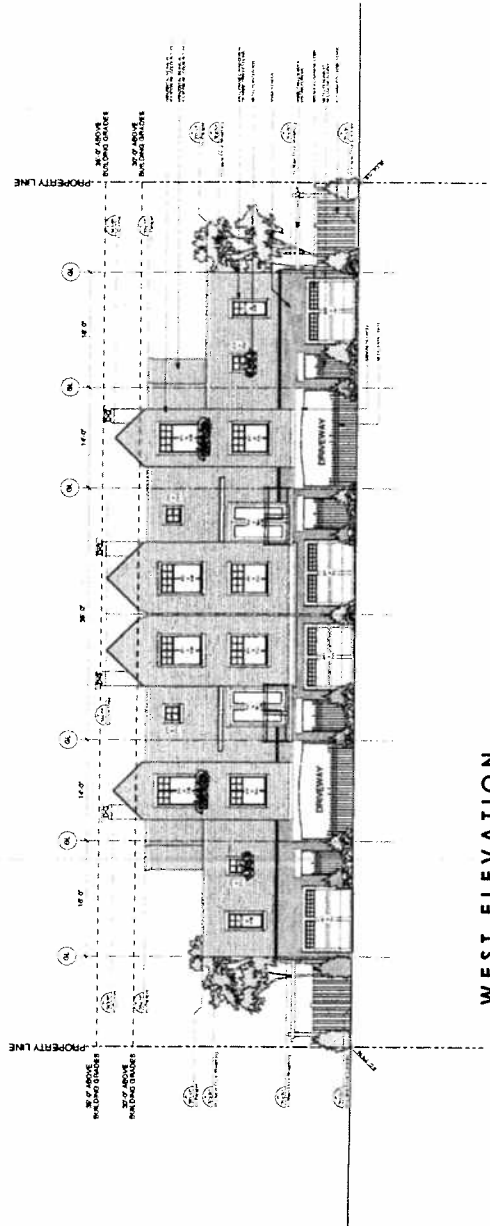


EAST ELEVATION
 FACING WILLOW STREET

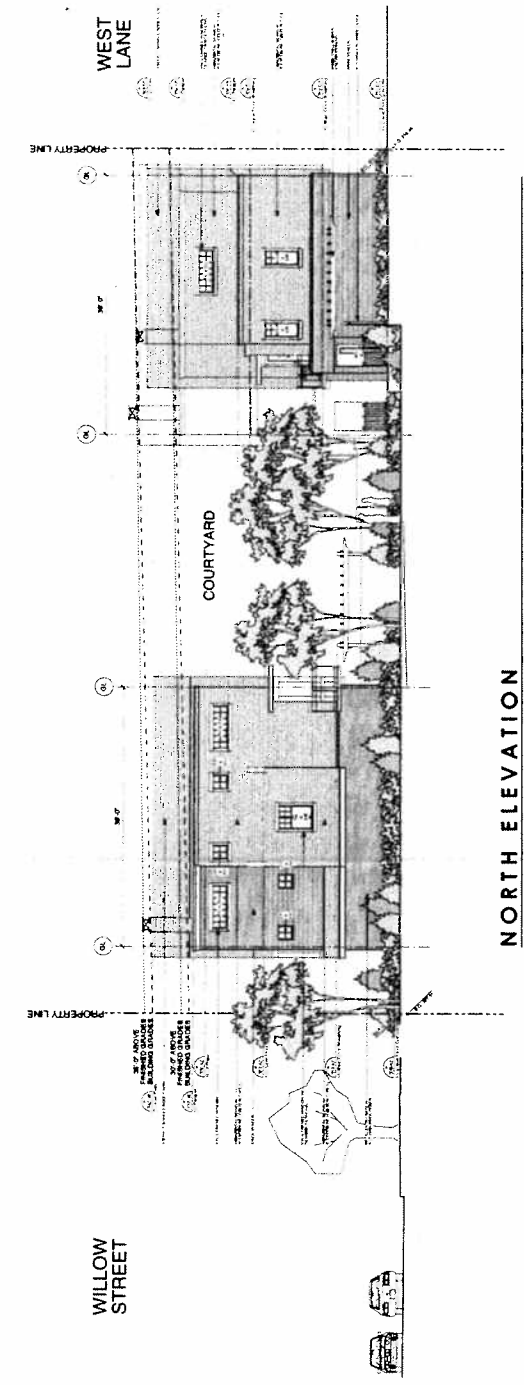


SOUTH ELEVATION

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL ORDINANCES.
 2. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE LOCAL BUILDING DEPARTMENT.
 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL BUILDING DEPARTMENT.
 4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES.
 6. THE CONTRACTOR SHALL MAINTAIN A SAFE WORKING ENVIRONMENT AT ALL TIMES.
 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMEDIATION OF ANY DAMAGE TO ADJACENT PROPERTIES.
 8. THE CONTRACTOR SHALL MAINTAIN ALL RECORDS OF THE PROJECT.



**WEST ELEVATION
FACING LANE**



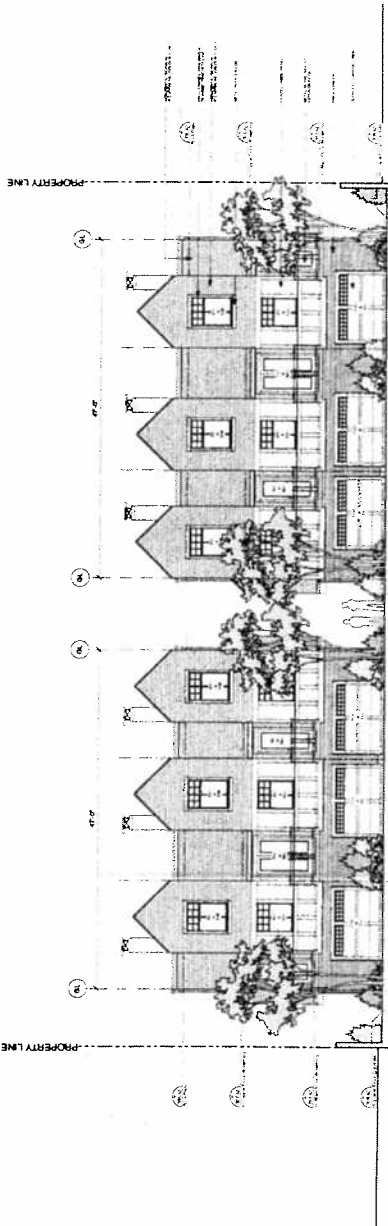
NORTH ELEVATION

SH
STUART HOWARD
ARCHITECTS, INC.
 1000 ...
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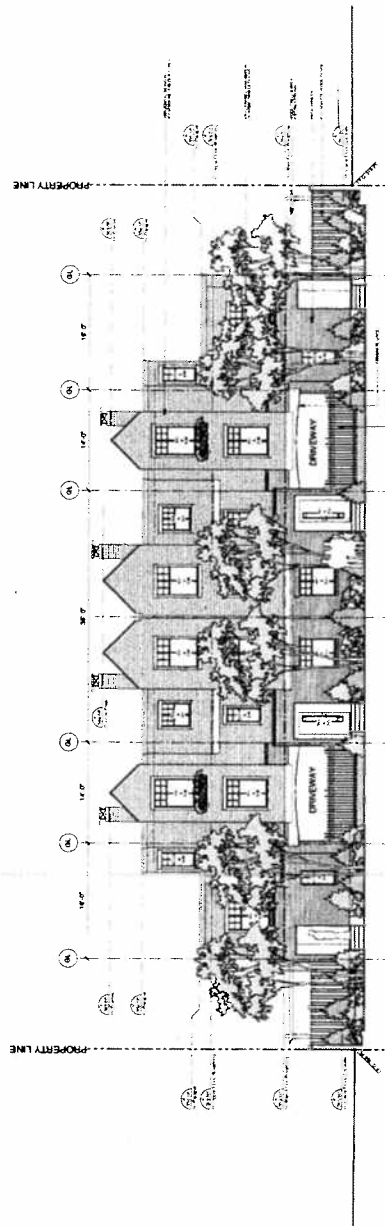
WILLOW STREET
TOWNHOUSES

1/8" ELEVATIONS
WEST + NORTH

A.302	
B	



WEST ELEVATION
FACING COURTYARD



EAST ELEVATION
FACING COURTYARD

STUART HOWARD ARCHITECTS INC.
1000 BROADWAY, SUITE 1000
NEW YORK, NY 10018
TEL: 212 693 9000
WWW.SHA-ARCHITECTS.COM

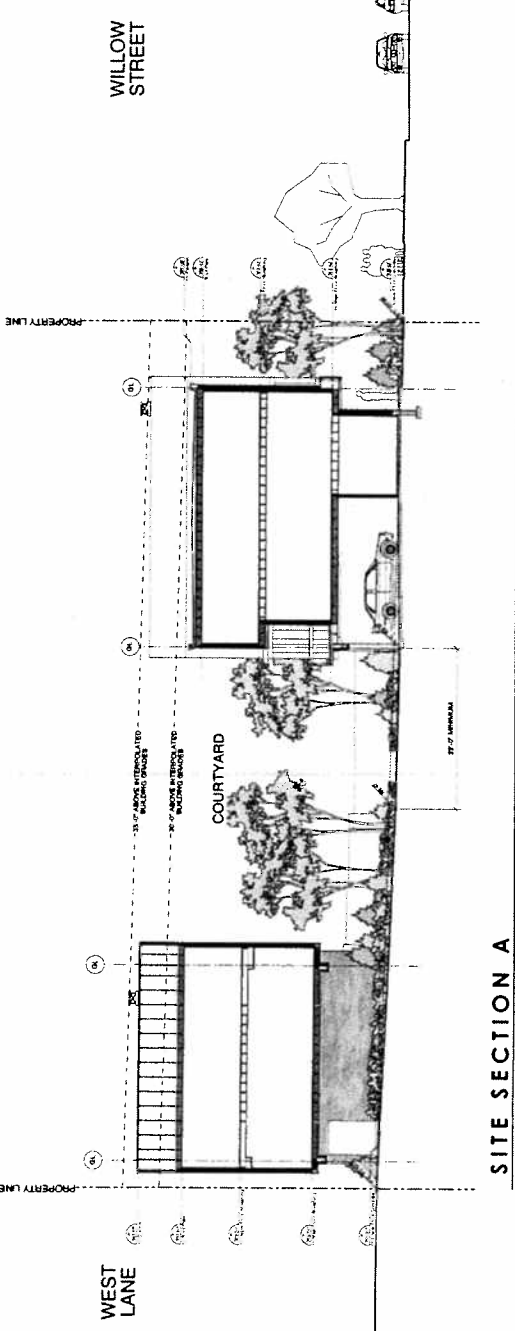
Project No. 110110
Project Name: 1/8' ELEVATIONS COURTYARD
Client: [REDACTED]
Date: [REDACTED]
Scale: [REDACTED]
Author: [REDACTED]
Check: [REDACTED]
Date: [REDACTED]

SH
STUART HOWARD
ARCHITECTS INC.
ARCHITECTS
1000 BROADWAY, SUITE 1000
NEW YORK, NY 10018
TEL: 212 693 9000
WWW.SHA-ARCHITECTS.COM

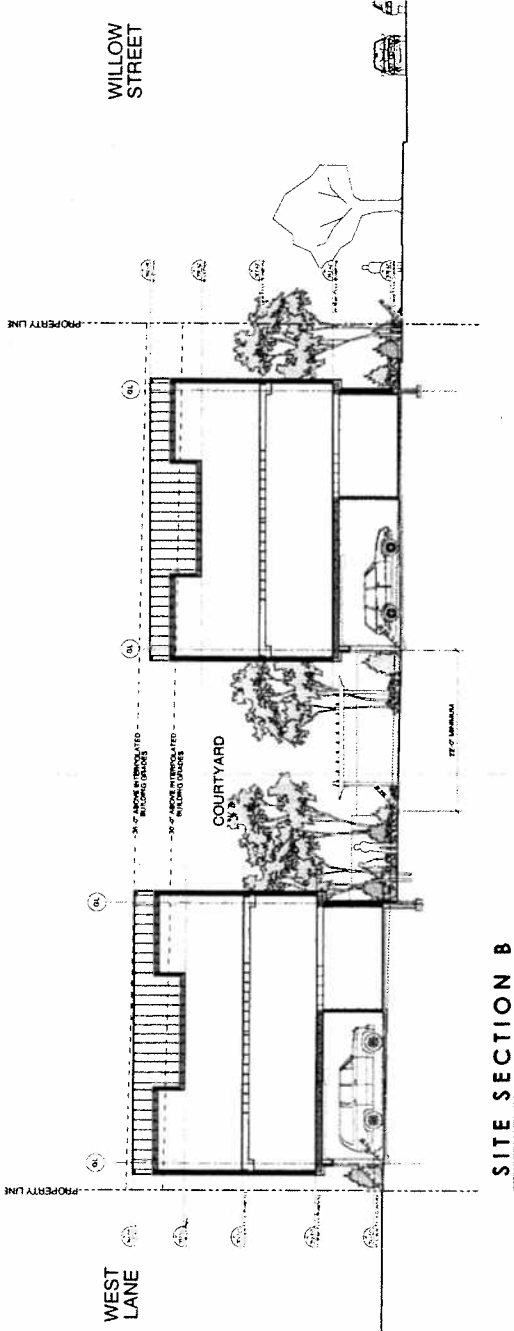
Project No. 110110
Project Name: 1/8' ELEVATIONS COURTYARD

1/8' ELEVATIONS
COURTYARD

A.303
B



SITE SECTION A



SITE SECTION B

<p>SH STARTWARD SECURITY A</p> <p>Project No: 18-008 Date: 10/15/18 Location: 1800 S. 10th St., Phoenix, AZ 85004</p>		<p>Project Name: WILLOW STREET TOWNHOUSES</p>	<p>Sheet Title: 1/8" SITE SECTIONS</p>	<p>A.401</p> <p>Scale: 1/8" = 1'-0"</p>
<p>Author: [Name]</p> <p>Check: [Name]</p> <p>Date: [Date]</p> <p>Revision: [Number]</p>	<p>Project No: 18-008</p> <p>Date: 10/15/18</p> <p>Location: 1800 S. 10th St., Phoenix, AZ 85004</p>	<p>Project Name: WILLOW STREET TOWNHOUSES</p>	<p>Sheet Title: 1/8" SITE SECTIONS</p>	<p>A.401</p> <p>Scale: 1/8" = 1'-0"</p>

APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	5429-5439 Willow Street
Legal Description	Lots 2 & 3, Block 867, District Lot 526, Plan 8454
Applicant	Stuart Howard Architects Inc.
Architect	Stuart Howard Architects Inc.
Property Owner	Atelier Land (West Boulevard) Corporation
Developer	Atelier Land Corporation

SITE STATISTICS

	GROSS	DEDICATIONS	NET
SITE AREA	1 338.13 m ² (14,404 sq. ft.)	N/A	No change

DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT	RECOMMENDED DEVELOPMENT (if different from proposed)
ZONING	RS-1	CD-1	
USES	One-Family Dwelling	Multiple Dwellings	
MAX. FLOOR SPACE RATIO	0.60 FSR	1.00 FSR	
MAXIMUM HEIGHT	9.2 m (30 ft.), relaxable to 10.7 m (35 ft.)	10.7 m (35 ft.)	
PARKING SPACES	One per dwelling unit	One per dwelling unit, plus 2 visitor spaces	One per dwelling unit
FRONT YARD SETBACK (Willow Street)	7.32 m (24.0 ft.)	2.13 m (7.0 ft.)	
NORTH & SOUTH SIDE YARD SETBACK (abuts neighbouring lots)	1.83 m (6.0 ft.)	1.82 m (6.0 ft.)	
REAR YARD SETBACK (abuts rear lane)	16.46 m (54 ft.)	0.76 m (2.5 ft.)	