



CITY OF VANCOUVER

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### POLICY REPORT DEVELOPMENT AND BUILDING

Report Date: February 26, 2008  
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Meeting Date: March 11, 2008

TO: Vancouver City Council  
FROM: Director of Planning  
SUBJECT: CD-1 Rezoning - 335, 337 & 349 East 33rd Avenue

#### RECOMMENDATION

- A. THAT the application by Springbank Development Corporation to rezone 335, 337 & 349 East 33rd Avenue (Lots A & B, Plan 11568, and Lot A Plan 10388, Block 10, DL634, GRP.1 NWD) from RS-1 to CD-1 to permit a multiple dwelling consisting of 24 units in 8 rowhouses, two triplexes, and two fiveplexes, under the Neighbourhood Housing Demonstration Program, at a floor space ratio of 0.97, be referred to a Public Hearing, together with:
- (i) plans received May 14, 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, or at a time approved by the Director of Legal Services.

#### 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:

- Neighbourhood Housing Demonstration Project Policy, adopted by Council on January 3, 1996; and
- Riley Park/South Cambie (RPSC) Community Vision, adopted by Council on November 1, 2005.

#### PURPOSE AND SUMMARY

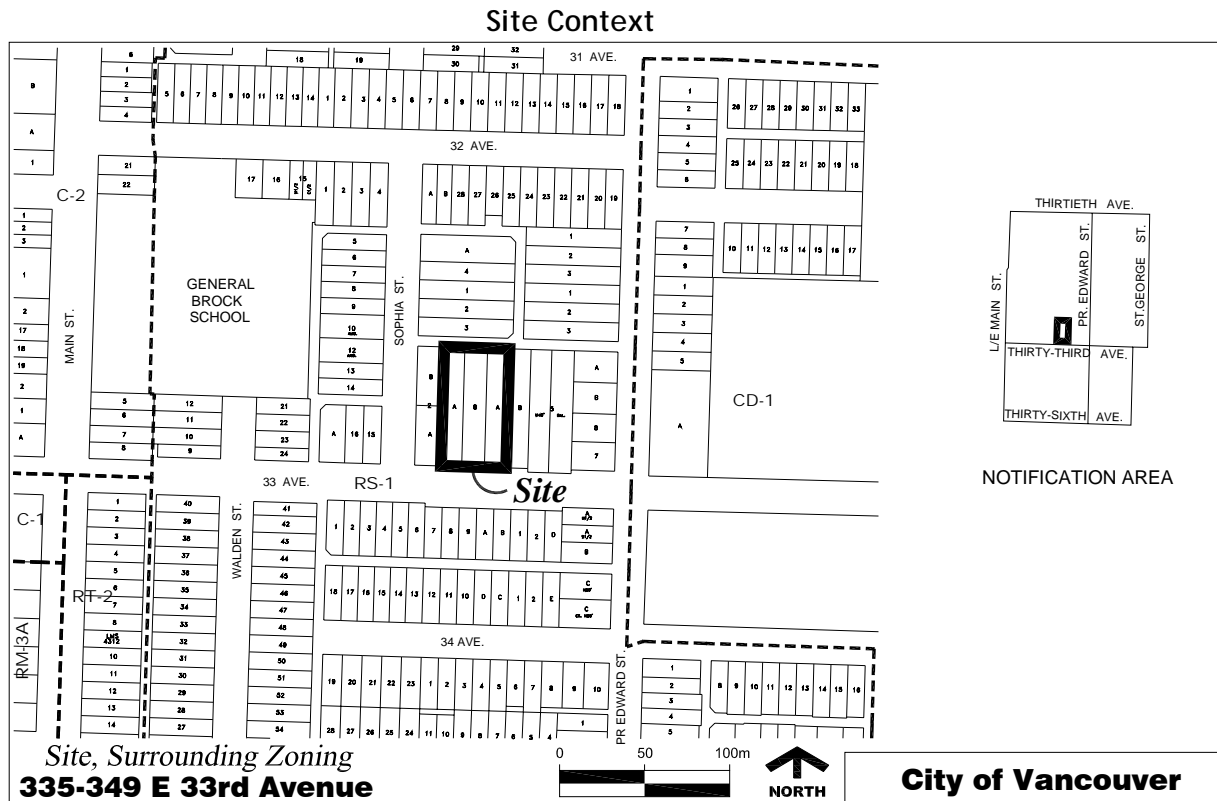
This report assesses an application to rezone this site from RS-1 One Family Dwelling District to CD-1 Comprehensive Development District. The application proposes a Neighbourhood Housing Demonstration Project (NHDP) which includes:

- 24 dwelling units contained in 8 rowhouses, two triplexes and two fiveplexes. There are a range of unit types (one to three storeys) and sizes (900 to 1,500 sq. ft.);
- 26 parking spaces, including 22 underground, two in a garage on the lane, and two co-op spaces on the lane; and
- A density of .97 FSR (floor space ratio).

The proposal meets the criteria to qualify for consideration as a NHDP, including a new form of housing in the neighbourhood, improved affordability and a degree of neighbourhood support.

The proposal is consistent with five RPSC Community Vision directions pertaining to new housing types that received either "approved" or "uncertain" support, with more voting in support of each of these directions than against. These directions include the type of housing (fourplexes, sixplexes and rowhouses); the type of lot (irregular); and its location on an arterial and near the Main Street shopping area.

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



**DISCUSSION**

**Neighbourhood Housing Demonstration Project:** This site is located within the boundary of the RPSC Community Vision area. The Vision states that rezoning applications will be considered for a NHDP, on the condition that:

- the application demonstrate a new housing form in the neighbourhood, improved affordability, and a degree of neighbourhood support; and
- any increase in land value, beyond the normal profit allowed by the City’s standard bonussing process, be converted into improved affordability.

In addition, in the RPSC neighbourhood, any NHDP would need to respond to Vision Directions about type, location and scale of new housing. This application is assessed against all of these criteria.

**New Housing Form:** This criterion is met. The rezoning proposal offers a mix of housing types, including rowhouses, fiveplexes and triplexes, with ground-oriented one storey units and two storey townhouse units above.

This is a new housing form to the RS-1 single family pattern that surrounds the site. In this zone, housing choices are limited to one-family dwelling (including a secondary suite) or a dwelling unit above a grade-level grocery store. Staff notes that six blocks north of the site, in the RS-7 district zone that begins at 28th Avenue, several townhouse developments exist. These developments differ from this application in their form, as they do not offer the range of housing types proposed in this application.

Staff supports a demonstration of the proposed type of housing as a way to provide more land-efficient housing, and housing options for young families and for “empty nesters” who wish to continue to live in the area.

**Improved Affordability:** This criterion is met. This proposal makes better use of three, single-family lots in a city with a rapidly expanding population. The application proposes a range of unit sizes, from 84 m<sup>2</sup> (900 sq. ft.) to 139 m<sup>2</sup> (1,500 sq. ft.), and the applicant has indicated a selling price beginning in the high \$300,000 range (today’s dollars). This is in contrast to new one family dwellings in the neighbourhood that are estimated at \$800,000, or older one family dwellings estimated at \$620,000. Staff are satisfied that these units are generally more affordable than other choices in the neighbourhood.

The NHDP policy requires that any increase in land value generated be invested in increased affordability. The Director of Real Estate Services has reviewed this proposal and, using a methodology standard to the City’s normal practice for such assessments, concludes that the rezoning would not generate an extraordinary lift in land value.

**Degree of Neighbourhood Support:** On balance, staff concludes there is a degree of neighbourhood support for this project.

The RPSC Community Vision adopted by City Council in November 2005 indicates community support for several Vision Directions pertinent to this application. Rowhouses and four-and sixplexes as new housing forms received “uncertain” support in the Vision survey. With respect to where new housing types should be considered, the surveys indicated “approval” on irregularly-sized lots such as this and near the Main Street Shopping area, and “uncertain” support for new housing types on arterial roads. Note: Directions receiving “uncertain” approval received more votes in support than against. (See Appendix D for specific Vision Directions.)

There is mixed support for this proposal from neighbours who responded to the neighbourhood notification and attended open houses and public meetings about the project. At an early pre-application stage, the City received a petition with 135 names from neighbours particularly opposed to the number of units. Comment sheets from open houses and public meetings were roughly split with those supporting and those opposing the application. Written comments from open houses and letters to the City indicate about 55% oppose, and 45% support, the application. Areas of concern include the amount of density and number of units; the form and siting of the buildings, in relation to neighbouring houses; traffic and parking impacts, including concerns about changes to the character of the lane; and conformance to the NHDP criteria. Those in support noted particularly the choices the project offers, both in unit size and price, for new purchasers or people downsizing who wish to remain in the neighbourhood. The community garden area in the lane was generally seen as a positive aspect of the development. A full discussion of the public consultation process is outlined in Appendix D. Staff believes that the recommended conditions of approval, outlined in Appendix C, address many of the concerns identified during the consultation process.

**Density and Form of Development:** The proposed development consists of 24 units in six building blocks, including two fiveplexes, two triplexes and 8 rowhouses, with a total of 2 600 m<sup>2</sup> (27,987 sq. ft.). The proposal includes 26 parking spaces: 22 underground accessed

from the lane; two in a garage off the lane; and two co-op stalls on the surface at the lane. The project has evolved to include a variety of semi-private spaces, including an internal courtyard at the centre of the site, and community gardens along the lane. Each unit has a private patio at grade. (See Appendix E, application plans.)

The Urban Design Panel reviewed this application on July 18, 2007, and supported it (5-1), with the request that it return to the Panel for a second review at the Development Permit stage. Through the staff review, advice from the Panel, and comments from the public, a number of ideas have emerged for improving the urban design performance of this project.

The Panel recommended reducing the scale of the roof line along West 33rd Avenue and increasing the front and sideyard setbacks to improve compatibility and neighbourliness. Similar concerns were reflected in the neighbourhood response. The Panel also commented on the open stair to the parking level, the possibility of providing an elevator and a suggestion to add an amenity space as a second storey to the garage at the lane.

Conditions (i) and (ii) in Appendix C address improving neighbourliness by increasing the front yard setback to 16 ft. (4.8 m) and the side yards to 6 ft. (1.8 m). The increased front yard improves the transition to the neighbouring RS-1 context and the slightly wider side yards allow for more landscaping between neighbours, noting that the side yards will be used as pedestrian access to some of the units. Staff also requested further clarification on the window locations of the adjacent houses to avoid direct overlook.

Conditions (iii) and (iv) in Appendix C concern roof form, scale and character; reducing the size of the gables along 33rd Avenue to a more compatible scale and making the overall development more consistent in form, detail and quality. Conditions (vi) and (vii) recommend improvements to the on-site circulation, including stair access to the below grade parking and better integration of these stairs with the overall landscaping.

Planning did not recommend that a parking elevator be required. Accessible parking at grade has been provided directly off the lane. Additionally, there is no Building By-law requirement for elevator access for the six individual units, as there are no common corridors between units. All the units have individual entries at grade, with direct access at grade for the ground floor units. No amenity room above the garage has been requested because of the proximity and overlook with the neighbouring single family home, directly across the lane.

**Parking and Traffic:** As discussed earlier, 26 parking spaces are proposed for this project, accessed from the lane. The number of spaces meets the by-law requirement. The Parking By-law requires a minimum of 30 Class A bicycle parking spaces. Engineering recommends provision of 8 Class B bicycle parking spaces.

A number of neighbours raised concern about potential traffic impacts in the immediate vicinity, and especially the impact of additional traffic on the lane. Neighbours spoke of the importance of this underdeveloped lane (currently unpaved) to the social vibrancy of the neighbourhood. To respond to neighbours' concerns, staff sought a traffic impact study. In summary, Engineering staff agree that the number of vehicle trips generated by this development, when added to the existing traffic volumes on the adjacent streets, would represent a nominal increase. The number of vehicle trips the development is expected to generate during the weekday morning hour peak is 11; 2 entering the site from either direction and 9 exiting the site in either direction. The number of vehicle trips expected to be

generated during weekday afternoon hour peak is 12; 8 entering the site from either direction and 4 exiting the site in either direction. In addition, 33rd Avenue will be a future transit route for the #33 bus connecting to the 29th Avenue SkyTrain Station to King Edward Canada Line station and the University of British Columbia. It is expected that some residents will use non-vehicular modes of transportation for their daily commutes, reducing traffic impacts, on the neighborhood.

Appendix C includes a recommendation to potentially develop that portion of the lane from Sophia Street to the east property line of the site as a "country lane", to help preserve some of those characteristics that are important to the neighbours. Staff recommend this be undertaken in consultation with neighbours.

**Comments of the Director of the Housing Centre:** The Housing Centre supports this Neighbourhood Housing Demonstration Project as it will increase housing choice in the neighbourhood for young families, couples and those looking to downsize. While no lift in land value is generated by this proposal that could be used to increase affordability, staff are satisfied that these units are generally more affordable than other choices in the neighbourhood.

**Sustainability:** Council has indicated a desire, through the City's Green Building Strategy, for all developments in the City to incorporate sustainability into their proposals. Although not a requirement, the applicant for this project has indicated he will aim to achieve a gold level standard under the Built Green BC program. Staff seek completion of a Built Green BC Checklist at the Development Permit stage.

**Development Cost Levy:** A required Development Cost Levy will be required at the building permit stage. That rate is currently \$1.75 per square foot.

## FINANCIAL IMPLICATIONS

There are no financial implications.

## ENVIRONMENTAL IMPLICATIONS

Staff anticipates positive environmental impacts stemming from increased density along and near the 33rd Avenue and Main Street arterials, which are close to transit and shopping. The addition of co-op car spaces is positive. The applicant's stated intent to achieve gold level standard under the Built Green BC program, though not required by Council Policy, will have positive impacts.

## CONCLUSION

Planning staff conclude that the rezoning application can be supported as a Neighbourhood Housing Demonstration Project, on the basis that this proposal is supported by Community Vision directions pertaining to housing type and location, in a form that is more affordable than one-family dwellings and suitable for a variety of age groups and family sizes. While there has been some local opposition to the rezoning, staff believes that recommended conditions of approval in Appendix C address many of the concerns raised.

The Director of Planning recommends that the application be referred to a Public Hearing and approved, subject to conditions.

\* \* \* \* \*

## 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.

For the purpose of computing floor space ratio, the site is deemed to be 2 680.5 m<sup>2</sup> (28,853.31 sq. ft.), being the site size at the time of application for rezoning, prior to any dedications.

### Uses

- Multiple Dwelling
- Accessory Uses customarily ancillary to the above uses.

### Density

- The floor space ratio for all permitted uses must not exceed 0.97, and the number of dwelling units must not exceed 24.
- Computation of floor space ratio must include:
  - all floors, including earthen floor, measured to the extreme outer limits of the building;
  - stairways, fire escapes, elevator shafts and other features which the Director of Planning considers similar, measured by their gross cross-sectional areas and included in the measurements for each floor at which they are located; and
  - where the distance from a floor to the floor above or, where there is no floor area to the top of the roof joists, exceeds 3.7 m, an amount equal to the area of the floor below the excess height.
- Computation of floor space ratio must exclude:
  - open residential balconies or sun decks, and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that the total area of all exclusions must not exceed 8% of the permitted residential floor area;
  - patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls;
  - where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which in the opinion of the Director of Planning are similar to the foregoing, which are:
    - i) at or below the base surface; or
    - ii) in the case of off-street parking, above the base surface in an accessory building in the rear yard; and
  - areas of undeveloped floor 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.
  - all residential storage space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m<sup>2</sup> for a dwelling unit,



- there will be no exclusion for any of the residential storage space above base surface for that unit;
- covered porches if:
    - i) they are located at the basement or first storey;
    - ii) that portion facing the street or rear property line is open or protected by guard rails, the height of which must not exceed the minimum specified in the Building By-law;
    - iii) the total area being excluded does not exceed 5% of the permitted floor area; and
    - iv) the ceiling height, including roof structures, of the total area being excluded does not exceed 3.1 m measured from the porch floor;
  - where a Building Envelope Professional, as defined in the Building By-law has recommended exterior walls greater than 152 mm in thickness, the area of the walls exceeding 152 mm, but to a maximum exclusion of 152 mm thickness.

### Height

- a maximum height of 10.7 m (35.10 ft.) measured from base surface. For accessory buildings, a maximum of 4.9 m (16 ft.) measured from base surface.

The Director of Planning or Development Permit Board, as the case may be, may, for any building higher than 30.5 m, permit a decorative roof to exceed the maximum height otherwise specified in this By-law, provided that:

- i) the Board is satisfied that the roof enhances the overall appearance of the building and appropriately integrates mechanical appurtenances;
- ii) the roof does not add to the floor area otherwise permitted; and
- iii) the Board first considers all applicable policies and guidelines adopted by Council.

### Setbacks

- A minimum setback of 4.9 m (16 ft.) from the south front-yard property line.
- A minimum setback of 1.8 m (6 ft.) from the east and west side-yard property lines.
- A minimum setback of 13 m (42.7 ft.) from the north rear yard property line, except the accessory building has no minimum setback.

### Horizontal Angle of Daylight

All habitable rooms in buildings used for residential or hotel purposes shall have at least one window on an exterior wall which complies with the following:

- i) the window shall be located so that a plane or planes extending from the window and formed by an angle of 50 degrees, or 2 angles with a sum of 70 degrees, shall be unobstructed over a distance of 24.0 m; and
- ii) the plane or planes shall be measured horizontally from the centre of the bottom of the window.

For the purpose of (i) above, the following shall be considered as obstructions:

- i) the theoretically equivalent buildings located on any adjoining sites in any R district in a corresponding position by rotating the plot plan of the proposed building 180 degrees about a horizontal axis located on the property lines of the proposed site;
- ii) part of the same building including permitted projections;
- iii) accessory buildings located on the same site as the principal building; and
- iv) the maximum size building permitted under the appropriate C or M District Schedule if the site adjoins a C or M site.

The following shall not be considered as habitable rooms:

- i) bathrooms; and
- ii) kitchens, unless the floor area is greater than 10% of the total floor area of the dwelling unit, or 9.3 m<sup>2</sup>, whichever is the greater.

The Development Permit Board or the Director of Planning, as the case may be, may permit a reduced horizontal angle of daylight requirement provided he first considers the intent of this provision and all the applicable policies and guidelines adopted by Council and providing that a minimum distance of 3.7 m of unobstructed view is maintained.

#### **Parking and Bicycle Spaces**

- Parking and bicycle spaces to be provided, developed and maintained in accordance with the applicable provisions of the Parking By-law, including the availability of relaxation and exemption provisions.

#### **Acoustics**

- A development permit application for dwelling uses shall require evidence in the form of a report and recommendations prepared by persons trained in acoustics and current techniques of noise measurements, demonstrating that the noise levels in those portions of the dwelling units listed below shall not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. For the purposes of this section the noise level is the A-weighted 24-hour equivalent (Leq) sound level and will be defined simply as the noise level in decibels.

<b>Portion of Dwelling Unit</b>	<b>Noise Level (Decibels)</b>
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways	45

## SUBDIVISION BY-LAW AMENDMENT

A consequential amendment is required to delete Lots A & B, Plan 11568, and Lot A Plan 10388, Block 10, DL634, GRP.1 NWD 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 Hywell Jones, Architect and stamped "Received City Planning Department, May 14, 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 the following:

#### *Design Development:*

- (i) design development to improve neighbourliness by increasing the front and side yard setbacks and adding additional landscaping to all edges;

**Note to Applicant:** The front yard setback should be a minimum of 16 ft. (4.9 m) to allow for a better transition between the deeper setbacks of the adjacent buildings. The side yards should be a minimum of 6 ft. (1.8 m) to improve separation and privacy between neighbours. Additional planting in all setbacks, as well as along the lane edge and bordering the driveway ramp, will improve the quality of outdoor open space.

- (ii) clarification on the drawings, indicating window size and location on the reflected elevations of the neighbouring buildings;

**Note to Applicant:** Proposed window locations facing the side yard should not align or overlook neighbour's windows.

- (iii) design development to the roof form of the buildings facing 33rd Avenue, reducing the mass and scale and with better integration of the third floor into the roof form;

**Note to Applicant:** The proposed gable roof form with a 1:1 pitch is supportable but needs to be smaller in size and more compatible with the scale and rhythm of the neighbourhood context.

- (iv) design development to the building character, improving the consistency of roof form, building massing, material treatment and detail for all buildings;

**Note to Applicant:** The buildings should all appear to be of the same "family", with similar building massing and roof form, high quality materials and detail

embellishment, consistently applied to all building elevations. Proposed materials should have a dimensional thickness. Vinyl siding for example is not supported. Provide elevations of all building sides indicating proposed materials.

- (v) design development to improve on site pedestrian circulation and stair access to the parking level, increasing the circulation area at the top of the centre access stair and modifying the site plan to allow direct on-site access to the access stair, northeast corner of the site;

**Note to Applicant:** Enlarge pedestrian circulation area of the top of the centre stair without reducing or compromising landscaping or circulation area to the immediate north of the stair well. Stair at the northeast corner of the site needs to be accessible without leaving the site. Consider relocating stair and parking ramp to improve access and overall use of shared outdoor amenity space.

- (vi) design development to provide a weather protected cover over all open stairs and a trellis enclosure over the vehicle ramp to the underground parking structure;

**Note to Applicant:** The stairs and the exposed parking ramp should be well integrated with the overall landscaping.

#### *CPTED* (Crime Prevention through Environmental Design)

- (vii) design development to take into consideration the principles of CPTED.

#### *Landscape*

- (viii) design development to provide traditional residential - looking front yards bordering 33rd Avenue to complement the existing streetscape;

**Note to Applicant:** Each home should have a front walk leading directly from the public sidewalk to each front door through a well landscaped yard. The design of the front yards should encourage neighbourliness, with semi-private patios lightly screened by a variety of low and medium height plantings and a wide setback of open lawn at the public sidewalk.

- (ix) design development to provide gated entry walks for the private rear yard patio areas to ensure direct pedestrian access into the common courtyard and walkway areas;
- (x) design development to provide a continuous level pedestrian path connecting the public sidewalk on 33rd Avenue to the rear of the site to ensure universal accessibility;
- (xi) provision of an ISA Arborist's written assessment commenting on the safe retention of neighbouring trees alongside construction as noted on the survey;

- (xii) design development to provide additional seating areas and a covered picnic bench in the northerly area of the site, for gatherings and other social activities among residents.

#### *Social Planning*

- (xiii) design development to provide increased opportunities for children's play activities in the northerly area of the site;

**Note to applicant:** Staff encourage the applicant to utilize a flexible design, not necessarily limited to the use of large play structures.

#### *Engineering*

- (xiv) arrangements for discharge of 2 existing charges (agreement #297138M and #315747M) on title prior to issuance of the development permit;
- (xv) small car parking spaces are to be clearly marked on the plans;
- (xvi) provision of bicycle spaces in accordance with the By-law, and consideration to provide 8 Class B spaces;
- (xvii) provision of recycling facilities;

**Note to Applicant:** Contact the Solid Waste Management branch of Engineering Services for additional information at 604.871.6241.

#### *Sustainability*

- (xviii) provision of a completed Built Green BC Checklist, and consideration to achieve a gold level standard;

#### *Acoustics*

- (xix) submission of an acoustical consultant's report which assesses noise impacts on the site and recommends noise mitigation measures;

### **AGREEMENTS**

- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall:
  - (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 the site into a single parcel;

- 2) Upgrading of the City lane to full asphalt or “country lane” standard should site conditions allow, from Sophia Street to the east property line of the site;

**Note to Applicant:** Exploration of a country lane design should be in consultation with neighbours. Should asphalt be the preferred solution, speed humps where appropriate are to be included in the lane design. Contact Kevin Cavell, Engineering Services, 604.873.7773.

- 3) Provision of street trees on 33rd Avenue adjacent the site where space permits; and
- 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.

## ADDITIONAL INFORMATION

**Site, Surrounding Zoning and Development:** This 2 680.5 m<sup>2</sup> (28,853.31 sq. ft.) site is comprised of three single-family lots fronting 33rd Avenue, between Sophia and Prince Edward Streets. The site has a frontage of 38 m (124.7 ft.) and a depth of 70 m (229.6 ft.), making it an unusually deep site. An unpaved lane is situated at the back of the site.

The site is currently zoned RS-1, and is within a neighbourhood consisting of single family residences. General Brock elementary school is a half block west. East of King Edward, Mountain View Cemetery stretches for several blocks. The Main Street commercial district is two blocks to the west. Six blocks to the north is the more densely developed RS-7 district.

### Public Input:

*Pre-application:* The applicant held several pre-application Open Houses in the neighbourhood to solicit input on the proposal. The first was held on July 17, 2006. The applicant reported receiving 40 responses. About half were not supportive of any increased density in the neighbourhood; another 35% felt the proposed 36 units were too many, but they might be supportive of fewer units; 15% supported the proposal. Shortly after, the City received a petition with 135 names stating opposition to the proposal, specifically the number of units proposed.

A second Open House was held on January 17, 2007, and revised plans indicating 24 units were shown. Forty-two people signed in. The applicant reported 15 responses, with similar comments as indicated above.

*Post-application:* On June 8, 2007, a notification letter was sent to 483 property owners within a three block radius of the site. The City hosted a public meeting on June 27, 2007, and 57 people signed in. Many speakers spoke to the proposal, both in support and opposed. One group of neighbours provided proposed guidelines and criteria that they felt any development should respect to be compatible with the neighbourhood character.

In total, the City received 45 written responses, some before the application was submitted and some after the June 8, 2007 public meeting. About 45% of the writers supported the application. The other 55% felt the proposal was still too dense, or did not want to see multiple dwelling in the neighbourhood at all.

### *Summary of Comments, both written and from Public Meeting:*

- **Density:** The most common comment about the proposal was the number of units proposed. Many felt the proposal was still too big for the neighbourhood. These respondents cited 12-18 units as a better fit. Some respondents disagreed with any density increase at all. Those in support felt the density and number of units was appropriate. Some felt it could go even higher, to allow for additional small units more suitable for seniors, perhaps even some rental units.
- **Form, siting, architecture:** Several felt the scale, elevation and height were out of character with the neighbourhood, and that this would set a bad precedent. They felt the buildings should be limited to two storeys.



Some felt the form had a “ski lodge” look, uncharacteristic to the neighbourhood. Others felt the contemporary architecture was well done.

Those opposed to the application felt the internalized open space was too shut off from the neighbourhood, and that the setbacks from adjacent lots were too close. Some felt the buildings should be in the centre of the site, with open space around the edges to better integrate with the community. Others thought the amount of open space was sufficient.

There were many comments about the open space in the back lane. Most felt it was a good gesture, but hoped the community would have access to the gardens. Others felt the northern position was not suitable for gardening.

- **Traffic, Parking:** Many respondents noted an existing concern about lack of street parking in the neighbourhood, and felt the proposal did not have enough of its own parking to satisfy the true demand. They felt street-parking would become even worse.

Many felt the increased traffic on the local streets would endanger children. The specific intersection at 33rd Avenue and Prince Edward Street was cited as a safety hazard.

Some wanted to see access to development off 33rd Avenue to preserve the ambiance of the existing lane. At the very least, they want “pick-up and drop-off” capability on 33rd Avenue.

Some questioned how people in wheelchairs or with strollers will get from parking up to units, as no elevator is proposed.

One person noted that there are no curb, gutters or sidewalks on Sophia Street, and felt this project should have to pay for this. Others did not want to see this type of “orderliness” in their neighbourhood.

- **Lane:** The lane at the rear of the site seems to be a particular focal point of activity for the community. It is gravel, and vehicles, when they do come, travel slowly. Neighbours are worried about losing that through this development. Many who commented said they do not want a paved lane, but rather a green lane that people use as part of the local public realm.
- **Sustainability:** There were many comments on this at the public meeting and in e-mails. Many felt the proposal did not go nearly far enough to introduce sustainable building design. Suggestions included geothermal, solar, wind power and heat pumps; rainwater storage; concrete constructions; composting; adequate food-growing green space.
- **Adherence to Neighbourhood Housing Demonstration Project criteria:** Several felt the proposal did not respond to all of the criteria. They felt there were already townhouses in the neighbourhood (six blocks to the north, in the RS-7 district); that the range of prices likely to be charged did not make these any more affordable than some of the lower-priced single family properties in their neighbourhood; and that there was clear neighbourhood opposition.

- Other issues:
  - Accessibility measures  
Some felt the proposal should go much farther than simply having smaller units at grade. They would like to see wider doorways, future conversion to accommodate wheelchairs or seniors (planning for grab-bars, etc.), elevator access from the parkade, etc.
  - One neighbour complained of view loss from her home (375 East 34th Avenue)
  - One noted the combined impact of this development, with Little Mountain redevelopment.
  - One person was concerned about increased taxes.

### Riley Park/South Cambie Community Vision Directions

The Riley Park/South Cambie (RPSC) Community Vision, approved by City Council on November 1, 2005, was developed by people who live and work in RPSC, with the assistance of City staff. The Vision is used at City Hall to guide decisions affecting RPSC, and to set priorities for funding, programs and services. For the community, the Vision provides a focus for local actions and initiatives.

As part of the process, participants were asked to respond to draft Directions on a range of issues. Results from this response were classified as either "Approved", "Not Approved (uncertain)", or "Not Supported". While "Uncertain" Directions did not receive enough support to be classified as "Approved" (needed above 55%), the agree votes outweighed the disagree votes. Council has in the past been willing to consider rezoning applications in which "uncertain" support was given to an applicable Vision Direction.

For this application, five Directions are applicable. They are:

*Direction 11.1 Maintain most single family areas (Approved):* In order to retain the basic character of RPSC, most of the area that is now single family (with suites allowed) should be kept that way (exceptions would only be considered where the community supports new housing choices as described in Directions 15.1-16.6, 18.8, 19.3, 20.8, 21.5 and 22.2).

*Direction 15.4 Allow some Fourplexes and Villas (six units) (Not approved: Uncertain):* Housing variety in RPSC should be increased by allowing some fourplexes and villas, provided they are:

- designed to fit into single family area with attention to privacy, views, shadowing and landscaping;
- provided with adequate community facilities (parks, schools) and services for the additional population; and
- accompanied by a plan to address any parking and traffic impacts.

*Direction 15.5 Allow more traditional rowhouses (Not Approved: Uncertain):* Housing variety in RPSC should be increased by allowing more traditional rowhouses than are currently permitted, provided they are:

- designed to fit into single family area with attention to privacy, views, shadowing and landscaping;

- located in select areas and built as small projects rather than as widespread replacement for existing housing types;
- provided with adequate community facilities (parks, schools) and services for the additional population; and
- accompanied by a plan to address any parking and traffic impacts.

*Direction 16.1 (Approved):* New housing types should be permitted in RPSC on corner lots or areas with irregular subdivision patterns like very long and/or wide lots, or double fronting streets, subject to detailed planning and impact mitigation.

*Direction 16.6 Allow new housing on or near arterial roads (Not Approved: Uncertain):* New housing types should be permitted on or near arterial roads in RPSC (i.e., 33rd Avenue and Main Street) subject to detailed planning and impact mitigation.

### **Comments from the General Manager of Engineering Services**

Engineering Services has no objection to the proposed rezoning provided the conditions in Appendix C can be addressed.

### **Comments from Social Planning**

The proposed development includes a total 24 townhouse units which will likely be attractive to families living with children and which are intended to provide a more affordable housing option in the Riley Park area.

The applicant has considered and incorporated a variety of residential amenity uses into the proposed development. There is an informal children's play area located in the centre of the site which makes use of natural elements such as timber climbing logs, rocks, sand and grassy areas, as well as seating areas for adult supervision. On the northerly edge of the site there is a children's play area with a sodded lawn and small sandbox. Design development will be required for the northerly area to provide more opportunities for children's play activities, incorporating a flexible design and not limited to the use of large play structures; staff encourage incorporating natural elements into children's play areas, such as provided in the central courtyard.

The applicant has also considered a range of sustainable design features, including incorporating garden plots. There are 24 garden plots for resident use located on the northerly edge of the site adjacent to a designated children's play area. To further enhance interaction between residents, staff recommend the applicant consider providing additional seating areas and a trellised picnic bench for gatherings and other social activities in the area of the shared garden plots.

### **Vancouver Fire and Rescue Services Comments**

The rezoning application for this site is divided into 3 building areas. Of concern is the access to the middle and rear units. The applicant should meet with the Fire Department officials, including Operational staff, to determine the best code compliant access routes and paths for the middle and rear units. The Fire Department does not use lanes or alleys for fire access.

The cutoff portions to the rear units appear to exceed the allotted 45 m as specified in the Vancouver Building By-law.

### Processing Centre - Building

Staff have reviewed the architectural drawings prepared by Hywell Jones, Architect submitted on May 14, 2007, and received a summary of neighbourhood comments. There are no Vancouver Building By-law (VBBL) deficiencies evident on the submitted plans, although the following observations are being made in response to a couple of items cited by neighbours.

1. Neighbours commented that there is no elevator from the parking level. An elevator is not required by the VBBL to be installed although this might be a marketability issue.
2. Neighbours wanted to see enhanced accessibility applied to the project. City Bulletin 2002-006-BU does not apply based on the type of housing (i.e., no elevator & no shared corridors as in an apartment building). VBBL Clause 3.8.2.1.(2)(c) is the reference for an exemption.
3. One peculiarity of the design is that the 4 buildings to the front portion of the site may be designed to conform to Part 9 of the Building By-law, whereas the two rear buildings must conform to Part 3 of the Building By-law as they are both located above a parking garage that falls within the scope of Part 3 due to its area exceeding 600 m<sup>2</sup>.

### Urban Design Panel Comments

The Urban Design Panel reviewed this application on July 18, 2007 and supported the proposal with a vote of 5-1.

Panel's Consensus on Key Aspects Needing Improvement:

- Provide Design Development of the massing and roof line on West 33rd Avenue to better fit in with the neighbourhood context;
- Consider expanding the front and side yard setbacks;
- Provide Design Development of the side yard unit entries and provide a more legible distinction between ground level and upper level unit entries;
- Consider sustainable design initiatives to improve liveability; and
- Consider providing elevator and covered stair access to the underground parking.

**Related Commentary:** The Panel supported the proposal and thought it was a commendable design with a rich mixture of units. The Panel agreed that it would be the beginning of an emerging pattern for the neighbourhood and thought it would fit well within the existing neighbourhood.

Some of the Panel members thought the front and side yard setbacks could be more generous. One Panel member suggested adding more greenery along the edges of the property for privacy and also suggested using permeable pavers on the walkways and surface parking stalls. The Panel liked the landscape plans including the concept of the dry creek and the community garden although one Panel member thought the dry creek could use a beginning

and an end and suggested adding more green features. One Panel member suggested having a rainwater management plan.

Several Panel members thought the primary access point for the 6 units along the pathway was not generous enough and suggest narrowing the houses to increase the setback. One member suggested converting the stairs to a ramp style for wheelchair access. Another Panel member suggested an elevator might be needed to get wheelchair access to the underground parking. The Panel supported the underground parking noting that it would be a benefit to the project. One Panel member thought there should be a covering over the stair access and should be integrated into the landscape.

The Panel found the massing on the units on West 33rd Avenue a bit imposing and thought the two storey gable roofs were too big and would have negative impact on the neighbouring properties. Most Panel members felt the massing on 33rd Avenue should be broken down and have a scale that is similar to the typical lot divisions of the neighbourhood.

Several Panel members suggested adding a second storey to the garage that could be used for a workshop or amenity space for the complex.

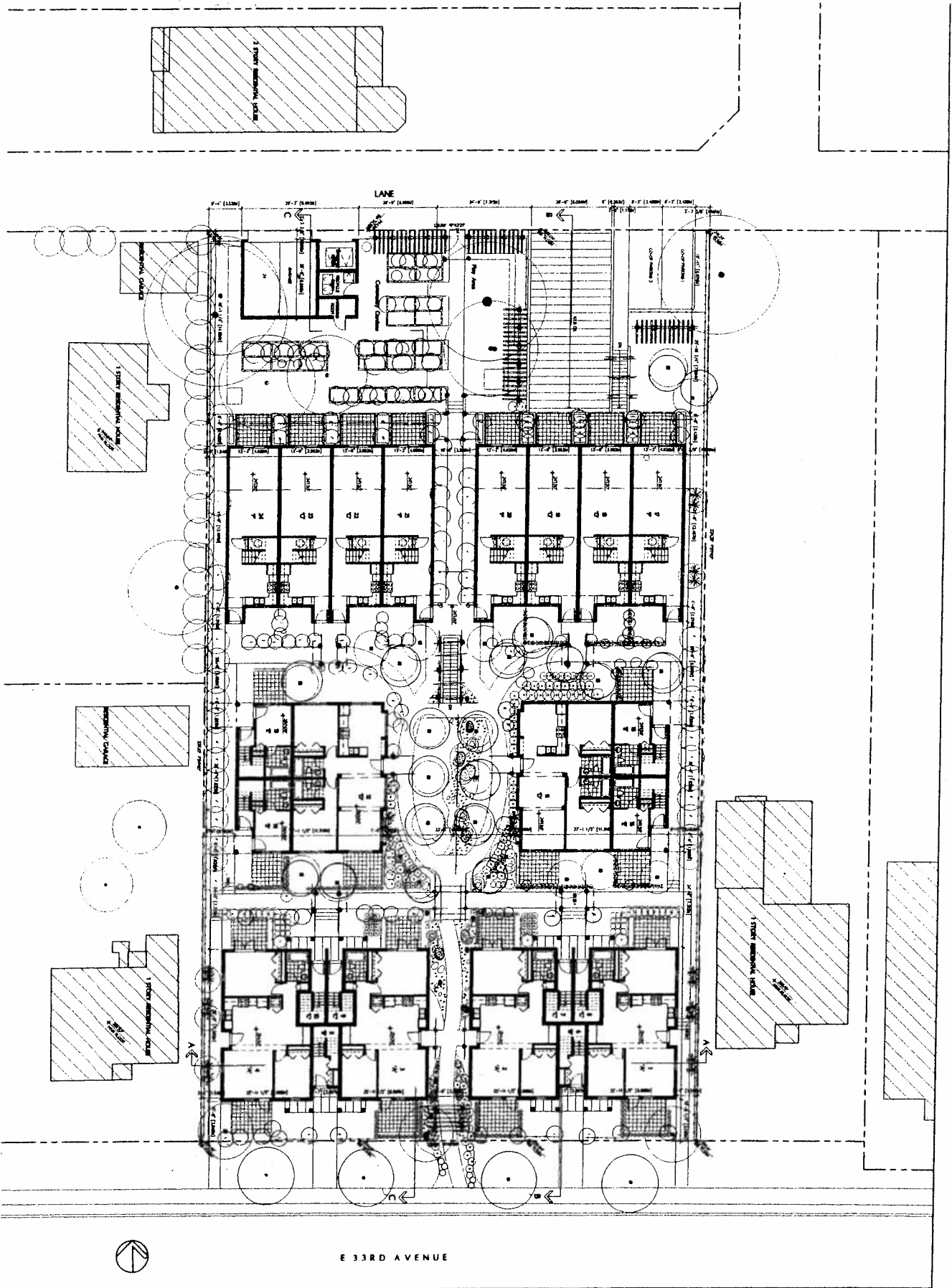
The Panel agreed that they would like to see the project again at the development permit stage.

**Environmental Implications:** The added density and proximity to transit and shopping may reduce dependency on the automobile. The unit sizes, smaller than most single family homes, provide more sustainable living. The Built Green BC measures proposed are positive.

**Social Implications:** There are no major positive or negative social implications to this proposal. There may be opportunities for achieving Food Policy objectives, with the community gardens off the lane. There are no implications with respect to the Vancouver Children's Policy or Statement of Children's Entitlements.

**Applicant's comments:**

We believe that this is an exciting townhome project that demonstrates leadership in the community by incorporating sustainable building practices, providing a more affordable housing form than is currently available and introducing new housing forms to this community. Ultimately we believe that if this proposal is approved the resulting homes will be embraced by the new owners, the existing neighbours and the Main Street small business owners. We look forward to contributing a positive addition to the vibrant Main Street neighbourhood.



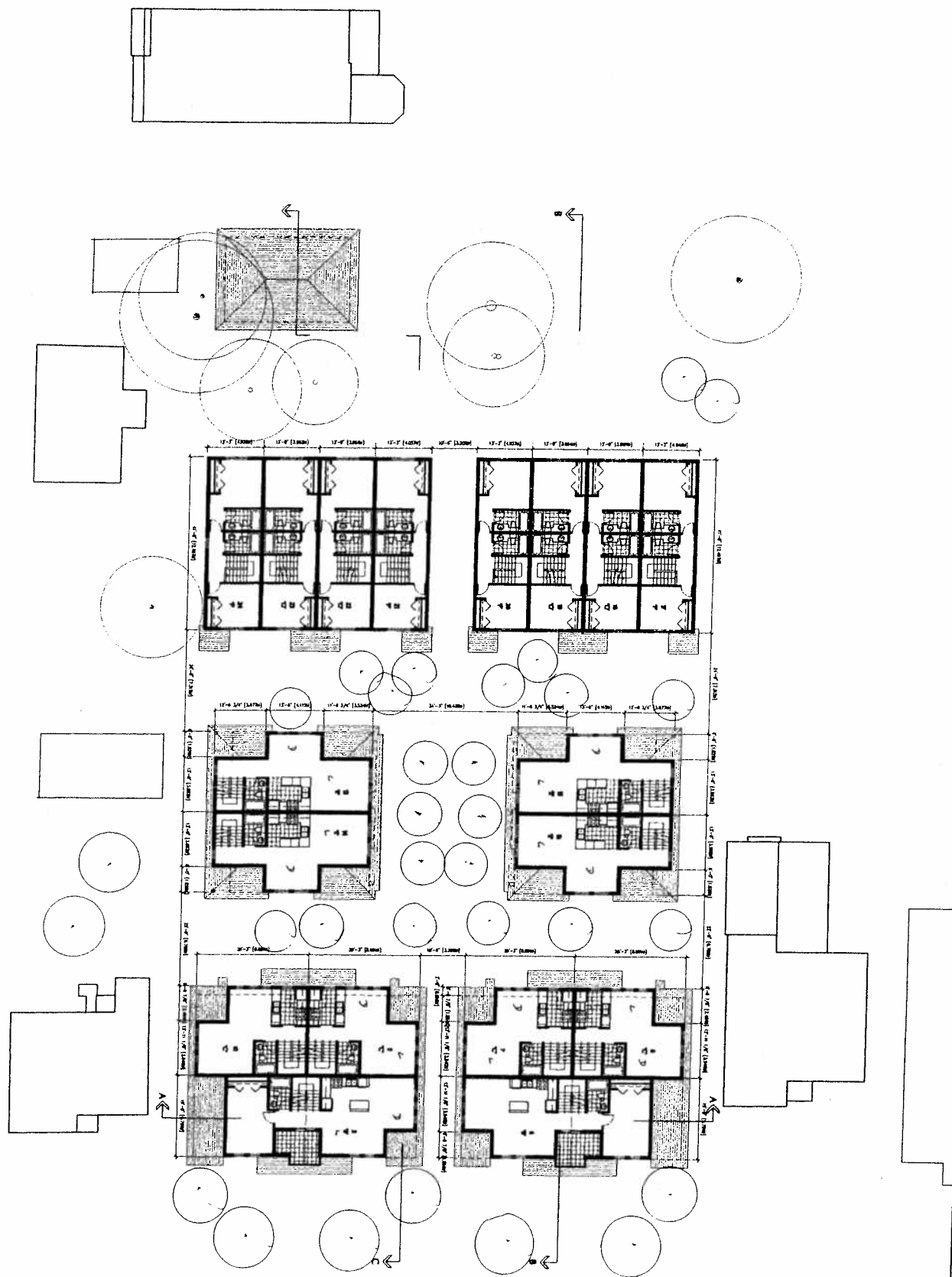
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2	2011.02.15	REVISED PER COMMENTS
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10	2011.10.15	REVISED PER COMMENTS
11	2011.11.15	REVISED PER COMMENTS
12	2011.12.15	REVISED PER COMMENTS

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**SITE PLAN /  
 GROUND FLOOR PLAN**

**PROPOSED TOWNHOUSE DEVELOPMENT  
 33TH AVENUE VANCOUVER, B.C.  
 SPRINGBANK DEVELOPMENTS LIMITED**

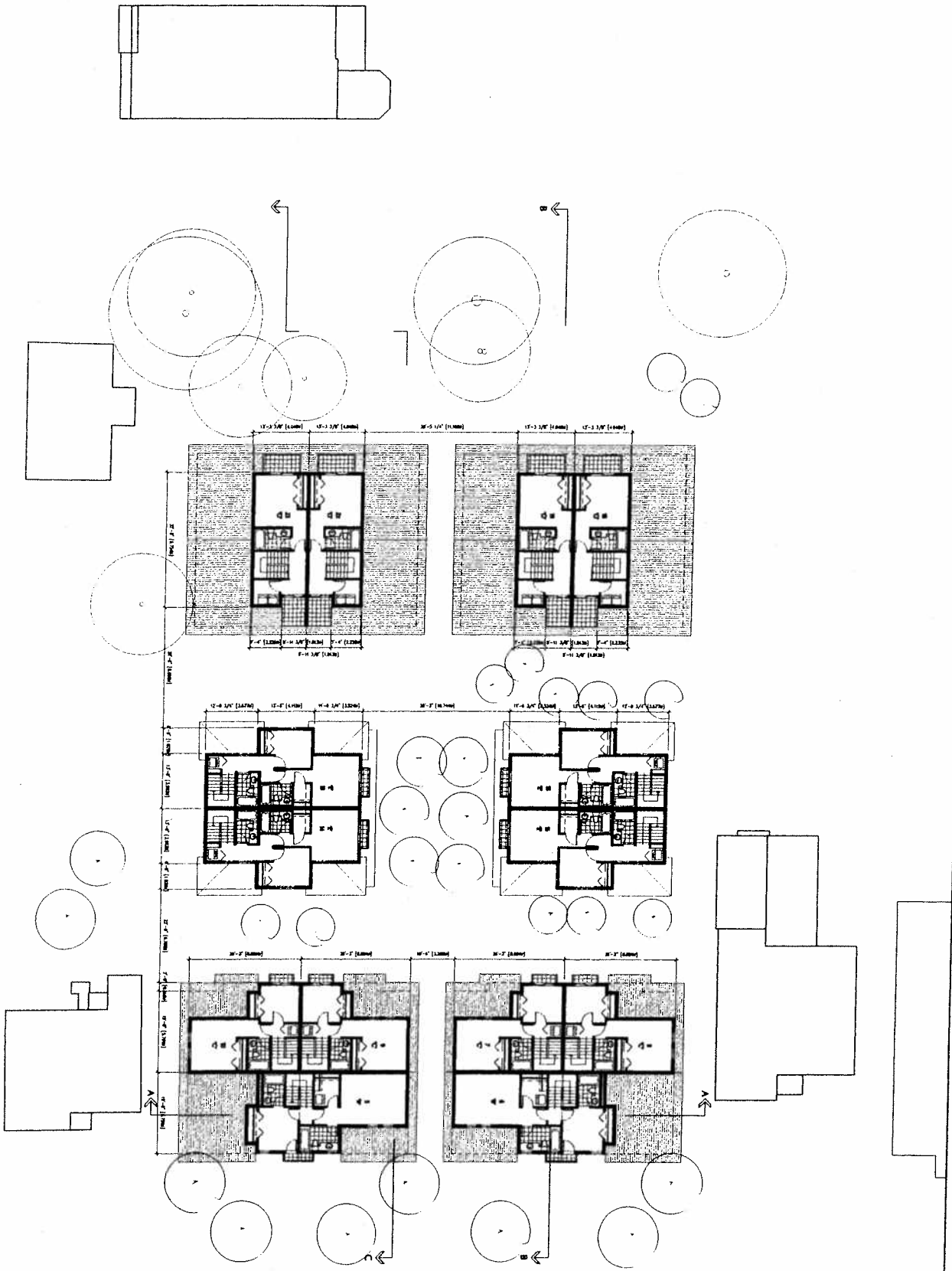
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SECOND FLOOR PLAN

PROPOSED TOWNHOUSE DEVELOPMENT  
 33TH AVENUE VANCOUVER, B.C.  
 SPRINGBANK DEVELOPMENTS LIMITED

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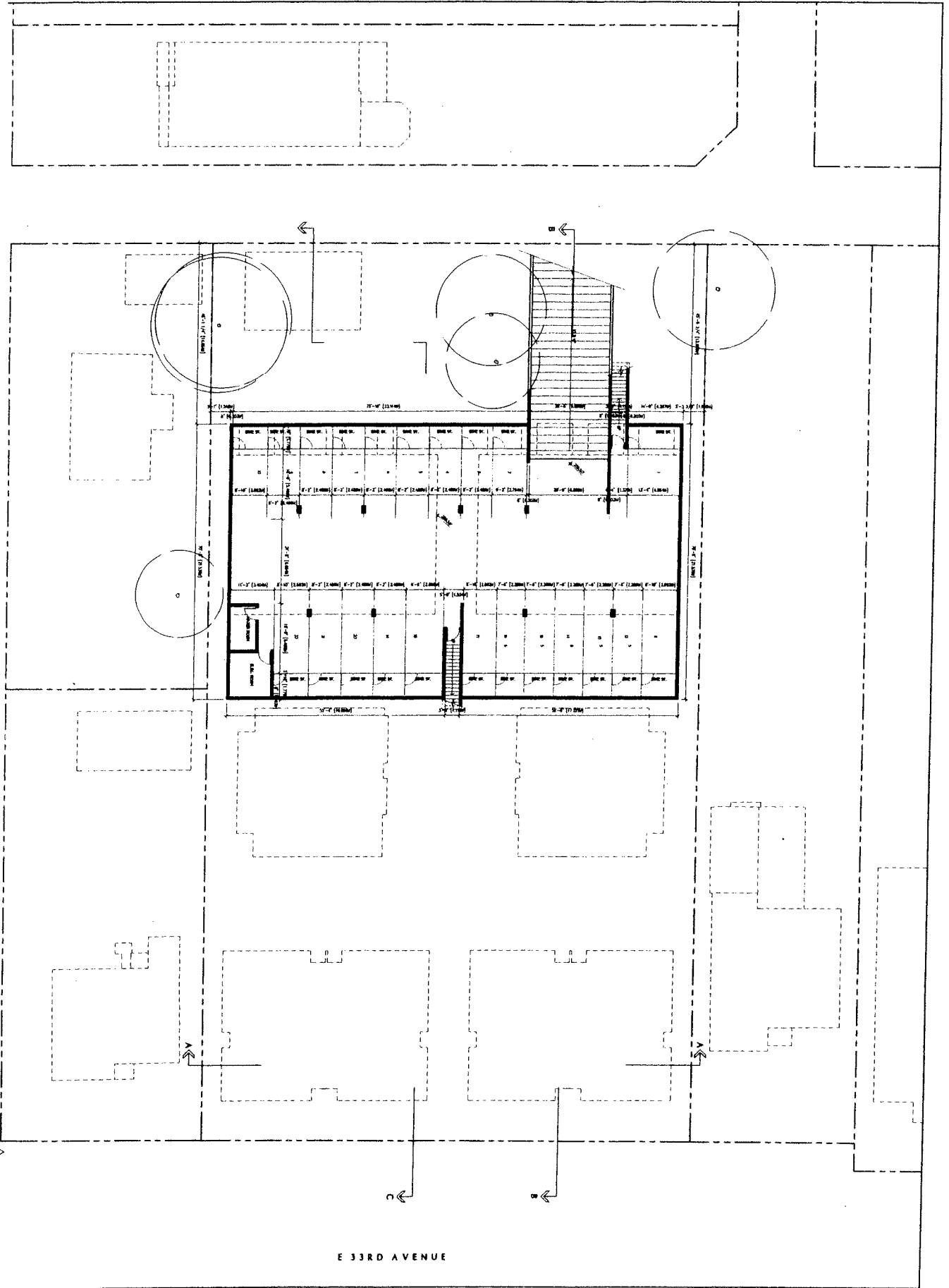
2555 MARINE STREET  
 VANCOUVER BRITISH COLUMBIA  
 CANADA V6Z 2Y1  
 TEL: 604-275-1100 FAX: 604-275-1101  
 WWW.HYMWELJONES.COM  
 HYMWEL JONES ARCHITECT

THIRD FLOOR PLAN

PROPOSED TOWNHOUSE DEVELOPMENT  
 33TH AVENUE VANCOUVER, B.C.  
 SPRINGBANK DEVELOPMENTS LIMITED

A3





E 33RD AVENUE

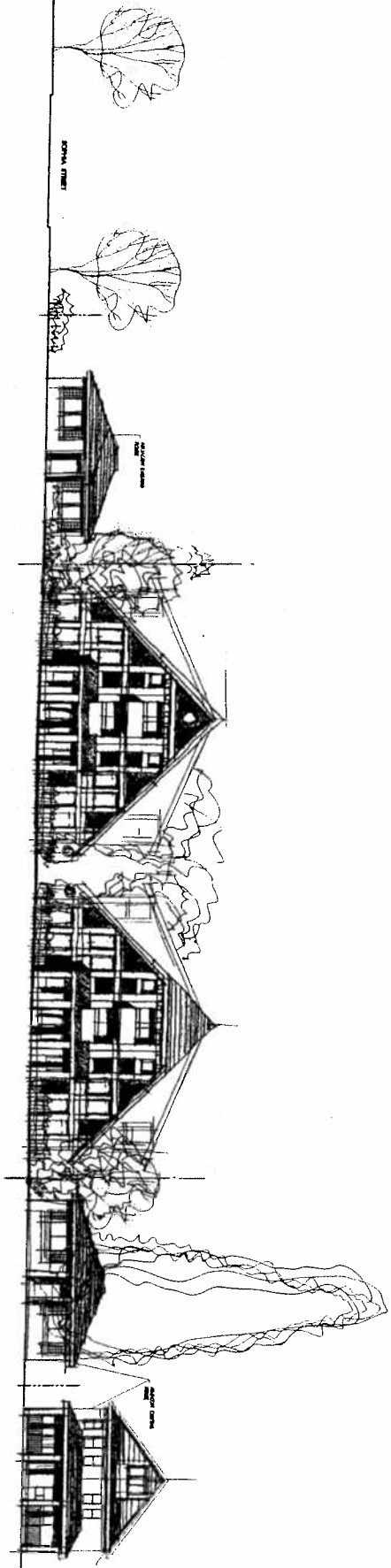
**HYMEL IONES ARCHITECT**  
 2550 HAVLOCK STREET  
 VANCOUVER BRITISH COLUMBIA  
 CANADA V6K 1R5  
 TEL: 604.271.3153  
 FAX: 604.271.3153  
 WWW.HYMELIONES.COM

**PARKADE PLAN**

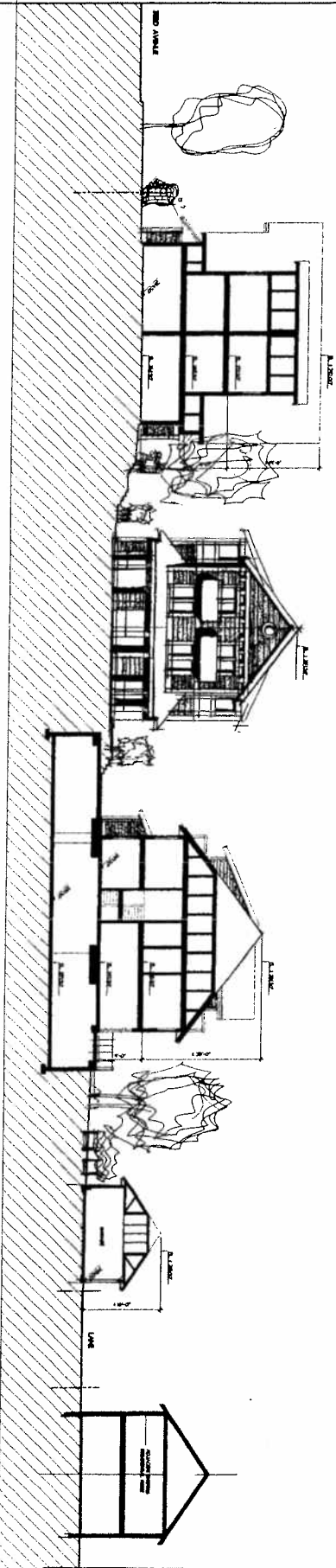
**PROPOSED TOWNHOUSE DEVELOPMENT**  
 33TH AVENUE VANCOUVER, B.C.  
 SPRINGBANK DEVELOPMENTS LIMITED

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FRONT BEAVTON 6330 AVENUE STREETSCAPE



SECTION C-C

1/11/2018 10:00 AM REVISED ARCHITECTURE PART 11. 2018

ELEVATION AND SECTION

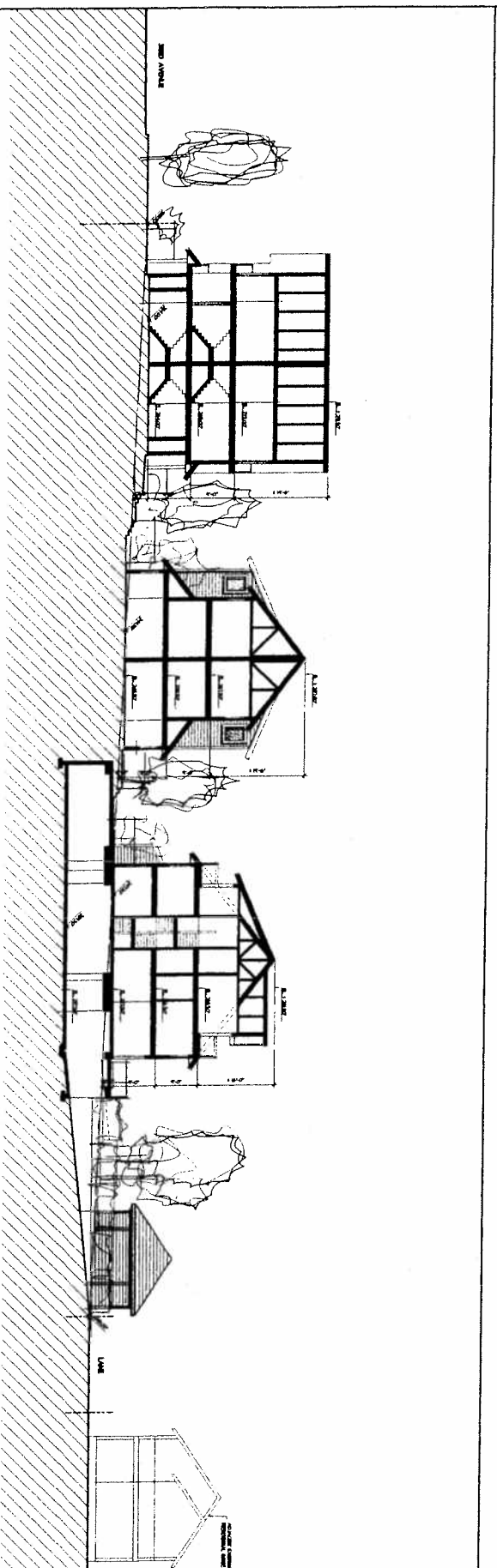
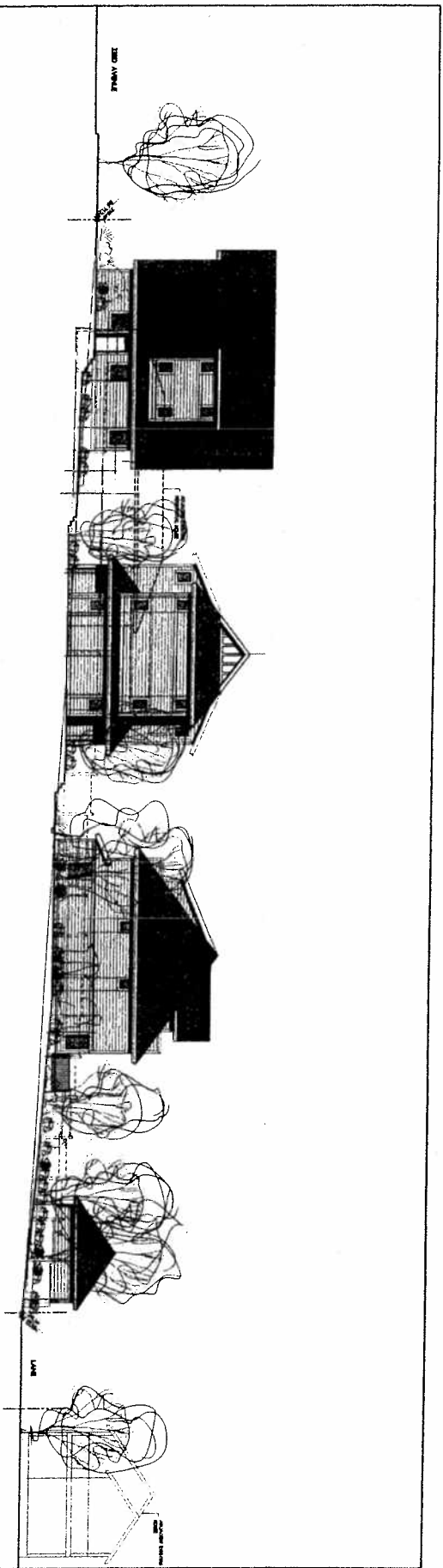
PROPOSED TOWNHOUSE DEVELOPMENT  
33TH AVENUE VANCOUVER, B.C.  
SPRINGBANK DEVELOPMENTS LIMITED

**HYWEL IONES**  
ARCHITECT

2333 - 46TH STREET, VANCOUVER  
VANCOUVER BRITISH COLUMBIA  
CANADA V6N 2V1  
PHONE: 604-271-1111  
FAX: 604-271-1112  
WWW.HYWELIONES.COM  
DATE: 11/1/2018  
DRAWN BY: J. IONES  
CHECKED BY: J. IONES

A5

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PROPOSED TOWNHOUSE DEVELOPMENT  
 33TH AVENUE VANCOUVER, B.C.  
 SPRINGBANK DEVELOPMENTS LIMITED

ELEVATION & SECTION

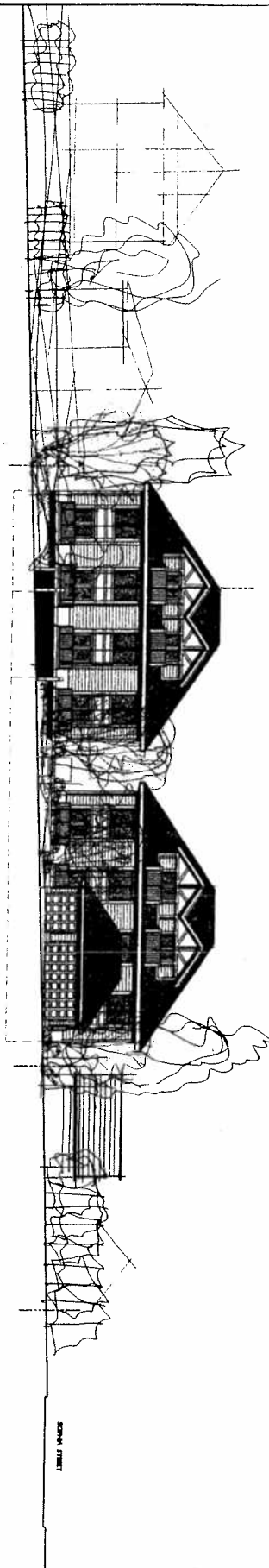
HYWEL IONES ARCHITECT

2360 HENLOCK STREET  
 VANCOUVER BRITISH COLUMBIA  
 V6K 1W5

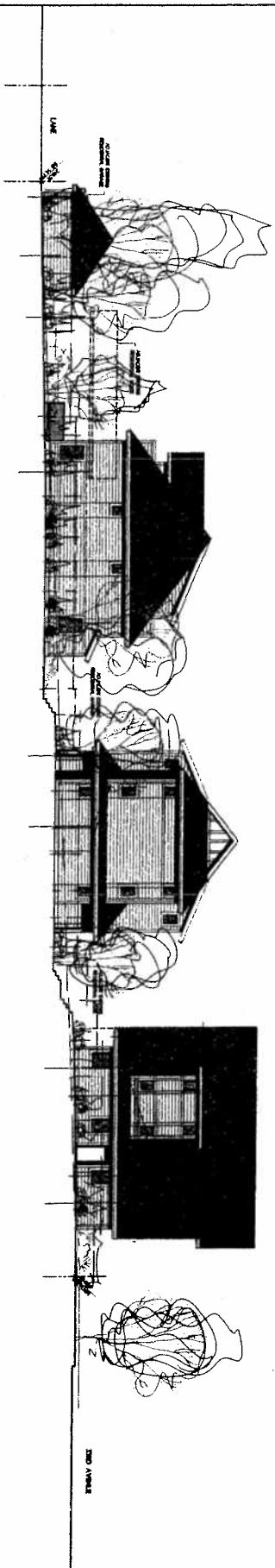
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DATE	1/25/06
SCALE	AS SHOWN
BY	HYWEL IONES
CHECKED BY	HYWEL IONES
DATE	1/25/06

SECTION B-B

△ VISUAL TREE REMOVAL INDICATED IN 11.202



REAR BAYTON CAMP



WEST BAYTON

PROPOSED TOWNHOUSE DEVELOPMENT  
 33RD AVENUE VANCOUVER, B.C.  
 SPRINGBANK DEVELOPMENTS LIMITED

ELEVATIONS



2355 HANCOCK STREET  
 VANCOUVER BRITISH COLUMBIA  
 VANCOUVER BC V6K 2T7  
 TEL: 604.275.1155  
 FAX: 604.275.1155  
 WWW.HYWELJONES.COM

APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	335, 337 & 349 East 33rd Avenue
Legal Description	Lots A & B, Plan 11568, and Lot A Plan 10388, Block 10, DL634, GRP.1 NWD
Applicant	Springbank Development Corporation
Architect	Hywel Jones, Architect
Property Owner	Springbank Development Corporation
Developer	Springbank Development Corporation

SITE STATISTICS

	GROSS	DEDICATIONS	NET
SITE AREA	2 680.5 m <sup>2</sup> 28,853.31 sq. ft.	N/A	N/A

DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT	RECOMMENDED DEVELOPMENT (if different than proposed)
ZONING	RS-1	CD-1	
USES	One-Family Dwelling	- Multiple Dwelling - Accessory Uses	
DWELLING UNITS	6 (including provision for a secondary suite)	24	
MAX. FLOOR SPACE RATIO	0.60 conditional	.97 FSR 2 600 m <sup>2</sup> (27,987 sq. ft.)	
MAXIMUM HEIGHT	10.7 m (35.10 ft.) conditional	10.7 m (35.10 ft.)	
MAX. NO. OF STOREYS	2 1/2	3	
PARKING SPACES	One per dwelling unit	26	
FRONT YARD SETBACK	5.84 m (19.18 ft.)	3.04 m (10 ft.)	4.9 m (16 ft.)
SIDE YARD SETBACK	3.8 - 7.67 m (12.52 - 25.172 ft.)	1.54 m (5.08 ft.)	1.8 m (6 ft.)
REAR YARD SETBACK	31.44 m (103.16 ft.)	16.5 m (54.13 ft.)	13 m (42.7 ft.)