



## POLICY REPORT DEVELOPMENT AND BUILDING

Report Date: April 8, 2009  
Contact: Michelle McGuire  
Contact No.: 604.873.7484  
RTS No.: 07901  
VanRIMS No.: 08-2000-20  
Meeting Date: April 21, 2009

TO: Vancouver City Council  
FROM: Director of Planning  
SUBJECT: CD-1 Rezoning - 6338-6432 Ash Street

### RECOMMENDATION

- A. THAT the application by W.T. Leung Architects on behalf of Yuanheng Oakridge Development Ltd., to rezone 6338-6432 Ash Street (PID 009-301-194, 009-301-208, 009-301-216, 009-301-232, 009-301-241, Lots 19-23, All of Lot B, Block 1008, DL 526, Plan 10803) from RT-1 (Two-Family Dwelling) District to CD-1 (Comprehensive Development) District, to allow construction of a 53-unit multiple-dwelling development with 35 townhouses and 18 secondary rental (or flex) suites at a floor space ratio (FSR) of 1.2, be referred to a Public Hearing, together with:
- (i) plans received November 14, 2008;
  - (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 B.

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 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 C; 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.

- C. THAT Recommendations A and B be adopted on the following conditions:
- (iv) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
  - (v) THAT any approval that may be granted following the public hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
  - (vi) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

#### **GENERAL MANAGER'S COMMENTS**

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

#### **COUNCIL POLICY**

- Oakridge Langara Policy Statement adopted on June 25, 1995
- Community Amenity Contributions - Through Rezonings, adopted on June 20, 1999
- EcoDensity Charter, approved on June 10, 2008
- EcoDensity Action A-1 (Rezoning Policy for Greener Buildings) approved on June 10, 2008

#### **PURPOSE AND SUMMARY**

This report assesses an application to rezone five two-family lots from RT-1 (Two-Family Dwelling) to CD-1 (Comprehensive Development) to allow construction of a 53-unit multiple-dwelling development consisting of 35 townhouses and 18 secondary rental (or flex) suites at a floor space ratio (FSR) of 1.2. The site is located within an area identified in the Oakridge Langara Policy Statement (OLPS) where rezoning for this use and density is generally supported.

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

Figure 1: Site and Surrounding Zoning



DISCUSSION

1. Background

The OLPS policies for this location support rezoning for townhouses up to 1.0 FSR with the ability to achieve an increase of up to 20% (1.2 FSR) for the provision of City desired public benefits (for more information about these policies please see Appendix E). The subject site is located approximately 150 m (500 ft.) from the approved 49th Avenue - Langara Canada Line Station that is currently under construction. This area will be the subject of detailed planning studies of the lands surrounding the 49th Avenue - Langara Canada Line station to identify opportunities for higher density, mixed-use, pedestrian-friendly development, or Transit-Oriented Development (TOD).

Staff communicated to the applicant prior to submission of the application that emerging station area planning would likely create opportunities for additional height and density at this location. In the interest of advancing the project as currently proposed, staff are supportive of the application and do not think it will preclude future options for redevelopment of adjacent sites. As well, approval of the rezoning would not limit consideration of an alternate proposal for this site that aligns with upcoming station area planning principles.

2. Land Use

The proposed Multiple Dwelling use in a townhouse form is consistent with the OLPS. As well the secondary dwelling units are supported by staff as they have the potential to provide rental accommodation and a measure of affordability within the development.

### 3. Density

The applicant proposes 35 townhouse units with 18 secondary flex/rental suites at 1.2 FSR; this results in a total floor area of 5 038 m<sup>2</sup> (54,230 sq. ft.). Staff support the increase in density to 1.2 FSR, as anticipated in the OLPS, that will facilitate the provision of 18 secondary flex/rental suites and a public walkway through this long block as noted below under Form of Development. As well, staff are supportive of additional density at this location with the sites proximity to transit and amenities.

### 4. Form of Development (Note Plans: Appendix D)

The proposed form of development consists of two rows of two- and three-storey townhouses, with an internal courtyard over one level of underground parking. The units on the lane have a basement suite that could be rented or could be used as an extension of the primary dwelling unit. The underground parking is accessed from the lane at the southeast corner of the site. The proposed public walkway located at the north edge of the site is 3.05 m (10 ft.) wide and would provide pedestrian access through this long block. The architecture is contemporary in style with a flat-roofed expression. Although, the OLPS recommends a pitched roof form for townhouse developments, staff are supportive of the architecture and do not believe it will have negative impact on adjacent properties or the character of the area.

At its December 17, 2008 meeting, the Urban Design Panel unanimously supported the application (see Appendix E). Staff support the general massing and proposed form of development, which will be further refined at the development application stage. In response to the Panel's commentary, staff have included design development conditions (Appendix B) to:

- Reduce the height of retaining walls on the north, south and east edges of the property by lowering the underground parking level while ensuring that the secondary suites remain flush with the lane;
- Provide wider external stairs and front porches for the entrances facing Ash Street to achieve a more spacious and welcoming residential front stoop condition;
- Increase the width of the public pedestrian walkway and provide barrier-free access, in order to improve wayfinding and to encourage the use of this link by the public; and
- Consider eliminating the exterior stairs facing the laneway to improve the liveability of the rental suites.

### 5. Height

The current RT-1 zoning permits a maximum height of 6.1 m (20 ft.) or 1 storey. The OLPS policy applicable supports heights up to 9.2 m (30 ft.). The rezoning application proposes to increase the maximum height to 10.7 m (35 ft., the maximum conditional height in RS-1) or three storeys. The potential impact of additional height, including privacy, overlook and shadowing, is mitigated by this site's adjacencies. To the west is Tisdall Park. To the east across the lane, are properties fronting Cambie Street that will likely be considered for higher densities and heights through station area planning. To the north, the proposed walkway at the edge of the site provides additional setback from the property to the north. To the south, staff recommend a setback from the south property line to ensure a neighbourly relationship to the property to the south [see Appendix B, condition (b)(i)]. Staff support the increase in height to 10.7 m (35 ft.), subject to the conditions noted in Appendix B.

## 6. Public Input

After the rezoning application was submitted, a notification was mailed to surrounding property owners. A public open house was held by staff on January 20, 2009 at Jamieson Elementary School. Comments received from neighbours have been mixed with some supportive of additional density at this location and others with concerns. The majority of concerns were about increased traffic congestion and parking demand on surrounding streets and the lane at the rear of the site. Neighbours commented that the lane is already congested with vehicles using it for pick-up and drop-off for the uses that are adjacent to the lane (St. John's Ambulance School - 6111 Cambie Street, Peretz Centre - 6184 Ash Street, Montessori Forget-Me-Not Preschool & Kindergarten School - 6184 Ash Street, the Alliance Francaise - 6161 Cambie Street, the Chinese Presbyterian Church - 6137 Cambie Street and the Oakridge Baptist Church - 6261 Cambie Street). As well, a number of neighbours were opposed to the inclusion of the secondary suites because they felt that there would be additional parking and traffic impacts associated with the secondary dwelling units. Engineering Services staff have reviewed neighbours' concerns. Pedestrian improvement and traffic calming measures are recommended as noted below under Parking, Loading, Bicycles and Circulation. For more information regarding public input see Appendix E.

## 7. Parking, Loading, Bicycles and Circulation

As part of the rezoning application, the applicant submitted a Transportation Assessment and Management Study to estimate the additional traffic that would be generated by the development and to review the proposed parking. The transportation report indicated that the traffic that would be generated and its impact on the adjacent secondary arterial street, 49th Avenue, would not be significant. Although the expected volumes on Ash Street and the lane represent an increase compared to current traffic volumes, the report concluded that the amount of added traffic would be well within the capacity of the area street system.

The proposal includes one level of underground parking, with 67 vehicle spaces and 70 bicycle stalls, accessed from the lane at the south edge of the site. Applying the current Parking By-law standard for multiple dwelling use, the proposal would require a minimum of 55 spaces and no maximum.

Engineering staff have reviewed the traffic consultant's report and the rezoning application. They have no objections to the proposed rezoning provided that the applicant satisfies the engineering conditions included in Appendix B and summarized herein. Engineering staff acknowledge the neighbourhood concerns regarding congestion in the lane and indicate that they will review the lane operations. Staff recommend pedestrian and transportation improvements as requirements of this rezoning application, including the provision of a concrete sidewalk on Ash Street, speed humps in the lane, a marked pedestrian crosswalk connecting with the pedestrian walkway to the park, and traffic bulges on Ash Street, all subject to neighbourhood consultation and staff review [see Appendix B, conditions (b)(xx) and (c)(iv)].

For parking, Engineering staff recommend a minimum standard of one space per 100 m<sup>2</sup> of gross floor area, which is slightly reduced from the current Parking By-law standard. Given the proposed floor space, this would equate to a minimum of 50 spaces. Although not currently in the Parking By-law, Engineering staff are also recommending a maximum standard for this development to serve the 35 primary and 18 secondary dwelling units.

As well staff recommend that the applicant provide a car share vehicle that will be managed by a car sharing company and will be available to residents in the neighbourhood [see Appendix B, condition (b)(xx)]. It is also noted that existing transit and the 49th Avenue - Langara Canada Line station will assist in reducing dependence on automobile travel in the area.

## 8. Sustainability

For rezonings, EcoDensity Action Item A-1 requires that developments establish a design that would achieve (at minimum) either:

- LEED™ Silver, with specific targets, or
- BuiltGreen BC Gold™ with a score of Energuide 80, or
- An equivalent achievement in green design.

The proposal includes many sustainable design features that seek to maximize water efficiency, minimize energy consumption, utilize sustainable energy sources, optimize indoor air quality, maximize diversion of waste from landfills, and utilize materials with recycled content. Specific sustainable design features include a geothermal heating system, automated external blinds for solar shading, use of low VOC emitting materials, use of permeable pavers, rainwater harvesting for landscape irrigation, use of low-flow fixtures, high performance building insulation and glazing, and energy efficient mechanical and electrical equipment.

The applicant submitted a BuiltGreen BC checklist which shows 112 points being achieved by the project, which would result in a gold rating. Staff recommend that the proposed sustainable design features be noted on the plans and elevations at the development application stage [see Appendix B, condition (b)(xii)].

## 9. Public Benefits

Oakridge-Langara has area-specific policies for Development Cost Levies (DCLs) and Community Amenity Contributions (CACs). The current DCL rate for developments of 1.2 FSR or less is \$1.75 per square foot. For this development a DCL payment of \$94,916 would be applicable. The DCL would be paid toward public benefits at the building permit stage. Amenities eligible for DCL funding for the Oakridge-Langara area include: parks, affordable housing and transportation facilities to meet demands generated by new development.

The City anticipates the offer of a CAC from the owner of a rezoned property to address the impacts of the rezoning. For this application, the owner has offered a cash CAC of \$173,500. Staff recommend that this offer be accepted and that the money be allocated to the affordable housing fund [see Appendix B, condition (c)(iii)].

As previously described the proposal includes 18 secondary rental/flex suites and a public walkway at the north edge of the site. To ensure that the secondary rental/flex units cannot be sold and are available to be rented, staff recommend a condition to prevent stratification of the secondary dwelling units from their associated principal dwelling unit [see Appendix B, condition (c)(i)]. For the proposed public walkway, staff are recommending that a statutory right-of-way be secured to ensure public access along the walkway [see Appendix B, condition (c)(iii)].

## FINANCIAL IMPLICATIONS

Approval of the report recommendations will have no financial implications with respect to the City's operating expenditures, fees, or staffing.

## CONCLUSION

The proposed rezoning for 6338-6432 Ash Street to allow construction of a 53-unit multiple dwelling development with 35 townhouses and 18 secondary rental/flex suites, is consistent with the Oakridge Langara Policy Statement in terms of achieving a compatible and liveable ground-oriented townhouse development in this reserve sub-area for rezoning. The Director of Planning recommends the application be referred to Public Hearing together with a draft CD-1 By-law generally as shown in Appendix A and a recommendation that it be approved, subject to the conditions of approval listed in Appendix B, including approval in principle of the form of development shown in plans included as Appendix D.

\* \* \* \* \*

6338 - 6432 Ash Street  
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.

**Definitions**

- “Principal dwelling unit combined with a secondary dwelling unit” means a dwelling unit, within a multiple dwelling which is a principal residence, combined with one secondary dwelling unit which is smaller than the principal residence, and in respect of which the principal residence and secondary dwelling unit must have separate external access, and shared internal access which the owner or occupant of the principal residence is able to lock off from the principal residence;
- “Secondary dwelling unit” means a secondary dwelling unit referred to in the definition of “principal dwelling unit combined with a secondary dwelling unit”.

**Uses**

- Accessory Uses customarily ancillary to any of the uses listed in this section;
- Dwelling Uses limited to Multiple Dwelling and Principal Dwelling Units combined with a Secondary Dwelling Units.

**Density**

- Maximum floor space ratio of 1.2 FSR;
- The number of principal dwelling units must not exceed 35;
- The number of secondary dwelling units must not exceed 18;
- For the purpose of computing floor space ratio, the site is deemed to be 4 204.3 m<sup>2</sup>, being the site size at time of application for rezoning, prior to any dedications;
- Computation of floor space ratio must include:
  - all floors, including earthen floor, to be measured to the extreme outer limits of the building;
  - 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;
- Computation of floor space ratio must exclude:
  - open residential balconies, sundecks, porches and any other appurtenances which, in the opinion of the Director of Planning are similar to the foregoing;
  - 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, those floors or portions thereof so used, which are at or below the base surface, provided that the maximum exclusion for a parking space shall not exceed 7.3 m in length;
  - amenity areas accessory to a residential use, including day care facilities, recreation facilities and meeting rooms provided that:



- in the case of day care facilities, the Director of Planning, on the advice of the Director of Social Policy, is satisfied that there is a need for a day care facility in the immediate neighbourhood; and
- the total area being excluded for amenity areas shall not exceed 10 percent of the permitted floor space;
- areas of undeveloped floors which are located:
  - above the highest storey or half-storey and to which there is no permanent means of access other than a hatch; or
  - adjacent to a storey or half-storey with a ceiling height of less than 1.2 m.
- floors located at or below finished grade 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> per dwelling unit, there will be no exclusion for any of the residential storage space above base surface for that unit;
- 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; and
- with respect to exterior:
  - wood frame construction walls greater than 152 mm thick that accommodate RSI 3.85 (R-22) insulation; or
  - walls other than wood frame construction greater than 152 mm thick that meet the standard RSI 2.67 (R-15);

the area of such walls that exceeds 152 mm to a maximum exclusion of 51 mm of thickness for wood frame construction walls and 127 mm of thickness for other walls, except that this clause is not to apply to walls in existence before January 20, 2009. A registered professional must verify that any exterior wall referred to in this section meets the standards set out therein.

### Height

- A maximum of 10.7 m or 3 storeys.

### Horizontal Angle of Daylight

- All habitable rooms should have at least 1 window on an exterior wall which complies with the following:
  - 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 80 feet; and
  - the plane or planes shall be measured horizontally from the centre of the bottom of the window;
- The Development Permit Board or the Director of Planning, as the case may be, may relax the horizontal angle of daylight requirement of this section provided he first considers all the applicable policies and guidelines adopted by Council and providing that a minimum distance of 3.7 m of unobstructed view is maintained.

- For the purpose of calculation of the horizontal angle of daylight, the following are considered as obstructions:
  - the largest building permitted under the zoning on any adjoining sites; and
  - part of the same building including permitted projections;
- A habitable room referred to in this section does not include:
  - a bathroom; or
  - a kitchen whose floor area is the lesser of:
    - less than 10% of the total floor area of the dwelling unit, or
    - less than 9.29 m<sup>2</sup>.

#### **Parking, Loading and Bicycle Parking**

- Off-street parking, loading and bicycle parking shall be provided, developed and maintained in accordance with the applicable provisions of the Parking By-law, including those for relaxation, shared use, and exemption.

6338 - 6432 Ash Street  
PROPOSED CONDITIONS OF APPROVAL

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

PROPOSED CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT

- (a) That the proposed form of development generally as prepared by W.T. Leung Architects, and stamped "Received City Planning Department, November 14, 2008", be approved by Council in principle, 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 reduce the overall grading of the development site so that the height of retaining walls located on shared private property lines are no more than 1.2 m (4.0 ft.) above the existing grade.  
  
**Note to Applicant:** A minimum side yard setback of 2.1 m (7.0 ft.) for the building from the south property line should be provided to ensure an acceptable level of neighbourliness while achieving this design condition.
- (ii) Design development to provide wider external stairs and front porches for the entrances of adjacent dwelling units on Ash Street to achieve a more spacious and welcoming residential front stoop condition facing Ash Street.
- (iii) Provision of large-scale detail drawings of typical wall sections and of the proposed external stairs facing Ash Street.
- (iv) Significant design development to the public pedestrian walkway located at the north end of the site. In order to improve wayfinding and to encourage the use of this link by the public, the width of the setbacks and the passageway should be increased to achieve a distinctive high-quality landscape treatment that also provides barrier-free access.  
  
**Note to Applicant:** Provide larger-scaled drawings to demonstrate a fine-grained approach to the design of the pedestrian walkway.
- (v) Provision of a 0.6 m (2.0 ft.) setback for the brick garden walls facing the lane to provide for enhanced lane planting, as per (b) (xv) of the landscape design conditions.

**Note to Applicant:** The front yard setback may be reduced to 3.7 m (12.0 ft.) in order to achieve this condition while ensuring that all rear yards facing the lane are flush with the lane.

- (vi) Design development to provide a minimum suite size of 29.7 m<sup>2</sup> (320 sq. ft.) for all proposed rental suites.
- (vii) Consideration to eliminate of the exterior stairs facing the laneway to improve the liveability of the rental suites.
- (viii) Provision of manufacturer and color swatch identification numbers for all proposed colour samples of all elements in the design, listed directly on drawing set. All colour swatch samples to be stapled directly on the drawing set.

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

- (ix) Design development to improve security and visibility in the underground in accordance with section 4.13 of the Parking By-law and by painting the walls and ceiling of the parking garage white.
- (x) Design development to improve defensibility and reduce opportunities for mischief in the public pedestrian walkway by ensuring that all areas may be easily surveyed by residents.

**Note to Applicant:** Conformance to this condition should include an exterior night time lighting strategy.

- (xi) Design development to reduce opportunities for break and enter.

**Note to Applicant:** Show how the space around the private outdoor space will be clearly defined by gates or fences and effectively lit at night. Lighting should not cross the property line.

#### **Sustainability**

- (xii) The following sustainable features have been noted on the Built Green checklist submitted for this application. These features are to be duly indicated and noted on the application drawings for the Development Permit (Numbering corresponds to the Built Green checklist):
  - 1-1 3 zones for HVAC in each dwelling unit
  - 1-3 Locations of all ground-source heat pumps
  - 1-24 Locations of 3 motion sensor light switches per dwelling unit
  - 3-22 Indicate 27.9 m<sup>2</sup> (300 sq. ft.) of flooring from a certified sustainable source for each dwelling unit.
  - 5-8 Indicate and note the location of the HRV for each dwelling unit
- (xiii) Provision of large-scale detail drawings of the proposed external sun-shades and a clear indication of their proposed locations with an explanation of how they are employed.

## Landscape Design

- (xiv) Design development to the front yards to add visual amenity and create a more residential appearance.

**Note to Applicant:** This could be accomplished through the use of front property line fences and gates and a more substantial foundation planting of mixed shrubs.

- (xv) Provision of a greener and more pedestrian friendly lane edge.

**Note to Applicant:** This could be accomplished through a combination of raised shrub and tree planters adjacent to the rear property line and lighting for the gates leading to the basement suite entrances. The outer wall of the lane edge planter should be a minimum of 0.5 m (1.5 ft.) above grade. Any lane edge trees that are specified should be fastigiata in shape. *Parrotia persica* Inge's Ruby Vase is suggested. See design development condition (b)(v).

- (xvi) Provision of a report from an ISA certified arborist regarding the 0.2 m (0.8 ft.) diameter Blue Atlas Cedar in the northwest corner of the site. The report should include any arboricultural care necessary for safe retention of this tree.

**Note to Applicant:** If site supervision during excavation is necessary, then a letter of assurance will be required from the arborist, stating that he has been retained.

- (xvii) Provision of a detailed Landscape Plan. The Landscape Plan should illustrate proposed plant materials (with common and botanical names, plant sizes and quantities), paving, walls, fences, light fixtures, site grading and other landscape features. Plant material should be listed in a Plant List that is clearly keyed to the Landscape Plan. The Landscape Plan should be a minimum 1:100 or 1/8" scale.

- (xviii) Provision of large scale east/west sections (1/4"=1' or 1:50) illustrating the lane edge planters, retaining walls and proposed and existing grades.

- (xix) Provision of large scale sections (1/4"=1' or 1:50) illustrating the townhouse to public realm interface of the townhouses facing Ash Street.

**Note to Applicant:** The section should include the building façade, as well as any steps, retaining walls, guardrails, fences and planters. The location of the underground parking slab should be included in the section.

## Engineering

- (xx) Arrangements to the satisfaction of the General Manager of Engineering Services for the following:

1. Provision of a 6.1 m (20.0 ft.) wide parking ramp is required.

**Note to Applicant:** The adjacent planter encroaches 10 cm (4 in.) into this area.

2. Provision of adequate space to access the door leading into the dwelling units where the parking spaces butt right up to the door.
3. Provision of off-street parking and bicycle spaces according to the Parking By-law, except that:
  - the minimum required parking is relaxed to one parking space per 100 m<sup>2</sup> of Gross Floor Area (GFA);
  - the maximum permitted parking shall be 2 parking spaces per dwelling unit;
  - secondary dwelling units will not be used for calculating maximum parking spaces;
  - secondary dwelling units will be used for calculating bicycle spaces; and
  - for bicycle spaces located within individual garages or dwelling units, the requirements for bicycle lockers shall not apply.
4. Provision of car sharing vehicles and spaces at the rate of 0.02 per dwelling unit. Car-sharing spaces can be provided at the nearest Residential Parking Permit (RPP) zone to the site.

**Note to Applicant:** This will require payment by the owner of the yearly or monthly fee in perpetuity for parking the car-shared vehicle in the RPP zone. Secondary dwelling units will be counted as dwelling units for the calculation of car sharing vehicles and spaces. The required vehicle will be managed by a car sharing company and will be available to the residents of the area.
5. Bicycle parking provided outside of a bicycle room shall be accessible to the intended resident only and must not be located where entry into the secondary suite is required for access.

#### PROPOSED CONDITIONS OF BY-LAW ENACTMENT

- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall:

##### Secondary Dwelling Units

- (i) Make arrangements to the satisfaction of the Director of Planning and the Director of Legal Services, to ensure that the number of strata lots created upon registration of a strata plan is limited to the approved number of principal dwelling units.

##### Pedestrian Walkway

- (ii) Make arrangements to the satisfaction of the Director of Planning and the Director of Legal Services, for public access over the proposed pedestrian walkway connecting Ash Street with the lane to the east.

**Note to Applicant:** A statutory right of way will be required to provide public access to the pedestrian walkway 24 hours a day. Construction, installation, maintenance and lighting of the walkway will be the responsibility of the owner.

### Community Amenity Contribution

- (iii) Make arrangements, to the satisfaction of the Acting Director of Social Development and the Director of Legal Services for the payment of \$173,500 as a Community Amenity Contribution (CAC), which is to be allocated toward the affordable housing fund.

### Engineering

- (iv) Arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following:
  - 1. Consolidation of all the lots into a single parcel.
  - 2. Provision of street trees on Ash Street where space exists adjacent the site.
  - 3. Provision of speed humps in the north-south lane, subject to neighbourhood review.
  - 4. Provision of curb bulges on both sides of Ash Street at 49th Avenue and at 45th Avenue, subject to neighbourhood review.
  - 5. Provision of two mid-block cross walks with bulges on Ash Street between 49th Avenue and 45th Avenue, subject to staff and neighbourhood review.
  - 6. Provision of a 1.8 m (6.0 ft.) wide concrete sidewalk on Ash Street adjacent the site.
- (v) Arrangements to the satisfaction of the General Manager of Engineering Services for the following:
  - 1. 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.

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

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

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, and letters of credit, and provide for the withholding of permits, as deemed appropriate by, and in form and contents satisfactory to, the Director of Legal Services.

The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

\* \* \* \* \*

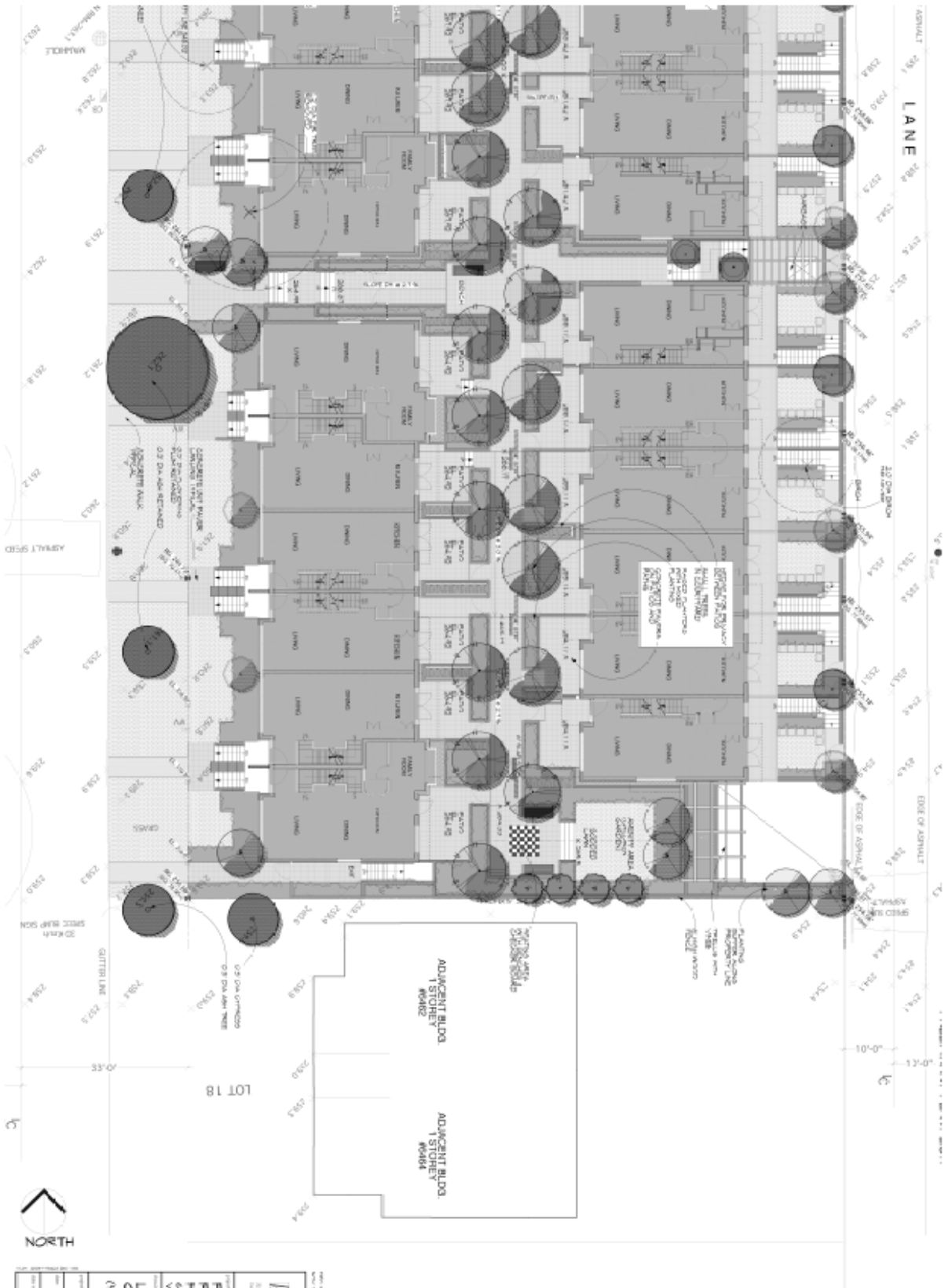


**6338 - 6432 Ash Street  
DRAFT CONSEQUENTIAL SUBDIVISION BY-LAW PROVISION**

Delete the CD-1 site from the subdivision category maps forming part of Schedule A of the Subdivision By-law.

\* \* \* \* \*





**VIEWPOINT**  
 LANDSCAPE ARCHITECTS  
 1000 WEST 10TH AVENUE  
 VANCOUVER, BC V6H 2V6  
 TEL: 604.681.1111  
 WWW.VIEWPOINTLANDSCAPE.COM

**PROPOSED RESIDENTIAL PROJECT**  
 12 UNITS  
 404-406 5th St W  
 VANCOUVER, BC

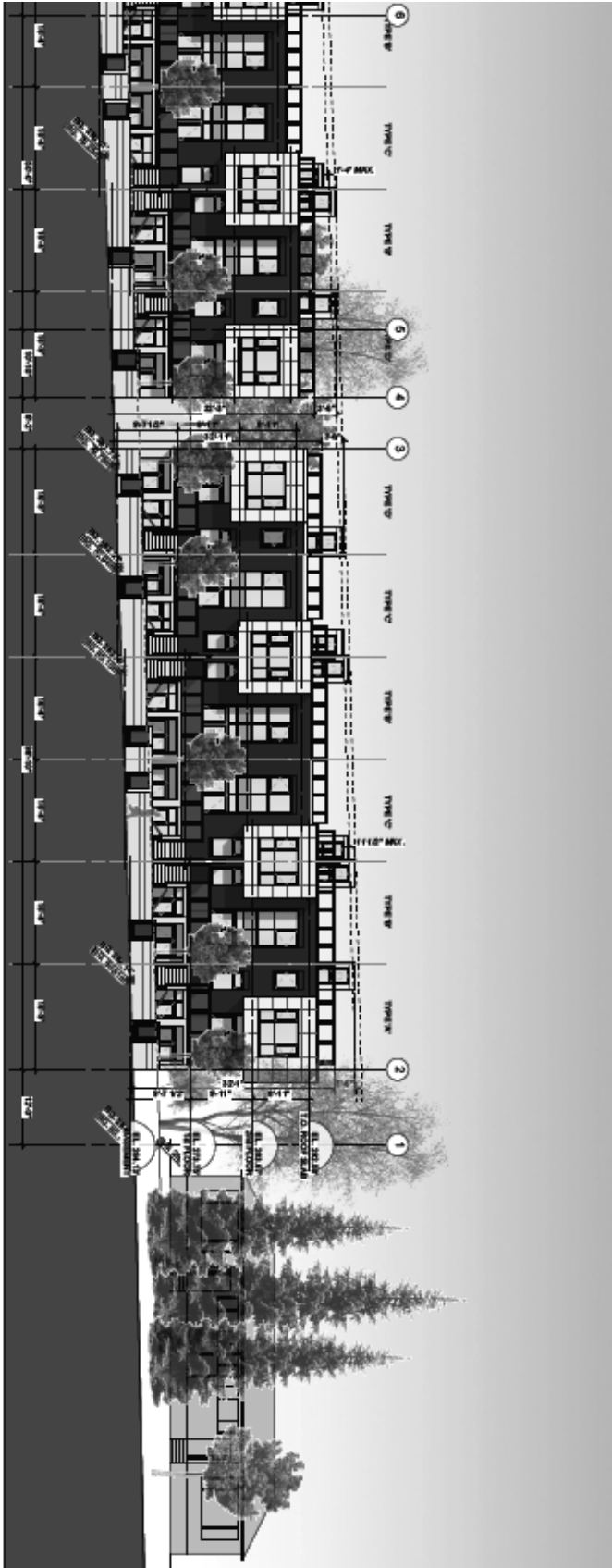
**LANDSCAPE CONCEPT**  
 (MAY 2018)

DATE:	05/04/18	SCALE:	1:200
DRAWN BY:	NOVA DODD	CHECKED BY:	LAURENCE CHEN
DESIGNED BY:	NOVA DODD	DATE:	1.00 - 1.00
PROJECT NO.:	18-001	PROJECT:	12 UNITS
DATE:	05/04/18	PROJECT:	12 UNITS

SHEET 9 OF 9



WEST ELEVATION (ASH STREET)



EAST ELEVATION (LANE)

**6338 - 6432 Ash Street**  
**ADDITIONAL INFORMATION AND COMMENTARY OF REVIEWING BODIES**

**Site, Surrounding Zoning and Development:** This 4 204.3 m<sup>2</sup> (45,256 sq. ft.) site is comprised of five parcels on Ash Street north of West 49th Avenue and is zoned RT-1. The site has a frontage of 106.1 m (348.2 ft.) and a depth of 39.6 m (130.0 ft.) and currently has five two family dwellings located on it.

Properties directly to the north, south and east are also zoned RT-1 (Two Family Dwelling) District and are primarily developed with lower density two family dwellings. These lots are in the same OLPS reserve sub-area as the subject site. Further to the north, sites are zoned CD-1 and are developed with a mix of uses including one site with a townhouse development on it that was rezoned under the OLPS. The site directly to the west is Tisdall Park and Jamieson Elementary School, both zoned RS-1. Further west, sites are zoned RS-1 and are primarily developed with single family residences.

**Oakridge Langara Policy Statement (OLPS):** 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, which can be considered for rezoning when they are within 500 m (1,600 ft.) of a planned transit station or where there unanimous support of property owners, and (c) remaining areas where no changes are supported. The subject site is located in a reserve sub-area within approximately 150 m (500 ft.) of the approved 49<sup>th</sup> Avenue - Langara Canada Line Station that is currently under construction. This reserve sub-area includes properties on Ash and Cambie Streets north of 49<sup>th</sup> Avenue for approximately 170 m (560 ft.).

The reserve sub-areas policy states that "Specific policies that apply to adjacent high priority properties may or may not be applicable, depending upon the particulars of the site, the proposed development and the potential impact on neighbours and the community." This site is adjacent to a high-priority sub-area that can be considered for rezoning for townhouses up to 1.0 FSR with the ability to achieve an increase of up to 20% for the provision of City desired public benefits.

**Proposed Development:** Proposed is a 53 unit 5 287.1 m<sup>2</sup> (59,909.8 sq. ft.) residential development with 35 townhouse units and 18 secondary rental/flex suites. The 35 townhouse units range in size from 143.1 m<sup>2</sup> (1540 sq. ft.) to 157.9 m<sup>2</sup> (1,700 sq. ft.). The 18 secondary rental/flex units range in size from 28.8 m<sup>2</sup> (310 sq. ft.) to 31.6 m<sup>2</sup> (340 sq. ft.). The project is arranged in two rows of three buildings centred around a 9.1 m (30 ft.) wide courtyard with private and semi-private outdoor space. Also proposed is a 3.05 m (10 ft.) wide pedestrian walkway at the north edge of the site that provides public access through this long block.

The front row of townhouses facing Ash Street consists of three buildings 2- to 3-storeys in height with 17 units. The rear row of townhouses facing the courtyard consist of three 2-storey buildings with 18 townhouse units and 18 secondary rental/flex suites at the basement level that face the lane. The rear townhouse units have access to the roof which provides outdoor space for each unit. One level of underground parking with 67 vehicle and 70 bicycle spaces is accessed from the lane at the south edge of the site.

**Comments of the Managing Director of Social Development:** The Managing Director of Social Development supports this rezoning, noting that this project proposes a rental suite component. The rental suite component will provide an opportunity for a portion of each of the townhouse units to be treated as flex space. It can be rented out to a second party, or used to provide living accommodation for an elderly parent or older children. This kind of flexibility is one that Planning and Social Development Staff have been seeking in the larger new community projects and it is a credit to the applicant that it can also be accommodated at this smaller scale.

**Public Input:** A notification postcard was sent to nearby property owners on January 5, 2009 and a rezoning information sign was posted on the site on January 9, 2009. Plans and information regarding the application was posted online for people to view. Approximately 35 people attended a public open house held by staff on January 20, 2009 at Jamieson Elementary School. At the open house 24 people signed in and four comments forms were filled out. Four phone calls regarding the proposal were received from residents. Many respondents enquired regarding the future station area planning for Canada Line Rapid Transit Stations. Specific concerns raised include increased traffic congestion on Ash Street and the lane, poor vehicle visibility in the lane at the intersection to the north, increased demand for street parking, location of the proposed underground parking access (with a suggestion to relocate it to Ash Street), and opposition to the secondary rental/flex suites.

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

**Urban Design Panel:** The Urban Design Panel reviewed this proposal on December 17, 2008 and supported the proposed use, density and form of development.

**EVALUATION:** SUPPORT (5-0)

**Introduction:** Michelle McGuire, Rezoning Planner, introduced the proposal for a rezoning of the site from RT-1 to CD-1 to develop 35 townhouses over one level of underground parking with an internal courtyard. Eighteen of the townhouses include a secondary basement suite with access from the lane. The site is close to the new 49th Avenue Canada Line station. Ms. McGuire described the surrounding context noting the zoning guidelines. She also described the density noting the proposal is for 1.2 FSR and 35 feet in height.

Paul Cheng, Development Planner, further described the proposal. Mr. Cheng described the zoning guidelines for the site. To the west of the site is Tisdale Park and to the east is the block facing Cambie Street. The site will have three groups of townhouses with the ones facing the lane allowing for rentals in the lower level units. On the western façade external operable blinds are proposed for the main windows. Planning is requiring a mid-block access and that will be a public right-of-way. Mr. Cheng noted that under the EcoDensity Initiative there is City policy that states any rezoning has to either achieve LEED™ Silver certification or a sustainability that's equal to LEED™ Silver.

Advice from the Panel on this application is sought on the following:

1. In the light of the fact that the rezoning policy calls for a sloped-roof expression and considering the context, is the overall form and height of the development

- supportable with respect overshadowing, overlook, privacy, and neighbourhood character?
2. Does the proposal provide an acceptable level of design quality to the public realm with respect to:
    - a) The mid-block public access.
    - b) The material treatment of the buildings and the landscaping facing the street and rear lane.
    - c) The relationship of the main floor elevation to the adjacent grades.
  3. Taking into consideration that the sites directly adjacent are also subject to rezoning, does the proposal provide acceptable interface with the adjacent sites with respect to neighbourliness and future developability?
  4. Has the proposal attained an acceptable level of sustainability in its design?

Ms. McGuire and Mr. Cheng took questions from the Panel.

Applicant's Introductory Comments: Wing Ting Leung, Architect, further described the proposal noting there will be two and three storey townhouses with two or three bedrooms. The units on the lane will have a basement suite that can be rented out as a mortgage helper or be used by extended family members. Mr. Leung described the sustainable features noting the external sun shades on the west side.

Lena Chorobik, Landscape Architect, noted that presently there are single family houses on the street with open yards and would like to preserve that open feeling with the landscaping. There are some existing small street trees and some larger trees that will need to be removed from the site as they are within the building's footprint. An arbourist will be assessing the trees with one tree in particular to be moved elsewhere on the site. A public sidewalk is not proposed through the site. Ms. Chorobik said they are proposing a greening of the lane with trees and will be maximizing the outdoor space for the lower units with some planting around the stairways and the fence. The proposal for the main courtyard is for raised planters with a couple of seating nodes.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Consider design development to the roof including the roof hatches;
- Consider design development on the parkade walls;
- Reduce the exterior grades on the south side of the site relative to existing street elevations;
- Eliminate the exterior stairs to the second floor lane units; and
- Widen the public passage way and improve way finding through a distinctive landscape treatment.

Related Commentary: The Panel supported the proposal and thought the architectural style suited the area.

The Panel thought it was acceptable to have a flat roof on the project with a couple of Panel members suggesting the applicant explore the roof design on the north and south sides as they were a bit severe looking and the roof hatches were also uneven.



Some of the Panel thought the parkade walls needed some design development and suggested the applicant explore the proposed materials. One Panel member thought the slab extensions needed work.

Since it will be a massive development, several Panel members suggested varying the colour to distinguish the buildings from each other. Several Panel members noted that the relationship between the main floor and adjacent grades had been handled better on the north side of the site and thought the south side should be brought down to reduce the large foundation wall next to the adjacent properties.

Several Panel members suggested relaxing the front setback to 10 feet with most of the Panel suggesting the applicant eliminate the exterior stairs on the second floor lane units to reduce any security problems and to bring more light into the ground level units. Several Panel member thought that if the building was brought forward more space could be added to the courtyard.

The Panel commended the applicant for the rental suites on the lower floors off the lane and thought for that reason the extra density and height was warranted.

Some Panel members suggested having as much planting as possible on the site and that the mid-block public access was warranted. Several Panel members suggested widening the public passage to make it more apparent in the landscape. They also thought the landscape and building architecture didn't acknowledge the pass through. Also, a couple of Panel members thought the courtyard could use more space. One Panel member thought the roof top decks and plantings on the element facing the park needed to be pulled back so the edges of the balconies couldn't be seen from the street.

Regarding sustainability, the Panel applauded the applicant for including exterior shades with one Panel noting that City policy isn't just about LEED™ Silver but is also about obtaining five energy points.

Applicant's Response: Mr. Leung thanked the Panel for their good points noting that they could address the width of the walkway as well their other comments.

**Environmental Implications:** In terms of siting of the proposal, the location with its proximity to shopping (Oakridge Shopping Centre), transit (the approved 49<sup>th</sup> Avenue - Langara Canada Line Station and two bus routes) and amenities (Tisdall Park and Jamieson Elementary School) will provide convenient access to transit and shopping which may reduce dependence on use of automobiles. The application includes many sustainable design features and meets Council's EcoDensity policy in terms of providing minimum targets for sustainable performance.

**Building Review and Fire Department Comments:** Staff have reviewed the architectural drawings prepared by W. T. Leung Architects submitted on November 14, 2008. The applicant has received preliminary review comments regarding project conformance to the requirements of the Vancouver Building By-law, and is aware of issues to be resolved at the building permit stage.

**Comments of the Applicant:** The applicant has been provided with a copy of this report and has provided the following comments:

“We have received the Policy Report for the proposed townhouse project and we have no further comments. We will propose amendments in the response to the prior-to conditions included in the report.”

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6338 - 6432 Ash Street  
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	6338 - 6432 Ash Street
Legal Description	PID 009-301-194, 009-301-208, 009-301-216, 009-301-232, 009-301-241, Lots 19-23, All of Lot B, Block 1008, DL 526, Plan 10803
Applicant	Wing Leung, W.T. Leung Architects
Architect	Wing Leung, W.T. Leung Architects
Property Owner	Grant Lin, Yuanheng Oakridge Development Ltd.
Developer	Grant Lin, Yuanheng Oakridge Development Ltd.

SITE STATISTICS

	GROSS	DEDICATIONS	NET
SITE AREA	4 204.0 m <sup>2</sup> (45,245 sq. ft.)	n/a	4 204.0 m <sup>2</sup> (45,245 sq. ft.)

DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT
ZONING	RT-1	CD-1
USES	Dwelling Uses, Cultural and Recreational Uses, and Institutional Uses	Multiple Dwelling
DWELLING UNITS	10	53 (35 primary dwelling units, 18 secondary dwelling units)
MAXIMUM FLOOR SPACE RATIO	0.6 FSR	1.2 FSR
MAXIMUM HEIGHT	6.1 m (20 ft.)	10.67 m (35 ft.)
MAXIMUM # OF STOREYS	1	3
FRONT YARD SETBACK (ASH STREET)	7.3 m (24 ft.)	4.27 m (14 ft.)
SIDE YARD SETBACK (NORTH)	1.5 m (4.9 ft.)	3.05 m (10 ft.)
SIDE YARD SETBACK (SOUTH)	1.5 m (4.9 ft.)	2.13 m (7 ft.)
REAR YARD SETBACK (LANE)	10.7 m (35.1 ft.)	3.96 m (13 ft.)