



# P4

## POLICY REPORT DEVELOPMENT AND BUILDING

Report Date: December 1, 2009  
Contact: Nicky Hood  
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RTS No.: 08323  
VanRIMS No.: 08-2000-20  
Meeting Date: December 15, 2009

TO: Vancouver City Council  
FROM: Director of Planning  
SUBJECT: CD-1 Rezoning - 6708-6776 Granville Street

### RECOMMENDATION

- A. THAT the application by Formwerks Architectural Inc., on behalf of Forrester Development Ltd., to rezone 6708-6776 Granville Street (PID: 026-402-815, PID: 026-402-823, Lots Y and Z, both Block A, District Lot 526, Group 1, New Westminster District; and PID: 011-469-935, North 1/2 of Lot 73, Block 12, District Lot 526, Plan 4594) from RS-1 (Single-Family Dwelling) District to CD-1 (Comprehensive Development) District, to allow construction of 35 rowhouses at a floor space ratio of 1.0, be referred to a Public Hearing, together with:
- (i) plans received November 4, 2009;
  - (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 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.

- C. THAT Recommendations A and B be adopted on the following conditions:
- (i) 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;
  - (ii) 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
  - (iii) 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

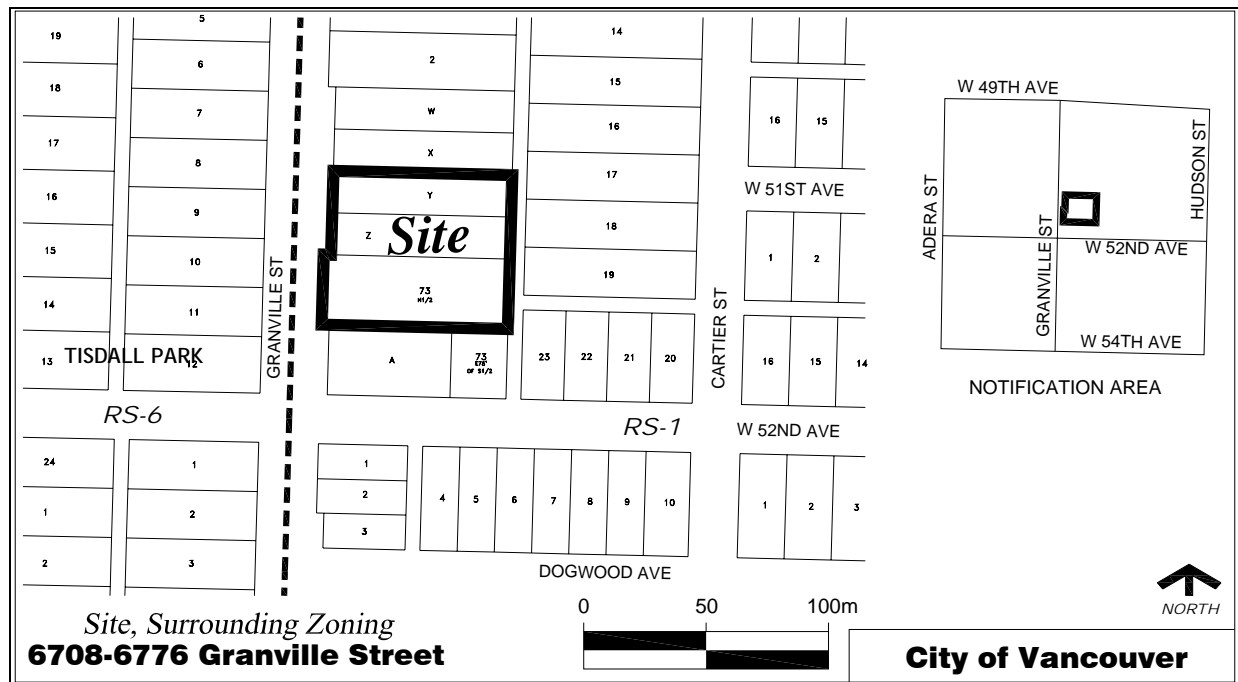
- Arbutus Ridge, Kerrisdale, Shaughnessy (ARKS) Community Vision adopted by Council on November 1, 2005;
- Neighbourhood Housing Demonstration Project Policy, adopted on January 18, 1996; [Note: The Vision documents refer to projects considered under this policy simply as "Housing Demonstration Projects". This report also uses that shorter term.]
- Community Amenity Contributions - Through Rezoning, adopted on June 20, 1999;
- EcoDensity Action A-1 (Rezoning Policy for Greener Buildings) approved on June 10, 2008;
- Regional Context Statement Official Development Plan adopted by Council on September 14, 1999 - to meet the Livable Region Strategic Plan objectives for ground-oriented housing, the City is committed to encouraging new forms of housing with features of ground orientation, but at higher densities.

### PURPOSE AND SUMMARY

This report assesses an application to rezone this site from RS-1 (Single-Family Dwelling) District to CD-1 (Comprehensive Development) District. The application proposes a Housing Demonstration Project under the Neighbourhood Housing Demonstration Project Policy. The project includes:

- 35 rowhouses, with a range of unit types (single-level to 3-storey) and sizes (81.6 to 158.9 m<sup>2</sup> or 878 to 1,710 sq. ft.);
- 66 parking spaces, with 65 underground and one car-share space on the lane; and
- A density of 1.0 floor space ratio (FSR).

Figure 1: Site and Surrounding Zoning



Housing Demonstration Projects were conceived as a means of allowing rezoning applications to be brought forward and have been adopted in various Community Visions to enable the consideration of new housing options in advance of broader area wide zoning changes. The rezoning proposal under discussion in this report meets the criteria to qualify for consideration as a Housing Demonstration Project, including a new form of housing in the neighbourhood (ground oriented multi-family dwellings in the form of rowhouses, incorporating single level age-in-place units). This proposal responds to issues of housing affordability and housing diversity in the area.

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

## BACKGROUND

**2002 Enquiry** – In August 2002, a rezoning enquiry was received for the same site currently under consideration, from a different development team who proposed a 20-unit rowhouse project. The enquirer was advised to undertake a neighbourhood consultation process to gauge community support before further refining the proposal and making a formal application. The enquiry did not proceed to application.

**2008 Enquiry** – In April 2008, an enquiry was received in advance of the current rezoning application, proposing a 36-unit rowhouse project. The enquiry was assessed against the Neighbourhood Housing Demonstration Project Policy criteria and the ARKS Community Vision (adopted by Council in November 2005), and found to merit further consideration. The development team was advised to undertake neighbourhood consultation prior to submitting an application to establish the level of support that existed and community concerns related to the proposal. In October 2008, an open house was held by the applicant team proposing a

40-unit project. Based on the feedback received at the open house and further advice from staff, a rezoning application was submitted in 2009.

**2009 Rezoning Application** — In May 2009, a rezoning application was received proposing a 36-unit rowhouse project. Staff hosted a neighbourhood open house in June and sought the advice of the Urban Design Panel (UDP) in July. Based on the feedback from the public and the UDP (see Appendix E for details), the applicant submitted revised drawings in November 2009, reducing the unit count from 36 to 35 and the FSR from 1.04 to 1.0.

## DISCUSSION

**ARKS Community Vision** - The Community Vision Program stems from CityPlan. CityPlan was adopted by Council in June 1995 after a three year public process, involving 20,000 citizens. CityPlan identified issues facing a growing City and region and established values and goals to meet those challenges. It also established a framework for neighbourhoods to guide decision making on how the City is to grow and change in the first quarter of the 21st century.

The Community Visions resulting from CityPlan provide guidance as to how different neighbourhoods can respond to the need to accommodate an increase in jobs and population over time. The ARKS Vision identifies what people in their neighbourhood value and want to preserve, what improvements are needed, and how change should occur over time. With respect to addressing future housing needs the community considered a variety of housing types and articulated a preference for ground oriented development over mid and high-rise towers.

*Vision Rezoning Policy:* The Vision states that rezoning applications will be considered for a Housing Demonstration Project, in advance of additional area planning, on the condition that:

- the application demonstrates 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 bonusing process, be converted into improved affordability.

In addition, the ARKS Vision rezoning policy requires any Housing Demonstration Project to respond to Vision Directions about type, location and scale of new housing. This application is assessed against all of these criteria.

*Vision Directions:* The ARKS Vision indicates community support for several Vision Directions pertinent to this application. With respect to locations where new housing types should be considered, the Vision demonstrates significant community support for sites on arterial roads and for large lots. The application conforms to both of these Vision Directions.

The Vision acknowledges the need to provide new housing types for a growing and changing community. The community sees small scale ground oriented housing as being the most compatible with the existing single-family neighbourhoods. Rowhouses received "uncertain" support in the Vision survey, along with duplexes, infill, cottages and four storey apartment buildings. Staff believe that demonstration of a new housing form, that the community has shown interest in but is uncertain of, is a means of bringing forward further discussion,

consideration and eventual resolution of the uncertainty. (See Appendix E for specific Vision Directions.)

The proposed form of development is at a scale typical for multi-residential projects located along arterials and adjacent to single-family residential. This particular proposal emphasizes architectural elements that are typical features of one-family dwellings and the proposal has evolved over the course of the application process to be more sensitive to the adjacent single-family residential neighbourhood. On balance, staff believe that the site warrants consideration as a location to demonstrate a new housing form.

### **Housing Demonstration Project**

***New Housing Form:*** This criterion is met. The rezoning proposal offers a mix of ground-oriented housing types, including single-storey, age-in-place rowhouse units and three-storey rowhouse units. These housing types offer a compatible alternative to the single-family housing predominant in the neighbourhood. In the RS-1 District, housing choices are limited to one-family dwelling (with secondary suite and/or laneway house). Staff support a demonstration of the proposed type of housing as a way to provide more land-efficient housing, and ground-oriented housing options for young families and for “empty nesters” looking to downsize while continuing to live in the area.

***Improved Affordability:*** This criterion is met. The Neighbourhood Housing Demonstration Project Policy requires that any increase in land value generated by the rezoning be invested in increased affordability of the dwelling units. The Director of Real Estate Services has reviewed the application and, using a methodology standard to the City’s normal practice for such assessments, concludes that the rezoning would not generate an extraordinary increase in land value.

The applicant has indicated a selling price beginning below \$470,000 (in today’s market value) for units that range in size from 81.6 m<sup>2</sup> (878 sq. ft.) to 158.9 m<sup>2</sup> (1,710 sq. ft.). This is in contrast to single-family dwellings in the neighbourhood that are listed for sale in the current market from \$1,000,000 to \$3,500,000 depending on lot size, age of dwelling and location. Staff are satisfied that these units are generally more affordable than other choices in the neighbourhood.

***Degree of Neighbourhood Support:*** On balance, staff conclude a reasonable degree of neighbourhood interest and support for this project has been demonstrated through the application review process to date.

Support is mixed from neighbours who responded to the neighbourhood notification and who attended the open house on June 18, 2009. Written comments from the open house and other correspondence received by the City indicate that about 57% of respondents support the application and 43% oppose it. Areas of concern include the amount of density and number of units, negative impact on property values, traffic and parking impacts in both the lane and nearby streets, and conformance to the Vision Directions on housing types.

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 and other open/green spaces incorporated into the site are seen as a

positive aspect of the development, as is the quality of design and finish apparent in the application.

A full discussion of the public consultation process is outlined in Appendix E. Over the course of the application process, the applicant team has responded to neighbourhood concerns by: increasing parking supply, reducing the number of units being proposed, increasing setbacks from the property lines and reducing overlook from the rowhouses into adjacent properties. Staff believe that the design revisions that have thus far been incorporated into the proposal, and the recommended design conditions for the development permit, contained in Appendix C, address many of the concerns identified during the consultation process.

### Analysis of the Application

*Land Use* – The proposed Multiple Dwelling use in a rowhouse form is consistent with ARKS Community Vision to provide ground-oriented housing choices on arterial streets.

*Density* – The applicant proposes 35 rowhouse units, in seven separate buildings, at 1.0 FSR with a total floor area of 4 695 m<sup>2</sup> (50,536 sq. ft.). The proposed FSR is consistent with other rowhouse rezoning proposals in recent years, which typically have had an FSR of between 0.9 and 1.1.

*Form of Development* (Note Plans: Appendix D) – The overall form of development has six buildings situated in three rows of two, with courtyards of varying widths in between, and a seventh building at the south end of one of the easterly courtyards. The buildings are designed to have the appearance of 2½-storeys through the use of steeply pitched roofs, dormers and bay windows. Individual entryways further reflect the traditional character of the area.

Each building, in the front two rows nearest Granville Street, has two single-storey ground-level units with four ‘stacked’ rowhouses above. The four ‘stacked’ rowhouses are three storeys in total, with one level beside the single-storey units and two above. The single-storey units are a new housing form for the area, allowing seniors to age in place and also providing an option for people with mobility issues. The buildings are separated by a north-south courtyard, providing private patios and circulation paths, and an east-west courtyard, providing a prominent pedestrian entryway into the development, as well as being the primary firefighting access point.

The third row of buildings, adjacent to the lane, sees two traditional rowhouse buildings containing a further 10 units. These units are three storeys each, except for the end units which have been reduced to two storeys to reduce overlooks into adjacent properties, and are set back from the lane to enable the retention of existing site trees and provide space for private patios. This setback also enhances privacy for the neighbours across the lane, as do the smaller third-level windows which overlook the lane and adjacent properties. Setbacks around the perimeter of the site vary in width and are established to address privacy concerns for all overlooks, to allow internal site circulation, and to permit the retention of mature trees and hedges.

The second and third row of buildings are separated by a 18 m (59 ft.) wide courtyard which respects neighbouring rear yards and provides a sunny area for community garden plots, social gathering space and a children’s play area. At the south end of this garden courtyard, there is

one additional single-storey, age-in-place unit. The proposal previously saw a second storey and another dwelling unit on this building but the building has been scaled back to improve the quality of the courtyard and the project's relationship with properties to the south.

Staff support the proposed form of development with some additional revision to improve compatibility with adjacent properties and on-site circulation. The Urban Design Panel reviewed the application on July 15, 2009 and unanimously supported the proposed form of development, noting the diversity of housing types that would appeal to different demographics and offering suggestions for the relationship between buildings and open space and varied building expression. Comments from the UDP have been incorporated into the staff review and are also available in their entirety in Appendix E, along with a more complete staff review of the form of development.

**Public Input:** After the rezoning application was submitted, a notification sign was erected on the site and a notice was mailed to surrounding property owners within approximately a two block area. A public open house was held in the neighbourhood by staff on June 18, 2009. Comments received from neighbours within the notification area have been mostly in opposition to the application, while many residents in the wider ARKS community and city wide are supportive of additional density at this location.

The majority of concerns from those opposed are about increased traffic congestion and parking demand on surrounding streets, and additional vehicle activity in the lane at the rear of the site. Neighbours commented that the lane already carries additional traffic generated by activities at a church at the north end of the lane, on the corner of Granville Street and 49th Avenue.

Those in support of the application look favourably on new housing options and the quality of the design. More detailed information regarding public input, and areas of concern and support, have been discussed above under "Housing Demonstration Project", as well as in Appendix E.

**Parking, Loading, Bicycles and Circulation:** All parking for the development is proposed to be underground, with the exception of one at-grade car-share space. The car-share vehicle will be available to residents of both the development and the surrounding neighbourhood. The 66 parking spaces proposed exceed the Parking By-law's minimum requirement, but is below the maximum allowed. The applicant initially proposed 44 spaces (33 underground and 11 at grade, off the lane). The additional spaces were proposed in response to concerns raised by area residents regarding the availability of on-street parking. The resulting underground parking structure would cover most of the site, increasing the area to be excavated and decreasing the ability to preserve existing trees in-situ, or to provide new landscape of a significant size.

The parking garage has vehicular access off the lane with a security gate at the entrance. Additional internal security gates provide private parking spaces for 26 of the 35 units. These private parking areas have direct stair access to the units they serve. There are four common staircases providing access to the garage and one elevator. Elevators are not typically included in developments of this type or scale but one is proposed here to provide easier access to the parking garage for people with mobility issues. As such, the parking spaces in closest proximity to the elevator will be reserved for the single-storey units.

As well, 61 secure bicycle parking spaces are being provided in the underground parking area and 5 additional bicycle parking spaces at grade. No loading spaces are required.

Vehicular access to the development is from the lane to the east of the site which currently sees fewer than 100 vehicles per hour in each of the morning and afternoon peak periods. Ward Consulting, engaged by the applicant to undertake the traffic and parking study, used a standard trip-generation model and found that fewer than 20 vehicles per hour would be added to existing peak-period volumes. The low volumes expected to be generated by the new development were not seen to have any impact on existing traffic flow on nearby arterial and residential street intersections.

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 C.

***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 applicant submitted a BuiltGreen BC checklist which shows 121 points being achieved by the project, which would result in a gold rating. Specific sustainable design features include use of low VOC emitting materials, permeable pavers, low-flow plumbing fixtures, high performance building insulation and glazing, and energy efficient mechanical and electrical equipment. The project will also provide for the future installation of a photovoltaic electrical system. Staff recommend that the proposed sustainable design features be noted on the plans and elevations at the development application stage [see Appendix C, condition (b) (ix)].

***Development Cost Levy:*** The Development Cost Levy (DCL) rate for developments of 1.2 FSR or less, effective January 1, 2010, is \$2.20 per square foot (payable at Building Permit issuance). Based on that rate, a DCL payment of \$109,926 is anticipated for this development which go toward public benefits city wide. Amenities eligible for DCL funding for the ARKS area include: parks, replacement housing and transportation facilities to meet demands generated by new development.

***Community Amenity Contribution:*** Under Council's Financing Growth Policies, Community Amenity Contributions (CACs) are not anticipated for Housing Demonstration Projects.

## FINANCIAL IMPLICATIONS

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



## CONCLUSION

Staff have concluded that the rezoning application for 6708-6776 Granville Street to allow construction of 35 rowhouses can be supported as a Housing Demonstration Project within the ARKS Community Vision area. The proposal demonstrates a new form of housing in the neighbourhood, is more affordable than one-family dwellings and is consistent with the ARKS Community Vision directions in terms of achieving a compatible and liveable ground-oriented rowhouse development on larger lots on an arterial street. While there has been some local opposition to the rezoning, staff believe that recommended conditions of approval in Appendix C address many of the concerns raised.

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 C, including approval in principle of the form of development shown in plans included as Appendix D.

\* \* \* \* \*

6708-6776 Granville 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.

Uses

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

Density

- For the purpose of computing floor space ratio, the site is deemed to be 4 695 m<sup>2</sup>, being the site size at the time of application for rezoning, prior to any dedications.
- The floor space ratio for all permitted uses must not exceed 1.0, and the number of dwelling units must not exceed 35.
- 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 sundecks, 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;
  - 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.
- with respect to exterior:
  - i) wood frame construction walls greater than 152.0 mm thick that accommodate RSI 3.85 (R-22) insulation; or
  - ii) walls other than wood frame construction greater than 152.0 mm thick that meet the standard RSI 2.67 (R-15),

the area of such walls that exceeds 152.0 mm to a maximum exclusion of 51.0 mm of thickness for wood frame construction walls and 127.0 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 subsection (ii) of this section meets the standards set out therein.

#### Height

- A maximum height of 10.7 m measured from base surface.

#### Setbacks

- A minimum setback of 4.9 m from the west front yard property line.
- A minimum setback of 4.9 m from the east rear yard property line.
- A minimum setback of 2.4 m from the north side yard property line.
- A minimum setback of 3.6 m from the south side yard property line.

#### Parking and Bicycle Spaces

Parking, loading, and bicycle spaces shall be provided and maintained according to the provisions of the Parking By-law, including those concerning exemption, relaxation, and mixed-use reduction, except for the following:

- Minimum parking requirement of one parking space for each 100 m<sup>2</sup> of gross floor area up to 1.25 spaces per unit, and a maximum parking supply of minimum required parking plus 0.5 parking spaces with absolute maximum of 1.8 spaces per unit.
- Minimum number of visitor parking should be 0.1 spaces per dwelling unit. Maximum number of visitor parking must not exceed 0.2 spaces per dwelling unit.
- Shared vehicle spaces are to be provided at the rate of 0.03 (3 per 100) dwelling units.

Unless any amendment to the Parking By-law results in any lesser requirement, in which case the lesser requirement is to apply.

#### Daylight

- Each habitable room must have at least one window on an exterior wall of a building.
- A habitable room referred to in section 6.1 does not include:
  - i. a bathroom; or
  - ii. a kitchen whose floor area is the lesser of:
    - a) less than 10% of the total floor area of the dwelling unit, or
    - b) less than 9.3 m<sup>2</sup>.

#### 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.

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

\* \* \* \* \*

6708-6776 Granville Street  
DRAFT CONSEQUENTIAL AMENDMENT  
TO THE SUBDIVISION BY-LAW

A consequential amendment is required to delete PID: 026-402-815, PID: 026-402-823, Lots Y and Z, both Block A, District Lot 526, Group 1, New Westminster District; and PID: 011-469-935, North 1/2 of Lot 73, Block 12, District Lot 526, Plan 4594 from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

\* \* \* \* \*

6708-6776 Granville 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 Formwerks Architectural Inc. and stamped "Received City Planning Department, November 4, 2009", 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 the building expression to achieve variety;

Note to Applicant: The styles of the different buildings should be varied to allow each building individual identity. This should be executed so that the variations are integral to the building forms. The group of buildings should maintain a strong connection in their form and detailing.

- (ii) Design development to the pedestrian egress from parking level;

Note to Applicant: Provide details of the stair enclosure and weather protection. Ensure CPTED has been considered through the design.

- (iii) Provision of high quality building materials appropriate to the use;

Note to Applicant: The building materials noted in the project description including, heavily textured stucco, robust wood detailing, quarried stone and asphalt shingles must be noted and located on elevation drawings.

- (iv) Deletion of garbage/recycling area at lane;

Note to Applicant: Landscape screening for the adjacent patio should replace this garbage/recycling area at the lane.

- (v) Provision of an Acoustical Study to address issues of traffic noise on the dwelling units;

Note to Applicant: Noise impacts to dwelling units in the development should be addressed through measures such as special building construction and room placement in the dwelling unit.

### Crime Prevention Through Environmental Design (CPTED)

- (vi) 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.

### Sustainability

- (vii) 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 2 zones for HVAC in each dwelling unit
  - 1-2 Location of heating appliance with minimum 95% AFUE
  - 1-8 Location of drain water heat recovery units on 6 ft. stack
  - 1-9 Location of sealed combustion fireplace for each dwelling unit
  - 1-18 Detail elements which make the development solar ready
  - 1-20 Location of photovoltaic generation system
  - 2-5 Detail wall stud spacing at 24"
  - 5-2 Location of thermostats with dual setback and continuous fan settings.

### Landscape Design

- (viii) Provision of a second arborist report to assess the possibility of safe tree retention as proposed on the Landscape Concept plan (sheet L1). The report should also include any arboricultural care necessary for safe tree retention.

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

- (ix) Provision of a tree retention/removal/replacement plan to clearly indicate tree types and a schedule of tree type, size and quantity. References to be tied to Julian Dunster Arborist Report dated March 7, 2009.

- (x) Design development to create transition between adjacent properties and semi-private/semi-public spaces.

Note to Applicant: This could be accomplished by reducing the size of patios of Buildings 1 and 3, providing adequate passive landscape buffer at north side yard. Also, benches at north and south side yards could be replaced with passive visual spaces, such as water features.

- (xi) Design development to reduce unnecessary paved surfaces.

Note to Applicant: This could be achieved by deleting the secondary walkway along the west side of Buildings 1 and 2. This area could be replaced with planting beds.

- (xii) Provision of detail or image illustrating proposed entry announcement at Granville Street and presentation to public realm.

- (xiii) 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, trellises, 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 at 1/8" scale or 1/100, minimum scale.

## Engineering

Arrangements to the satisfaction of the General Manager of Engineering Services for the following:

- (xiv) Improvements to the fire access entry on Granville Street to ensure its use for firefighting purposes only. Gates designed to the Fire departments satisfaction and signs and parking regulation changes to clearly identify the intended use of the boulevard crossing are required.
- (xv) A reduction in the impermeable surfaces on the consolidated site to not more than 60% of the site area or implementation of storm water management practices to meet an equivalent of 60% maximum impermeable area.
- (xvi) Provision of an improved plan showing the design elevations on both sides of the ramp at all breakpoints and within the parking areas to be able to calculate slopes and cross falls. Provide elevations on sections drawings.
- (xvii) Provision of a parking ramp slope not to exceed 12.5% after the first 20 ft. from the property line.
- (xviii) Provision of additional parking stall width for the small car parking stalls located adjacent to walls and all 'private garage' parking spaces adjacent to both a wall and bicycle lockers.

Note to applicant: bicycles stored in the lockers would act like another wall.

- (xix) Confirm provision of a security gate with 2.3 m minimum vertical clearance and 'private garage' doors with 2.0 m minimum vertical clearance and show both on drawing A 3.0.
- (xx) Provision of minimum vertical clearance of 7' 6½" from the laneway to all required manoeuvring aisles and access to disability parking spaces.

Note to applicant: the minimum vertical clearance shown on the drawing A 3.0 for disability space access is 6' 8" under building 7 on Section A-A and 7' on Section B-B.

- (xxi) Confirm security access for cars. If remote control please indicate it on the plans. If a pad mounted card reader or keypad is used, confirm that it does not reduce the required 20 ft. aisle width.
- (xxii) Number all parking stalls.



- (xxiii) Dimension column widths encroaching into parking stalls.
- (xxiv) Provision of measures to improve visibility of oncoming traffic on the drive aisles.  
  
Note to Applicant: parabolic mirrors are recommended.
- (xxv) Provision of additional parking stall width for Car-sharing Parking space if adjacent to both a wall and tall hedges that would act like another wall.
- (xxvi) Provision of 'private garage' parking spaces to be made deeper to give drivers additional space to enter/exit parked vehicles and improve access to suites when a full sized vehicle is parked.
- (xxvii) Recommend additional manoeuvring space for dead end parking space to improve vehicle access.
- (xxviii) Delete portion of arbour shown encroaching into lane.
- (xxix) Provide clarification of garbage pick up operations. Please confirm that a waste hauler can access and pick up from the below grade location shown without reliance on storage of bins on the City lane.
- (xxx) Provide improved recycling storage in a location with acceptable access to recycling pickup crews. Please contact Engineering Solid Waste branch for recycling needs.
- (xxxi) The existing combined sewer service is to be replaced with a "twinned" service.
- (xxxii) An interconnected water service will be required for this development.

#### PROPOSED CONDITIONS OF BY-LAW ENACTMENT

- (c) THAT, prior to enactment of the CD-1 By-law, the registered owner shall make arrangements for the following to the satisfaction of the General Manager of Engineering Services, at no cost to the City and on terms and conditions satisfactory to the Director of Legal Services:

##### Engineering

- (i) Consolidation of the 3 lots PID: 026-402-815, PID: 026-402-823, Lots Y and Z, both Block A, District Lot 526, Group 1, New Westminster District; and PID: 011-469-935, North 1/2 of Lot 73, Block 12, District Lot 526, Plan 4594 into a single parcel.
- (ii) Dedication of the west 3.05 m of N½ of Lot 73 for road purposes.
- (iii) Provision of a standard form encroachment agreement for the existing retaining wall that will encroach onto public property, as a result of the dedication.

- (iv) Provision of street trees on Granville Street adjacent the site, where space exists.
- (v) Provision of an updated curb ramp at the northeast corner of 52nd Avenue and Granville Street.
- (vi) Provision of one car-share vehicle, managed by a professional car-share firm, and one dedicated car-share parking space, in an area with 24-hour accessibility.
- (vii) 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.

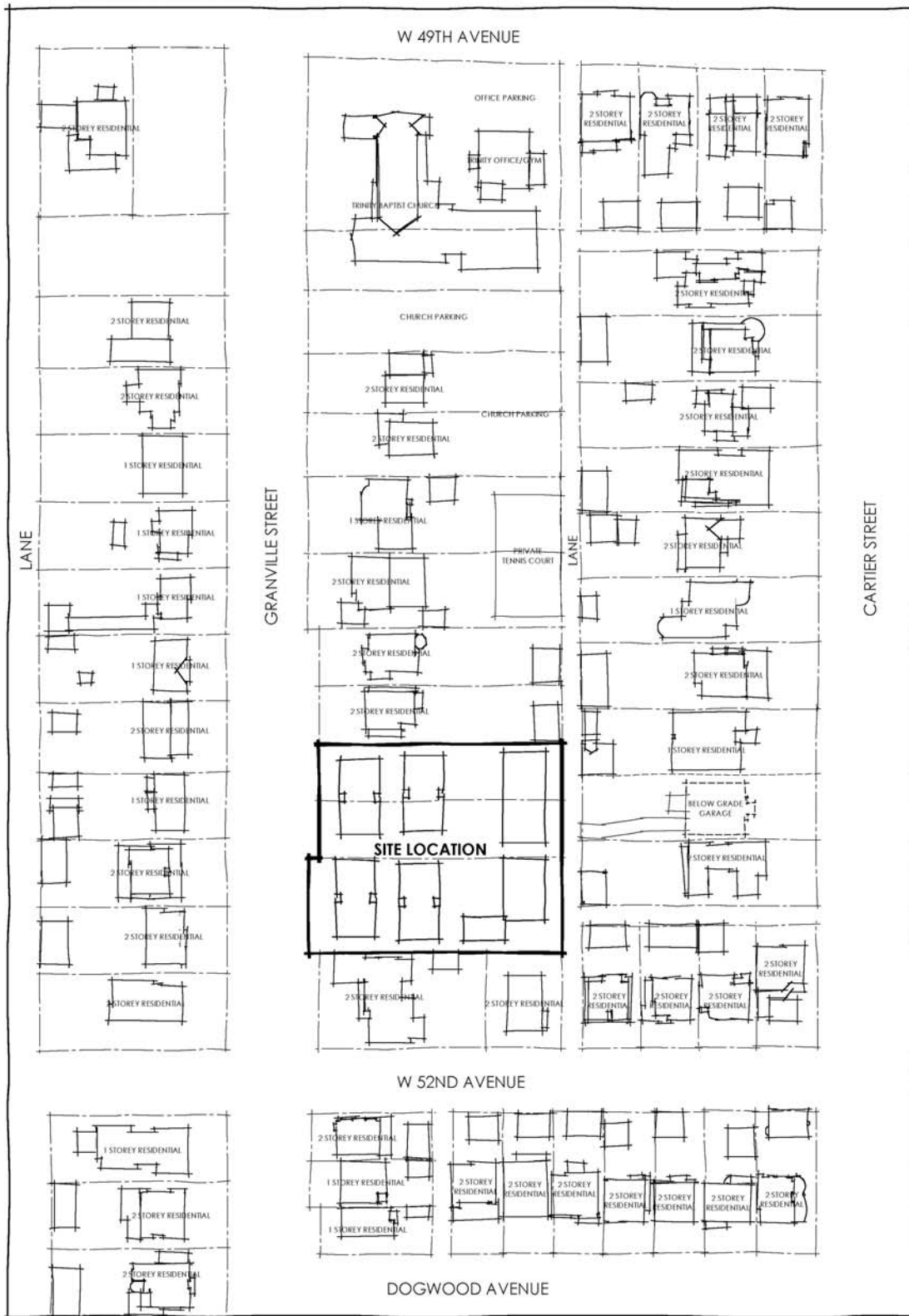
The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services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

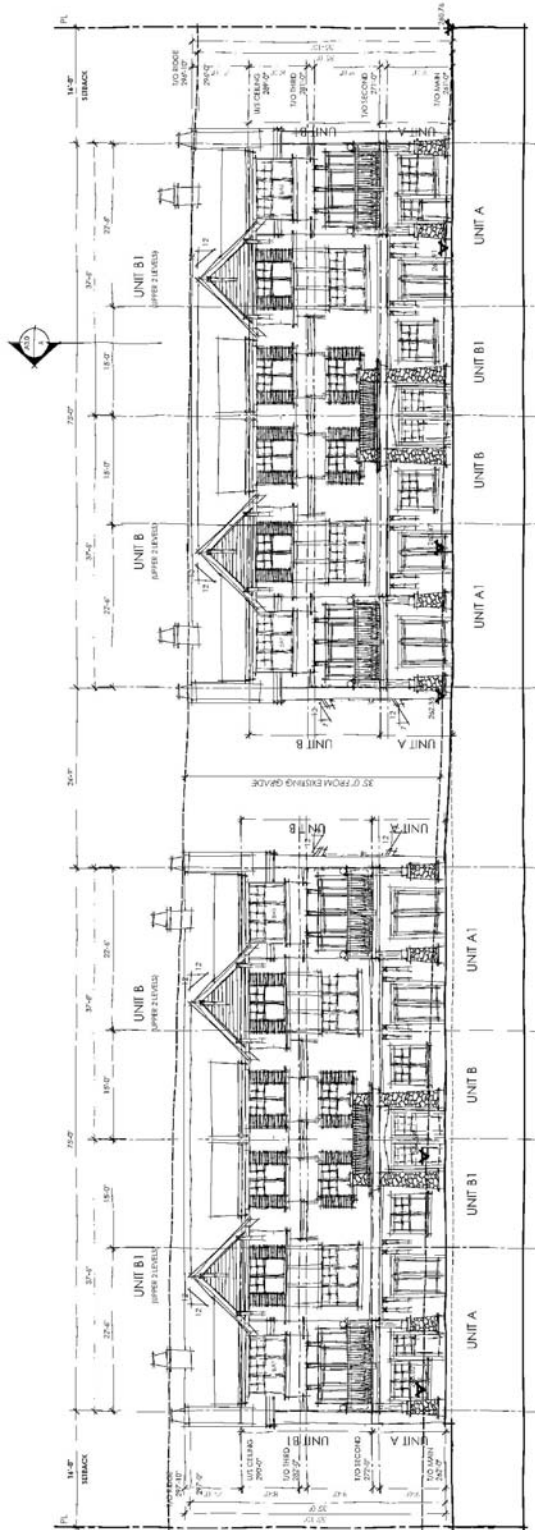
The timing of all required payments, if not otherwise specified in these conditions, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

\* \* \* \* \*

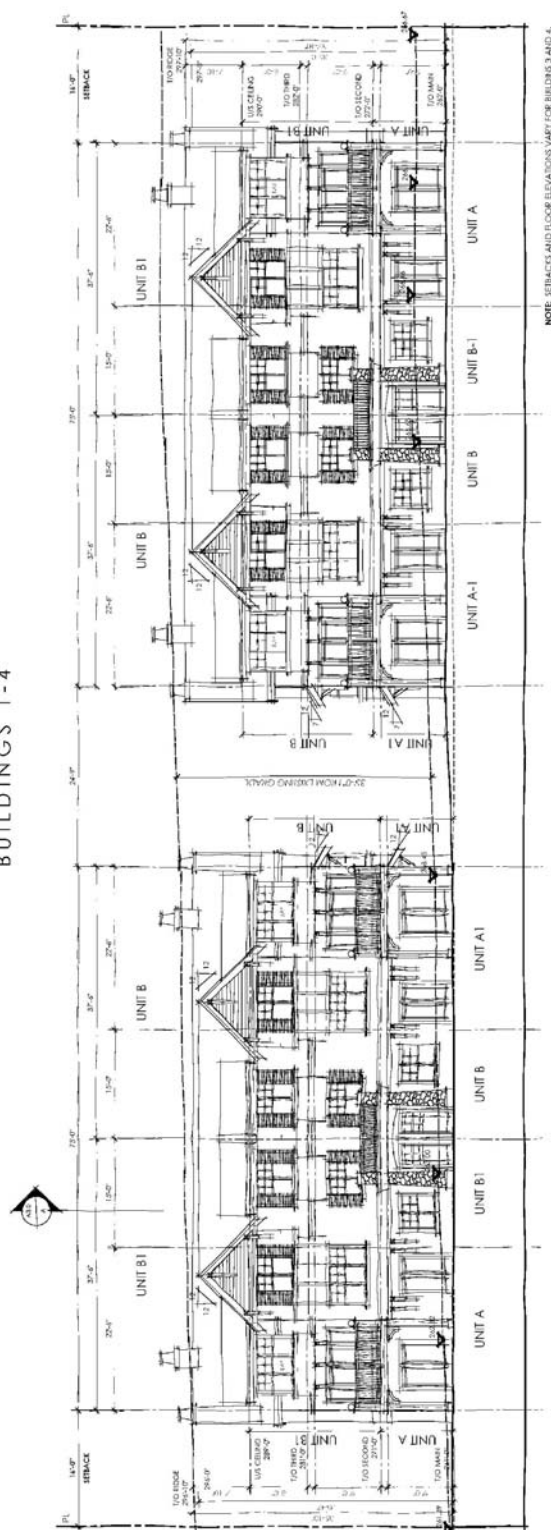
6708 - 6776 Granville Street  
FORM OF DEVELOPMENT



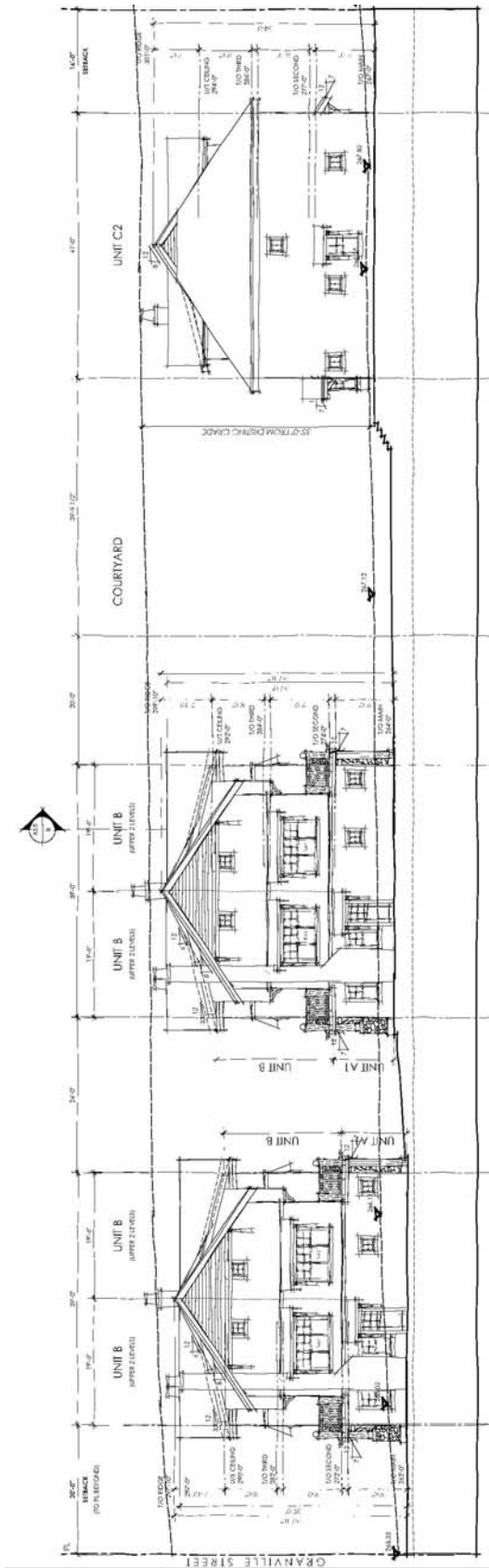
CONTEXT PLAN



BUILDING 1 (3 SIMILAR)  
WEST ELEVATION  
(GRANVILLE STREET)  
BUILDINGS 1-4  
BUILDING 2 (4 SIMILAR)



BUILDING 2 (4 SIMILAR)  
EAST ELEVATION  
BUILDINGS 1-4  
BUILDING 1 (3 SIMILAR)

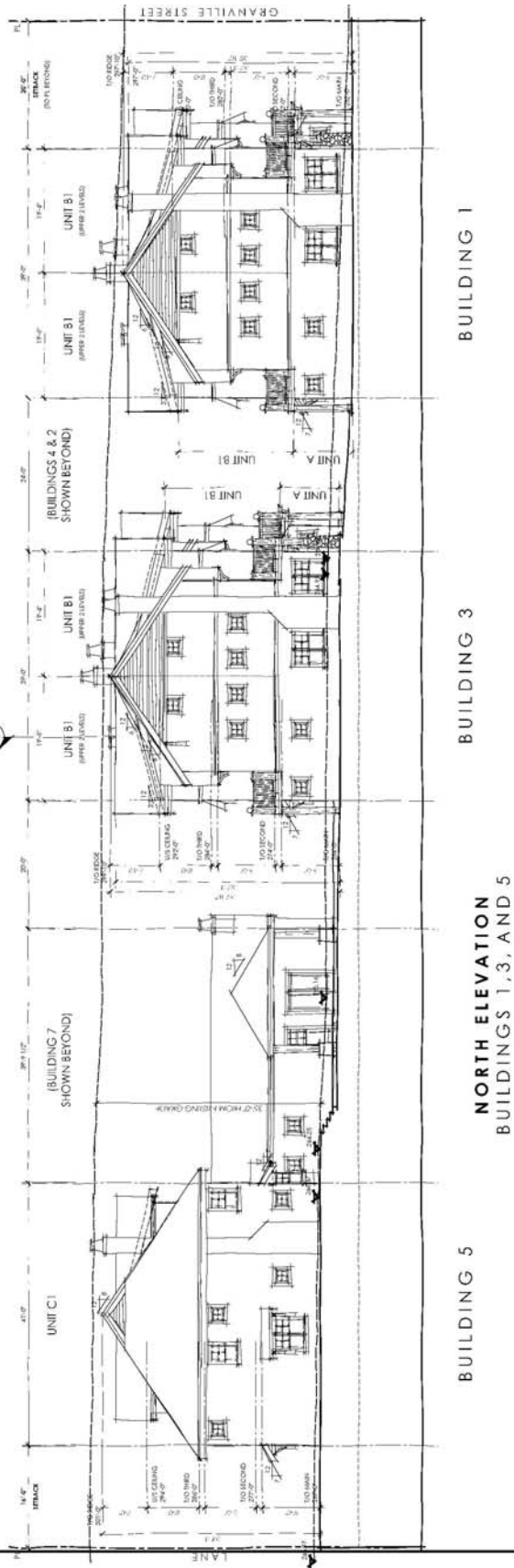


BUILDING 5

SOUTH ELEVATION  
BUILDINGS 1, 3, AND 5

BUILDING 3

BUILDING 1



BUILDING 1

BUILDING 3

NORTH ELEVATION  
BUILDINGS 1, 3, AND 5

BUILDING 5





6708 - 6776 Granville Street  
ADDITIONAL INFORMATION AND COMMENTARY OF REVIEWING BODIES

**Site, Surrounding Zoning and Development:** This 4 695.0 m<sup>2</sup> (50,536.1 sq. ft.) site is comprised of three parcels on Granville Street south of West 49th Avenue and is zoned RS-1. The site has a frontage of 63.0 m (206.7 ft.) and a depth of 73.1 m (239.8 ft.) Two of the three lots are vacant and the remaining house is unoccupied.

Properties directly to the north, south and east are also zoned RS-1 (Single Family Dwelling) District and are primarily developed with lower density one family dwellings. On the west side of Granville Street, sites are zoned RS-6 and are primarily developed with single family residences.

**Proposed Development:** Proposed is a 35 unit 4 642.03 m<sup>2</sup> (49,966.5 sq. ft.) residential development. The 35 townhouse units range in size from 81.6 m<sup>2</sup> (878 sq. ft.) to 158.9 m<sup>2</sup> (1,710 sq. ft.). The project is arranged in three rows of two buildings with a 9.1 m (30 ft.) wide courtyard between the rear two rows, providing space for community gardens and a children's play area. Also proposed is a 24 to 32 ft. wide pedestrian entry way from Granville Street to the courtyard, which also serves as an access route for emergency fire service.

The front two rows of townhouses consist of four buildings 3-storeys in height with 24 units, eight of which are single level. The rear row of rowhouses facing the courtyard consists of two 3- storey buildings with 10 units. There is also a building at the south end of the north south courtyard, with one additional single level unit. A single level of underground parking provides 65 vehicle and 61 bicycle spaces and is accessed from the lane at the south edge of the site. Twenty-six units have direct access from secured parking spaces to the units via private staircase. Otherwise, access to the central courtyard is made by communal stairs or elevator. One additional parking space is provided at grade and reserved for car-share along with 5 additional bicycle spaces.

**Public Input:**

*Pre-application:* The applicant held one Open House in the neighbourhood to solicit input on the proposal, prior to application, on October 23, 2008. The project design at that time proposed 40 units and 36 parking spaces. Twenty-three people signed in at the Open House and the applicant reported receiving 17 responses. City staff received a further 3 responses, for a total of 20. A summary of the responses is shown in the table below, tabulated by geographic relation to the proposed site.

	2 Blocks	ARKS	City	Unknown	Total
Support	1	1	4	3	9
Qualified Support	1	3	0	0	3
Oppose	4	2	0	1	7
Total	6	6	4	4	20

Those respondents opposed to the proposal expressed concerns about the density and traffic and parking impacts in the lane and on surrounding streets. Those in support felt that the project was well designed and offered new housing options in the neighbourhood.



The applicant also met with the ARKS Vision Housing Sub-committee on November 6, 2008. Approximately one dozen committee members attended the meeting to review the proposal and ask questions of the applicant and staff. Additional meetings with the Marpole Business Improvement Association, church and community groups and at seniors centres in the area were also initiated by the applicant, prior to application submission.

*Post-application:* On May 28, 2009, a notification postcard was sent to 258 property owners within a two block radius of the site. As well, the applicant erected a rezoning sign on the site, advertised the meeting in the June 10th edition of the Courier and a poster was provided to ARKS Housing Committee members for distribution throughout the neighbourhood to further inform area residents of the meeting.

The City hosted a public meeting on June 18, 2009, with a revised proposal from the applicant proposing 36 rowhouses and 66 parking spaces (fewer dwelling units and additional parking spaces). Fifty-two people signed in at the meeting and 36 comment forms were received that night, with 19 opposed and 17 in support. An additional 17 responses were received before and after the meeting for a total of 48. About 57% of respondents support the application. Within the 2 block notification area, the responses received are overwhelmingly opposed, 20 opposed and 2 in support. A summary of the responses is shown in the table below, tabulated by geographic relationship to the site.

	2 Blocks	ARKS	City	Total
Support	2	15	13	30
Oppose	20	2	1	23
Total	22	17	14	53

*Summary of Comments, in descending order of frequency:*

#### Support

- Variable unit sizes and types
- Design/neighbourhood fit
- Location
- Affordability
- Density

As well, three or fewer comments were received regarding the design of green space, security of the dwellings/site and parking entrance location. Support was also given for the inclusion of green building features and single level age-in-place units but the developer was encouraged to include additional green design elements and universal access features.

#### Opposed

- Traffic
- Changes neighbourhood
- Density
- Parking
- Property values
- 'Uncertain' Vision direction

Additional comments related to the distance of the site from amenities such as parks and shopping were made along with the suggestion that Oak or Cambie Streets might be better locations for such a project. The issue of a previous proposal for rowhouses on the site in 2002 was also raised. At that time, a different development team enquired about developing rowhouses on the same site, but did not proceed to the application stage.

**ARKS Community Vision Directions:** The ARKS Community Vision, approved by City Council on November 1, 2005, was developed by people who live and work in ARKS, with the assistance of City staff. The Vision is used at City Hall to guide decisions affecting ARKS, 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 Vision 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, four Directions are applicable. They are:

*Direction 15.6 Allow some Traditional Rowhouses (Not approved: Uncertain):* Housing variety in ARKS should be increased by allowing some traditional rowhouse, provided they are:

- designed to fit into single family areas with good landscaping;
- located in select areas and built as small projects rather than as wide-spread 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 15.6 Allow some Courtyard or Carriage Court Rowhouses (Not Approved: Uncertain):* Housing variety in ARKS should be increased by allowing more traditional rowhouses than are currently permitted, provided they are:

- designed to fit into single family areas with good 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 Allow New Housing Types on Large Lots (Approved):* New housing types should be permitted in ARKS on large lots, subject to detailed planning and impact mitigation.

*Direction 16.5 Allow New Housing Types On or Near Arterial Roads (Approved):* New housing types should be permitted on or near arterial roads in ARKS, subject to detailed planning and impact mitigation.

**Form of Development:** The application proposes a total of 35 dwelling units at a density of 1.0 FSR located in 7 separate buildings with unit sizes ranging from 81.6 m<sup>2</sup> (878 sq. ft.) to 158.9 m<sup>2</sup> (1,710 sq. ft.), and one level of underground parking accessed from the lane. The buildings are designed to have the appearance of a 2½ storey form with steeply pitched roofs, dormers, and bay windows and individual entryways reflecting the traditional character of the area.

In response to the Arbutus Ridge-Kerrisdale-Shaughnessy (ARKS) Community Vision the proposed buildings are rowhouse form. As these lots are unusually deep (+/- 239 ft.) the buildings are sited in three rows of two buildings, with courtyards of varying widths between.

Two 3-storey (10.7 m/37.1 ft.) buildings front Granville Street and are setback from the front property line by 16 ft. and 20 ft., responding to the varied setbacks of the adjacent properties. This front yard set back is less than the 20% (48 ft.) setback that would be required in RS-1 zoning. To offset the reduced front-yard setback, these buildings are set back from the adjacent side property lines by 16 ft. Note that this is an increase over the 5.5 ft. side yard that would be required for a 17 m (55.8 ft.) property as those to the north of the site, however is 1 ft. less than the 17 ft. that would be required of the original 94 ft. wide site located at the south end of this consolidated property. The effects of the reduced front yard will be further mitigated by landscaping. Many trees at the west side of the property will be retained. As well, these will be augmented with new planting.

The next group of two buildings is separated from those fronting Granville by a 24 ft. wide courtyard. The courtyard provides entry to 5 units as well as providing patios to ground level units. Each of these four rowhouse buildings contains 6 units in a “stacked” arrangement. At each end of the buildings there is a ground level unit. There are ground level entries for four two-level rowhouses which stack above the ground level units.

To accommodate firefighting access, a fire access route of 24 ft. in width is required from Granville Street. This access route is required to have hard-surfacing to support the weight of the firefighting vehicles.

At the east end of the site, adjacent to the lane are two traditional rowhouse buildings containing 10 units. Generally, these units are 3-storeys with access to grade at the front and rear of the buildings. The two units abutting property lines at the north and south ends have been reduced in height to 2 storeys. This lessens the impact on the neighbouring properties. The side-yard setback for the north building is 8 ft. The south building is adjacent to the underground parking entry. These buildings are setback from the lane by 16 ft. This setback is intended to enable the retention of existing site trees and provides space for private patios. This set back also enhances privacy for the neighbours across the lane, in conjunction with smaller third level windows which overlook the lane and adjacent properties.

The asymmetrical placement of the buildings on the site is in response to the traditional building placement in RS zones. There is a principle dwelling near the front of the site, a large garden area, and an area at the rear of the site for accessory buildings. The proposed placement of the rowhouse buildings respect this traditional pattern, and forms a 59 ft. wide courtyard in the rear half of the site which respects neighbouring rear yards, and provides a sunny area for community garden plots, gathering and play areas.

At the south end of this garden courtyard is located a 1-storey, 19 ft. high building which contains one unit. It has been reduced from its two-unit, two-storey form in response to the Urban Design panel. It abuts the parking entry ramp and is set back from the south property line by 12 ft. In this location this property's south side yard abuts the north neighbours' rear yards. Retention of a row of evergreen trees is proposed here.

All parking for the development is proposed to be underground, with the exception of one at-grade car-share stall. The proposed 63 stalls exceed the Parking By-law requirements. The additional stalls are proposed in response to the area resident's concerns regarding parking availability. It also provides the convenience of direct access from parking to the dwelling unit for most units. However, it should be noted that the parking area covers most of the site, thereby decreasing the ability to preserve existing trees in-situ, or to provide new landscape of a significant size.

**Urban Design Panel:** The Urban Design Panel reviewed this proposal on July 15, 2009 and unanimously supported the proposed use, density and form of development.

- **Introduction:** Nicky Hood, Rezoning Planner, introduced the proposal for a site on the east side of Granville Street near West 52nd Avenue. The site is currently rezoned RS-1 and is comprised of three large lots. To the north-south and the east of the site the zoning is RS-1 and to the west on the other side of Granville Street, the zoning is RS-6. The application is requesting a rezoning from RS-1 to CD-1 to allow for the development of 35 row houses.

The site is located within the Arbutus Ridge/Kerrisdale/Shaugnessy Vision (ARKS) area. The ARKS Vision, adopted by Council in 2005, gives clear direction to locate new housing types on or near arterial streets and on large lots. This application conforms to both of those directions. The Vision gives some support for allowing row houses as a new housing type. As well, the rezoning policy provides the opportunity for Housing Demonstration Projects to be considered in advance of area wide rezoning of existing districts, in order to demonstrate new housing types that were either approved or received "uncertain support", prior to implementing district wide zoning changes.

Ms. Hood noted that the application meets the Vision directions and policies for allowing a rezoning to demonstrate a new housing form, namely row houses, which is desired and tentatively supported by ARKS residents at a location approved by the community in the Vision document. Ms. Hood added that EcoDensity Action Item A-1 applies to the site. The applicant has submitted a BuiltGreen BC checklist which indicates the required Gold level will be achieved.

Ann McLean, Development Planner, further described the proposal noting that the design is for six row house forms and one duplex. The four buildings closest to Granville Street will have six suites while the rear buildings will have a traditional townhouse form. There will be a 24' wide courtyard between the townhouses with a 16' setback along Granville Street. Community gardens are planned for the courtyard and as well there will be a children's play area.

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

- Location and height of the proposed buildings with respect to the relationship to adjacent properties;

- Proposed form, particularly of the east buildings, 5 and 6, and their contribution to the courtyard experience;
- Design quality and quantity of open space provided on the site;
- Comments on retaining the existing stone wall; and
- Relationship to Granville Street.

Ms. Hood and Ms. McLean took questions from the Panel.

**Applicant's Introductory Comments:** Jim Bussey, Architect, noted that they are providing choices for people that are in the surrounding neighbourhood. The area is comprised of large homes and large lots and there is a real need for smaller accommodations that will allow for people to continue living in the area. Mr. Bussey said they had talked to neighbours who are looking to downsize but stay in the neighbourhood. As part of the neighbourhood demonstration they are providing nine ground oriented units. Regarding sustainability, they will be achieving Gold BuiltGreen with an EnerGuide 80 which fits the criteria for a neighbourhood demonstration project under the Arbutus Ridge, Kerrisdale, Shaughnessy (ARKS) Vision. Mr. Bussey noted that they are providing solar roof panels that will provide electricity but if they find that isn't workable they will at least be providing solar hot water from the roof panels. As well they are looking at providing a co-op car and will be roughing in the electricals in the car stalls for future electric cars. Documentation will be provided on the working drawings. Mr. Bussey described the urban design for the project noting their intention to provide a micro neighbourhood with a children's playground and a plaza. There will also be a tool shed and greenhouse for the community garden.

Gerry Eckford, Landscape Architect, noted the wall on Granville Street and asked the Panel for their comments on the alignment. He said they plan to emphasize the community courtyard and tighten up the arrival courtyard with a smaller gazebo at each end. There will be a space on the lane for a car-share, and bicycle storage and garbage is just off the lane. The fire lane has a combination of permeable paving and grass paving. Mr. Eckford described the slope on the site noting that there is a three foot grade change. He also noted that they are planning to ramp some of the stairs for the units.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
  - Encourage greater diversity of architectural expression and less repetition to break down the scale of the development;
  - Encourage greater innovation as a demonstration project;
  - Consider redesign of building 7 in relationship to the adjacent open space.
- **Related Commentary:** The Panel was in support of the application and thought it was important to add diversified housing in all neighbourhoods. They thought the proposal was going to be a precedent setting project in the neighbourhood.

The Panel was in favour of the approach noting that it would be a demonstration project for the location. They liked the program and the diversity of housing types. They also thought it was a distinct design that would appeal to different demographics from families to seniors and would offer affordable housing.

In terms of the buildings and their relationship to the surrounding context, the Panel thought the height and massing was in scale with the neighbourhood and as well supported the form of development. Several Panel members suggested flipping the narrow row houses as they seem more urban and thought they should be facing Granville Street. One Panel member noted that heavier sound proofing might need to be added to those townhouses. The also noted that the third floor massing looked more like a manor house and should be further inside the site. This would set up more of a single family neighbourhood with different shapes and slightly different expressions to the homes. Another Panel member suggested cantilevering some of the townhouse over the parking garage to take some of the volume out of the public space.

The Panel felt it was a well designed development with lots of promise and a tremendous amount of open space. They felt that a well planned courtyard would be an important focus of the project. One Panel member suggested rotating the buildings to increase the size and scale of the central courtyard.

The Panel liked the development strategy noting that underground parking had enormous amenity value. They liked the ground floor units and thought that given the type of people already living in the neighbourhood they would be the first to sell. One Panel member suggested adding more of this type of unit to the project.

Several Panel members thought the applicant planting a community garden for the owners to take care of was a great idea and would be important for the residents. The Panel supported retaining the wall along Granville Street and hoped the City would let the applicant leave it on the city property as they felt it was important to the neighbourhood.

**Applicant's Response:** Mr. Bussey said he appreciated the comments especially regarding diversity of architectural expression. He noted that it was a rezoning application at this point and since the Vision document doesn't allow for this type of development, it will have to be a demonstration project.

**Environmental Implications:** The application includes many sustainable design features and meets Council's EcoDensity policy in terms of providing minimum targets for sustainable performance.

**Comments of the Manager of Engineering Services:** Engineering Services has no objections to the proposed rezoning provided the conditions detailed in Appendix C are addressed prior to by-law enactment.

**Comments of the Managing Director of Social Development:** The Managing Director of Social Development supports this 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.

**Building Review and Fire Department Comments:** Staff have reviewed the architectural drawings prepared by Formwerks Architectural submitted on May 5, 2009. 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 concurs with the contents.

\* \* \* \* \*

6708-6776 Granville Street  
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

**APPLICANT AND PROPERTY INFORMATION**

STREET ADDRESS	6708, 6718 and 6776 Granville Street
LEGAL DESCRIPTION	PID: 026-402-815, PID: 026-402-823, Lots Y and Z, both Block A, District Lot 526, Group 1, New Westminster District; and PID: 011-469-935, North 1/2 of Lot 73, Block 12, District Lot 526, Plan 4594
APPLICANT	Forrester Development Corporation
ARCHITECT	Formwerks Architectural Inc.
PROPERTY OWNER	Granville Westside Developments Ltd.
DEVELOPER	Granville Westside Developments Ltd.

**SITE STATISTICS**

	<b>GROSS</b>	<b>DEDICATIONS</b>	<b>NET</b>
SITE AREA	4 695.0 m <sup>2</sup> 50,536.1 sq. ft.	87.4 m <sup>2</sup> 940.8 sq. ft.	4 607.6 m <sup>2</sup> 49,597.4 sq. ft.

**DEVELOPMENT STATISTICS**

	<b>DEVELOPMENT PERMITTED UNDER EXISTING ZONING</b>	<b>PROPOSED DEVELOPMENT</b>	<b>RECOMMENDED DEVELOPMENT (if different than proposed)</b>
ZONING	RS-1	CD-1	
USES	One-Family Dwelling	- Multiple Dwelling - Accessory Uses	
DWELLING UNITS	9 units (3 large houses with secondary suites and 3 laneway houses)	35 rowhouses	
MAX. FLOOR SPACE RATIO	0.70 conditional	1.0 FSR 4 642.0 m <sup>2</sup> (49,966.5 sq. ft.)	
MAXIMUM HEIGHT	10.7 m (35.10 ft.) conditional	10.7 m (35.10 ft.)	
MAX. NO. OF STOREYS	2½	3	
PARKING SPACES	One per dwelling unit	66	
FRONT YARD SETBACK	5.8 m (19.18 ft.)	4.9 - 6.10 m (16 - 20 ft.)	
SIDE YARD SETBACK	3.8 - 7.67 m (12.52 - 25.17 ft.)	2.4 - 4.9 m (8 - 16 ft.)	
REAR YARD SETBACK	31.4 m (103.16 ft.)	4.9 m (16 ft.)	