



# P4

POLICY REPORT  
DEVELOPMENT AND BUILDING

Report Date: September 7, 2010  
Contact: Grant Miller  
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RTS No.: 08802  
VanRIMS No.: 08-2000-20  
Meeting Date: September 21, 2010

TO: Vancouver City Council  
FROM: Director of Planning  
SUBJECT: CD-1 Rezoning of 605-645 West 41st Avenue

**RECOMMENDATION**

- A. THAT the application by GBL Architects on behalf of Wertman Development Corp, to rezone 605-645 West 41st Avenue (Lots 1-5, all of BIK 873, DL 526, Grp 1 NWD Plan 8313; PID:010-165-975; PID:010-165-983, PID:010-165-991, PID:010-166-017, PID:010-166-025) from RS-1 (One-Family Dwelling) to CD-1 (Comprehensive Development) District, to permit the development of a six storey Seniors Supportive and Assisted Housing project, be referred to a Public Hearing, together with:
- (i) plans received October 5, 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 the application, 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 the Public Hearing.

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

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 CD-1 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; 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***

Relevant Council policies for this site include:

- Oakridge Langara Policy Statement (July 25, 1995)
- Community Amenity Contributions - Through Rezoning (June 20, 1999)
- Guidelines for Seniors Supportive and Assisted Housing (February 19, 2002)
- Riley Park South Cambie Community Vision (November 1, 2005)
- Rezoning Policy for Greener Buildings (June 10, 2008)
- Cambie Corridor - Interim Rezoning Policy (January 22, 2010)

### ***PURPOSE AND SUMMARY***

This report assesses an application to rezone the site at 605-645 West 41st Avenue from RS-1 (One-Family Dwelling) to CD-1 (Comprehensive Development) District. The application proposes a six-storey Seniors Assisted Living building with 102 units over one level of underground parking accessed off the lane. A maximum floor space ratio (FSR) of 2.18 and a maximum building height of 20.12 m (66 ft.) are proposed. The purpose of the rezoning is to allow additional height and density than that permitted under the RS-1 District Schedule.

The proposal generally conforms to the Cambie Corridor Interim Rezoning Policy which supports additional height and density on this site. Staff have assessed the application and conclude that the proposal is generally supported by Council policy and benefits the public by providing an opportunity for seniors to stay within their community, close to shopping, services, and transit, as their housing needs change. The Director of Planning recommends that it be referred to public hearing and be approved subject to conditions outlined in Appendix B.

## DISCUSSION

**Site and Context** — The rezoning site is a full block on the north side of 41st Avenue between Ash Street and Manson Street and is comprised of five legal parcels which are currently developed with single-family houses. The current zoning and that to the north, east and west is RS-1. Other than the Oakridge Lutheran Church to the east and Oakridge Centre mall across 41st Avenue to the south, all properties surrounding the site are developed with one family dwellings (See Figure 1). The site is identified within the Oakridge Station area of the Cambie Corridor Interim Rezoning Policy.

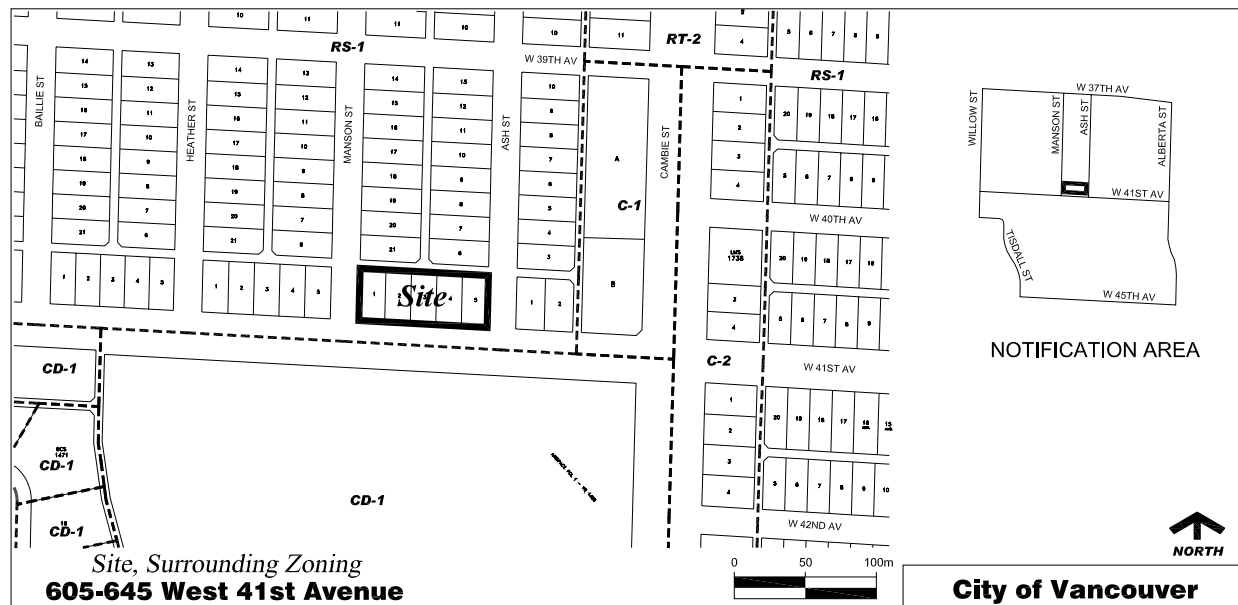


Figure 1: Site and Surrounding Zoning

**Relevant Council Policy** — The Oakridge Langara Policy Statement (OLPS), adopted by Council in 1995, first identified this site's potential for change and included it in a "reserve-sub area". This policy anticipated future rapid transit infrastructure and conditionally supported rezoning for the development of a "transitional low-rise" building on the site.

The Riley Park South Cambie (RPSC) Community Vision was approved by Council in 2005, introducing new directions for this area while reaffirming the existing reserve sub-area policies from the OLPS. In the Vision, Direction 15.11 concerning Seniors' Housing was strongly supported by the community. The direction states, "Some small developments designed for seniors should be considered near parks, shopping, transit and services, and on "Large sites" (especially near the hospital facilities on Oak) to allow seniors to stay in the community as their housing needs change." The rezoning policy provided in the Vision (page 82) notes that seniors' housing projects can be considered for site-specific rezonings without further area planning, because such proposals would further adopted city-wide policies (for seniors housing) and because it would implement Direction 15.11.

The rezoning application is further supported in the Vision by Direction 21.5 which calls for additional housing near Cambie and 41st Shopping Area/Canada Line Station. This Vision Direction anticipates the development of the Canada Line and supports increased density to bring people closer to where they shop or work, supporting local shops and services, as well

as increasing ridership on rapid transit. Supported housing types could range from apartments near the Canada Line station to more ground-oriented forms within walking distance. The project's location, one block from the station, meets Direction 21.5.

The Cambie Corridor Planning Program takes advantage of the major investment in transit infrastructure that the Canada Line provides. While the program is still underway, Council adopted the Cambie Corridor Interim Rezoning Policy on January 22, 2010, to begin to inform development applications at key sites in the vicinity of stations, in advance of the more detailed planning underway at present. This proposed rezoning is on a key site for which the policy provides direction. Specifically supported is a six-storey building which is responsive, where reasonable, to the context of the surrounding neighbourhood (recognizing that the neighbourhood will evolve) with employment space at grade and residential above. Further, the application must satisfy the following requirements from section 3 of the Interim Policy:

1. Demonstrate how the development complies with the Cambie Corridor Principles.
2. Demonstrate overall fit within the context of the evolving neighbourhood and Cambie Corridor.
3. Transportation Demand Management Strategy.
4. Green Building Strategy.
5. Connectable to a district heating system.
6. Housing Choice and Affordability Strategy.
7. Demonstrate how the development contributes to providing appropriate space for jobs.

The application, and the conditions of approval recommended by staff, address these requirements, are discussed throughout this report and are summarized in Appendix E.

**Land Use** – The proposed use, which is conditionally permitted in the RS-1 zoning, is “senior’s supportive or assisted housing”. In this type of housing there are individual residential units and large common areas, including a large communal dining room, and common areas for activities and socializing. Such facilities are designed to meet the needs of an elderly population, and to accommodate aging in place. They include a number of non-medical services, typically including meals, housekeeping, laundry and activities. City policy recognizes that seniors’ supportive and assisted housing is an important component of the continuum of housing choice for seniors, one which allows seniors to maintain and maximize their independence. Council’s Guidelines for Seniors’ Supportive and Assisted Housing provide direction primarily related to the livability and usability of the development. The Guidelines include general design considerations regarding neighbourhood compatibility, site selection, building characteristics, open space, parking and loading, and pedestrian and vehicle access. As well, the Guidelines include considerations regarding unit size and design, common areas, storage areas, circulation areas, and safety features. The proposal generally meets the Guidelines.

The Cambie Corridor Interim Rezoning Policy calls for employment space at grade with residential above in this location. While the seniors’ supportive and assisted housing provides the residential use, the shared amenity spaces on the ground floor are not the retail or commercial uses the Policy anticipates. However, the high level of service for residents provided in those amenity areas will generate approximately 25 fulltime and 10 part-time jobs, and will animate the ground floor adequately to support pedestrian interest. Staff support the proposed land use.

**Density** –The Cambie Corridor Interim Rezoning Policy does not prescribe density limits, rather appropriate height and form of development determine developable floor space. The application proposes a gross floor area of 7,332 m<sup>2</sup> (86,022 sq. ft.) including 3,685 m<sup>2</sup> (12,090 sq. ft.) of amenity space of which 2,348 m<sup>2</sup> (7,704 sq. ft.) can be excluded from floor space calculation. The proposed floor space ratio of 2.18 FSR is supported by staff on the basis that there is a need to provide a continuum of housing choice for seniors to serve both the immediate community and the city's changing demographic needs, and that the height and form of development generally conform to Council policies.

**Height** – The current RS-1 zoning permits a maximum height of 10.7 m (35 ft.) or 2½ storeys. The Cambie Corridor Interim Rezoning Policy calls for a six-storey building which responds to the evolving context of the surrounding neighbourhood on this site. The rezoning application proposes to increase the maximum height to 20.12 m (66 ft.). The site fronts an arterial street to the south and is across a lane from existing single-family homes to the north. The building terraces down as it approaches the lane to mitigate overshadowing and respect the adjacent houses. Staff support the proposed height subject to design development conditions noted in Appendix B and described below.

**Form of Development** – The proposed form of a six-storey massing on 41st Avenue, stepping down to two 2-storey wings, achieves a number of goals. It preserves solar access to neighbouring sites, while still presenting a substantial built scale fronting the arterial roadway and facing the six-storey commercial and office development at Oakridge (see context photos and shadow analysis in the application).

The Urban Design Panel supported the proposal at its January 27, 2010 meeting (see Appendix D for minutes). Staff recommend a number of design development conditions (see Appendix B) which respond to commentary provided by the Panel (see conditions (b)1, 4 and 5), mitigate potential privacy issues (condition (b)2), and improve the amenity of the building for seniors (conditions (b)1 and 3). Further conditions are recommended to better describe the built form during the subsequent review of a development permit (conditions (b)6, 7, 9 and 10) and respond to rezoning policy and the recommendation of the Seniors Advisory Committee (condition (b)37).

**Parking, Loading and Circulation** – The proposal includes a covered passenger loading area, a separate loading bay for deliveries and one level of underground parking, all accessed from the lane. The proposed parking includes 48 vehicle spaces including 6 for visitors and 15 bicycle spaces. Council's Guidelines for Seniors Supportive and Assisted Housing provides a parking relaxation for projects located close to frequent public transit, shopping and community services. The application meets this relaxed standard.

As required by the Cambie Corridor Interim Rezoning Policy, the applicant has considered Transportation Demand Management Strategies. These include, seeking a lower level of parking provision and provision of dedicated scooter parking. Further, car pooling is supported through the provision of a dedicated car share space.

Engineering staff have reviewed the application and require a shared vehicle with the car share space proposed. A rezoning condition has been provided in Appendix B to secure the provision of this vehicle and space. Additionally, a dedication of 1.8 m along the south property line will be achieved and a cash contribution of \$200,000 is proposed to be used for localized public realm improvements.

**Landscape** – The proposal responds to an urban condition on 41st Avenue and a very different residential environment at the rear, where all loading and servicing are provided. The terraced building design provides shared open space for the benefit of all building residents. While the landscape plan provides diverse opportunities, the Urban Design Panel and staff recommend a more urban, pedestrian friendly treatment on 41st Avenue and improvements to make the areas on the north side of the building more useful.

Design development conditions (See Appendix B) recommend a higher quality private-public realm interface on the front of the building (see condition(b)14), improved terrace planting (see conditions xv) to support more activity, and more planting at the lane (see condition (b)16).

**Environmental Sustainability** – At the date this application was made (October 5, 2009), Council's Rezoning Policy for Greener Buildings required that all rezonings meet a minimum equivalent of LEED® Silver, with a minimum of 3 optimize energy performance points, 1 water efficiency point and 1 stormwater point. The first Sustainability condition (see Appendix B) seeks compliance with this policy. The applicant has submitted a LEED® checklist indicating that the developer hopes to achieve 60 points (see Appendix D), which would meet the minimum required to achieve LEED® Gold.

The Cambie Corridor Interim Rezoning Policy further requires that all projects be designed to be easily connectable to a district heating system. This is required through a design development condition (See Appendix B).

**Public Benefit** – The site is subject to the Oakridge-Langara area-specific Development Cost Levy (DCL) but not the city-wide DCL. On September 30, 2010, the Oakridge-Langara DCL rate will be \$64.69/m<sup>2</sup> (\$6.01/sq.ft.). At this rate, a DCL of \$467,698.20 is anticipated. However, DCLs are paid at building permit issuance and are subject to periodic rate adjustments. With regard to a Community Amenity Contribution (CAC), the Oakridge/Langara Public Benefits Strategy states that an applicant may make a Community Amenity Contribution in addition to paying a DCL. The amount of this CAC is to be determined on a case-by-case basis, depending on project economics. Following staff review of the project proforma, and consideration of the DCL and the \$200,000 contribution for localized public realm improvements, no CAC is anticipated.

**Public Input** – After the rezoning application was submitted, a notice was mailed to surrounding property owners within an approximate two-block area and a notification sign was erected on the site. A public open house was held in the neighbourhood by City staff on March 29, 2010. Attendance at the open house is estimated at 17. While the three comment forms and a letter returned were generally supportive of this project, commenting that the proximity to the SkyTrain station was a good location for seniors' housing, many people at the meeting voiced opposition. Concern focused on the increase in height and density. Neighbours commented that a six-storey building is out of context with the existing single-family houses across the lane to the north.

While concern regarding increased height was acknowledged, staff confirmed that Council Policy supports a height of six storeys at this location, and that the proposal is terraced significantly to reduce shadowing and provide a transition to the lower buildings across the lane.

Some local seniors in attendance appreciated that it would provide a good housing choice for aging neighbours.

### *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 605-645 West 41st Avenue, to allow development of a 102-unit seniors' supportive and assisted development, generally meets the Cambie Corridor Interim Rezoning Policy and the Guidelines for Seniors Supportive and Assisted Housing. The Director of Planning recommends that the application be referred to a 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 F.

\* \* \* \* \*

605-645 West 41st Avenue  
DRAFT CD-1 BY-LAW PROVISIONS

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

### Uses

- Dwelling Uses limited to Seniors Supportive or Assisted Housing.
- Accessory Uses customarily ancillary to any of the uses listed in this section.

### Density

- Maximum floor space ratio of 2.18 FSR.
- For the purpose of computing floor space ratio, the site is deemed to be 3 312 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 floors, 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, provided that the total area of all exclusions does not exceed eight percent of the provided 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, 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; or
    - are above the base surface and where developed as off-street parking are located in an accessory building situated in the rear yard, provided that the maximum exclusion for parking space shall not exceed 7.3 m in length;
  - amenity areas, including recreation facilities and meeting rooms provided that:
    - 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 subsection (ii) of this section meets the standards set out therein.
- Computation of floor space ratio may exclude, at the discretion of the Director of Planning or Development Permit Board:
  - enclosed residential balconies, provided that the Director of Planning first considers all applicable policies and guidelines adopted by Council and approves the design of any balcony enclosure, subject to the following:
    - the total area of all open and enclosed balcony or sundeck exclusions does not exceed eight percent of the residential floor area being provided; and
    - no more than fifty percent of the excluded balcony floor area may be enclosed.

## Height

- A maximum of 20.2 m.

## Horizontal Angle of Daylight

- All habitable rooms must have at least one 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 two angles with a sum of 70 degrees, shall be unobstructed over a distance of 24.4 m; 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 9.3 m<sup>2</sup>.

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

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

### **Acoustics**

- All development permit applications require evidence in the form of a report and recommendations prepared by a person trained in acoustics and current techniques of noise measurement, demonstrating that the noise levels in those portions of dwelling units listed below do not exceed the noise level set opposite such portions. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and is defined simply as noise level in decibels.

<b>Portions of dwelling units</b>	<b>Noise levels (Decibels)</b>
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways	45

\* \* \* \* \*

605-645 West 41st Avenue  
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 THE FORM OF DEVELOPMENT**

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by GBL Architects and stamped "Received City Planning Department, October 5, 2009", subject to the following conditions, 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**

1. design development to provide a larger and more sheltered south-facing patio off the dining area;

Note to applicant: Intent is to augment this sunny location with direct access to planted area by increasing its depth, weather protection, and acoustic buffering from 41st Avenue. This can be accomplished through a combination of measures including extending the patio south, extending weather protection above, providing a glass enclosure, and moving the dining area wall north to enlarge the patio. If enclosed, the patio should provide direct access to the outdoors and have large openable windows. The number of trees on the site should be maintained.

2. relocation of planters to the north edge of rooftop patios to help limit overlook to the neighbours and provide wider open spaces for residents;

Note to applicant: In doing so, the size and number of trees provided should not be lost. See also Landscape conditions.

3. consideration to provide indoor amenity space next to a rooftop patio, and direct access to the rooftop area at the lobby of the second floor;

Note to Applicant: Intent is to extend the usefulness of these raised areas, especially the east and west ones that provide the main multi-use outdoor spaces. Consider providing a small common room with direct view and access to the patio.

4. refinement of the on-grade open spaces on the north side of the building to improve their visual amenity for residents and reduce their vehicle-oriented appearance;

Note to Applicant: This can be accomplished by moving the driveway closer to the lane, providing more permeable surfaces and planted areas, wheel tracks in place of driveways, and screening of the loading doors. Consider providing weather protection next to the lounge to extend the usable months of this area.

5. provision of sun shades or other solar control features to reduce solar gain and develop the expression of the south wall including the central glazed bay;
6. notation on the elevation drawings of all finishes, materials, dimensions and colours;

Note to Applicant: Attach colour samples to the elevation drawings.

7. maintenance in the extent of masonry finishes;

Note to Applicant: Intent is to preserve the aesthetic and durability benefits of brick and stone cladding.

8. notation on the plans and elevations of all significant sustainable design features; inclusion in the drawing set of the LEED® checklist as a full-size sheet; and provision of a written description referenced on the drawings by a LEED® accredited professional which explains how the features noted will achieve the LEED® credits in the checklist;
9. enlarged drawings at  $\frac{1}{4}'' = 1'-0''$  scale or better showing the public realm interface from the first storey of the building to the curb at the dining patio, main entry, and side elevations, including landscape;
10. enlarged details at  $\frac{1}{2}'' = 1'-0''$  scale or better for all significant exterior features, noting finish, material and dimensions if not already shown on the elevations;

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

11. design development to take into consideration the principles of CPTED (Crime Prevention Through Environmental Design) having particular regard for reducing opportunities for theft in the underground parking, mischief in alcoves, etc;
12. design development to reduce opportunities for graffiti particularly on the lane;

Note to Applicant: Opportunities for graffiti can be mitigated by reducing areas of exposed wall, by covering these walls with vines in pockets on lane property, hedges, rough finish material such as brick or by using a protective coating material.

#### **Landscape**

13. provision of a high quality private/ public realm interface treatment, including street trees, paving, outdoor furniture and planting, to the satisfaction of General Manager of Engineering Services and Director of Planning;

Note to Applicant: special attention should be paid to the pedestrian experience at the entrance/lobby areas.

14. improvements to the rooftop terrace design;

Note to Applicant: currently a single tree in a planter is proposed at two accessible patio locations. The planting should be increased and the program should be expanded. The design should incorporate, but not be limited to, urban agriculture, permanent seating, overhead weather protection, healing garden principles and universal design.

15. maximize planting in the lane setback, including adding a row of fastigiated trees;

Note to Applicant: staff note that planting has been proposed in the lane on the schematic landscape plan. Any required alterations to manoeuvring in the lane should not result in a net loss in planting.

16. design development to provide sufficient soil depth and volume to ensure long term plant health;

Note to Applicant: soil depths should meet or exceed BCLNA Landscape Standards (latest edition).

17. design development to include waterwise design principles and an efficient irrigation system for all common outdoor planters and individual hose bibs to be provided for all patios of 100 sq. ft. or greater. Specification notes and irrigation symbols to this affect should be added to the drawing;

18. at time of development permit application, provision of a detailed Landscape Plan illustrating soft and hard landscape treatment;

Note to Applicant: the Landscape plan should include a planting plan listing common and botanical name, size and quantity of all existing/proposed plant material. Plant material should be clearly illustrated on the Landscape Plan and keyed to the Plant List. Illustrate and clarify all outdoor surface/paving materials, site furniture, lighting, trash receptacles, hose bibs, signs, retaining wall treatment, anti-skateboard guards (where applicable), parking vents, at-grade utilities, and public realm (building edge to the curb, street trees, lamp posts, fire hydrants, sidewalk treatment).

19. new street trees to be provided adjacent to the development site, to be shown on the development permit plans and confirmed prior to the issuance of the building permit;

Note to Applicant: Contact Eileen Curran, Streets Engineering (604.871.6131) to confirm tree planting locations and Park Board (604.257.8587) for tree species selection and planting requirements. Provide a notation on the plan, "Final spacing, quantity and tree species to the satisfaction of the General Manager of

Engineering Services. New trees must be of good standard, minimum 6 cm caliper, and installed with approved root barriers, tree guards and appropriate soil. Root barriers shall be 8 feet long and 18 inches in. Planting depth of root ball must be below sidewalk grade. Call Park Board for inspection after tree planting completion”.

20. at time of development permit application, satisfaction of the requirements of a Tree Plan, including dimensioned tree protection barriers;

Note to applicant: refer to Protection of Trees Bylaw (sec. 4.0, 4.3).

21. at time of development permit application, provision of large scale sections [typical] through landscaped areas, including the slab-patio-planter relationship, the lane interface and common areas;

22. at time of development permit application, illustration of spot elevations to all outdoor areas (including top/ bottom walls), including offsite context spot elevations in proximity (such as the lane, for example);

### Engineering

23. Provision of an improved plan showing the design elevations within the loading bay clearly showing slopes and crossfalls;

24. Excessive slope on the inside curve of the parking ramp;

Note to Applicant: the inside curve has a slope of 17.6% from elevations shown, not 15% as indicated.

25. Provision of a 9'x9' corner cut to improve the two-way flow and visibility on the main ramp;

26. Provision of a section drawing showing elevations, vertical clearances, and security gates for the main ramp and through the loading bay;

27. Modify driveway design at gridline B10 to provide a straight curb rather than a curved bulge;

Note to Applicant: this would make it easier for drop off vehicles to access the underground parking spaces. Please ensure the 22 ft. width is maintained.

28. Number all parking spaces;

29. Remove parallel parking space at gridline G8 from the plan;

Note to applicant: this space cannot be counted as a parking space due to the adjacent column restricting access in and out of the stall.

30. Provision of measures to improve visibility of oncoming traffic for parking spaces between gridlines E6 and E9;

Note to applicant: the curve in the drive aisle, especially for the disability spaces and the small car space restricts visibility and parabolic mirrors are recommended.

31. Provision of additional stall width for all parking spaces with columns located more than 4 ft. (1.2 m) from the end of the stall;

32. Minimum parking space requirement should not be less than:

- one parking space per four units, where the unit is less than 70 m<sup>2</sup> in size; and
- one space per 100 m<sup>2</sup> (1,076.0 sq. ft.) where the unit is 70 m<sup>2</sup> (753.5 sq. ft.) in size or greater;

Note to applicant: this project qualifies for the reduced parking standard as stated in section 8 of the "Seniors Supportive and Assisted Housing Guidelines" (2004) since this project is located close to frequent public transit, shopping and community services.

33. Scooter parking for seniors housing shall be provided to the satisfaction of the Director of Planning in consultation with the GMES;
34. Clarification that a waste hauler can access the garbage compactor and pick up from the location shown;

### Sustainability

35. compliance with and identification on the plans and elevations of the built elements contributing to the building's sustainability performance in achieving LEED® Silver equivalency, including at least 3 optimize energy performance points, 1 water efficiency point and 1 storm water point;

Note to applicant: Provide a LEED® checklist confirming LEED® Silver equivalency and a detailed written description of how the above noted points have been achieved. Both checklist and description should be incorporated into the drawing set. Consider providing an extensive green roof on the top levels.

36. provide compatible, energy efficient design and details of the heating and domestic hot water designed to be easily connectable to a future Neighbourhood Energy Utility to the satisfaction of General Manager of Engineering Services;

### Universal Design

37. applicant to achieve the objectives for Universal Design through implementation of "The Safer Home Certification Criteria".

## PROPOSED CONDITIONS OF BY-LAW ENACTMENT

- (c) That prior to enactment of the CD-1 By-law, arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services be made for the following:

### Engineering

1. Consolidation of lots 1 thru 5 into a single parcel;
2. Dedication of the south 1.8 m of the site as road for future public realm improvements;
3. Provision of a cash contribution of \$200,000 is sought to be put towards construction of localized public realm improvements;
4. Provision of one shared vehicle and one shared vehicle space. Shared vehicles must be managed by a professional shared vehicle organization and must be located in an area accessible to all members of that shared vehicle organization, who do not reside in the development;
5. 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;
6. Provision of adequate water service to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required, please supply project details including projected fire flow demands to determine if water system upgrading is required, should upgrading be necessary then arrangements to the satisfaction of the of the General Manager of Engineering Services and the Director of Legal Services will be required;
7. Provision of street trees adjacent the site where space permits;
8. Provision of concrete lane crossings at the Ash Street and Manson Street lane entries to the site.

Note: 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 are 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 the form and content satisfactory to, the Director of Legal Services.

\* \* \* \* \*

605-645 West 41st Avenue  
DRAFT CONSEQUENTIAL AMENDMENT TO THE SUBDIVISION BY-LAW

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

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605-645 West 41st Avenue  
ADDITIONAL INFORMATION AND COMMENTARY OF REVIEWING BODIES

**Comments - General Manager of Engineering Services:** The General Manager of Engineering Services has no objection to the proposed rezoning, provided that the arrangements and conditions as shown in Appendix B are satisfactorily concluded.

**Comments of the Director of Social Development:** The Director of Social Development is supportive of the proposed rezoning to permit 102 units of seniors supportive and assisted housing. The proposal will need to meet the spatial requirements for residential storage, common dining and lounge areas. The site, with its easy access to shopping, services, and transit, is well-suited for locating a seniors' supportive and assisted housing development.

**Public Notification and Input:** On March 18, 2010, a notification postcard was sent to 144 property owners within a two block radius of the site advertising an Open House and the applicant erected a rezoning sign on the site. The City hosted an Open House on March 29, 2010 at the Oakridge Seniors Centre. Staff estimate that 17 people attended of which 12 signed in. Three comment forms were received that night, all in support. One resident did raise concern that some of her neighbours were unable to attend the Open House. Staff met with this individual offering to arrange a special meeting to accommodate for those who could not attend. A further meeting was not requested. While only 3 comment forms were left, Open House attendees provided comments to staff verbally which are summarized below.

Summary of comments:

Support:

- Good location for Seniors Housing
- The area is changing with Sky Train
- Demographic changes require more Seniors Housing

Opposed:

- Not sufficient process for supporting 6-storeys on this site
- The building is too tall in this context
- Residents of this building will not be able to cross 41st Avenue easily

**Urban Design Panel Comments:** The Urban Design Panel reviewed this proposal on January 27, 2010 and supported (8-1) the proposed use, density and form of development:

Introduction: Grant Miller, Rezoning Planner, introduced the proposal for a rezoning on a site on West 41st Avenue across from Oakridge Mall to allow the development of a six-storey Seniors' Supportive and Assisted Living building with 102 units. The site falls within the Riley Park South Cambie Vision Area and the Cambie Corridor Interim Rezoning Policy. The proposal may be considered in advance of further planning as it provides for Seniors Housing. Regarding future development of the RS-1 properties north of the lane, the Vision approved additional housing near Cambie and the West 41st Avenue Shopping Area/Canada Line Station. Housing types could range from more apartments near the Canada Line station to more ground-oriented housing within walking distance of the station to be determined through an area planning process.

Sailen Black, Development Planner, further described the proposal for a six-storey senior and supportive and assisted housing project. He noted that there were several design goals. These include the transition of form from West 41st Avenue, which is a heavy arterial condition, where the building expresses the full 6-storey in height and massing to the back side of the building which has been sculpted in order to consider some solar access for the single family neighbourhood to the north. As well the sculpting does offer some outdoor private space for the residents adjoining amenity rooms. There is a design goal to break up the massing on the West 41st Avenue side of the building. In term of the setbacks around the building, there is approximately ten feet of setback. Another challenge has been to accommodate the different users groups who would be interested in using the open space. The front yard is intended to provide a visual transition from the public realm to the site.

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

- Proposed landscape and architectural design;
- Quality of the public realm interface on West 41st Avenue;
- The projects ability to serve the various user groups that are expected to come along West 41st Avenue;
- The approach the building has taken in transition from the higher density of Oakridge Mall to the single family neighbourhood.

Mr. Miller and Mr. Black took questions from the Panel.

Applicant's Introductory Comments: Stu Lyon, Architect, further described the proposal noting the site will be for assisted living for seniors and will not include nursing care. It will be for independent living but with a full amenity package for meals and activities. He noted that the developer has been waiting for City policy to come into place so that the project could be developed. The proposal will provide an alternate form of housing as well it is a site that requires less parking and is only one block from the Canada Line and bus transportation. Mr. Lyon described the architectural plans noting that there will be 102 units. The entire ground floor will be used for amenity space and as well the project includes underground parking. The drop off and pickup area will be off the lane.

Senga Lindsay, Landscape Architect, described the landscaping plans for the project noting the plant material that will provide colour, texture, flowers and animation through the whole garden. The plan is to provide a garden like setting for the residents. A double row of trees are planned along West 41st Avenue. The north side will have a sitting area in the garden area. The roof top terrace will have big planters with a large tree in the middle.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Design development to create a more urban response and improved architectural character;
- Consider more height if necessary to develop the scheme;
- Further design development of the landscape treatment to improve public open space.

Related Commentary: The Panel supported the proposal.

The Panel thought it was an appropriate and convenient location for seniors and agreed that a six storey building was supportable. Several Panel members suggested that they would support additional height in order to create a more urban character for the project. They liked that the building was terraced back to the residential neighbourhood and would make for a good acoustic barrier from the traffic and noise on West 41st Avenue. A couple of Panel members recognized that the design elements are traditional given the residents, but it was suggested that it could also be more forward thinking in its design as the project will set a precedent for future development in the area.

Several Panel members thought there were some missed opportunities with the landscaping. A couple of Panel members suggested the landscaping needed to be more urban on West 41st Avenue. Although the Panel appreciated the exuberance of the landscaping they thought the patios and terraces on the south side needed some design development. Several Panel members would like to see the terrace off the dining room be pushed further out beyond the setback. They also thought the loading and arrival area was the only open space on the project and contributed to the loss of outdoor space for the residents. The Panel thought the space could be better organized and improved to allow for more garden space so it could be used by the residents rather than just as a loading dock and drop off area. As well they thought the patio on the west was in too shady of an area to be used often. Overall they thought the landscape plans needed to have more thought regarding events that would happen outside. A couple of Panel members didn't support the single tree in the middle of the roof deck and thought there were other landscaping opportunities that could be applied. A number of Panel members were concerned with the proposed plant material and thought the material chosen would not offer much greenery in the winter months.

Regarding sustainability, the orientation of the building is beneficial for the energy performance, although it was suggested that some functional articulation could be added to the south façade such as sun shades to reduce solar gain.

Applicant's Response: Mr. Lyon thanked the Panel noting that the project was currently a rezoning application and they were looking for feedback and would consider all of the comments as they move forward.

**Processing Centre - Building:** Staff have reviewed the architectural drawings prepared by GBL Architects, dated October 1, 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.

**Seniors Advisory Committee:** At its meeting on May 21, 2010, the Senior Advisory Committee approved the following:

THAT the Senior Advisory Committee support, in principle, the rezoning application for 605 - 645 West 41st Avenue as presented at the May 21, 2010, meeting, noting that the minimum for full support is adhering to SAFER standards.

LEED® Checklist:

25			0			0			<b>Sustainable Sites</b>		Possible Points: 26	
Y	N	?										
<b>Y</b>			Prereq 1	Construction Activity Pollution Prevention								
<b>1</b>			Credit 1	Site Selection								1
<b>5</b>			Credit 2	Development Density and Community Connectivity								5
			Credit 3	Brownfield Redevelopment								1
<b>6</b>			Credit 4.1	Alternative Transportation—Public Transportation Access								6
<b>1</b>			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms								1
<b>3</b>			Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles								3
<b>2</b>			Credit 4.4	Alternative Transportation—Parking Capacity								2
<b>1</b>			Credit 5.1	Site Development—Protect or Restore Habitat								1
<b>1</b>			Credit 5.2	Site Development—Maximize Open Space								1
<b>1</b>			Credit 6.1	Stormwater Design—Quantity Control								1
<b>1</b>			Credit 6.2	Stormwater Design—Quality Control								1
<b>1</b>			Credit 7.1	Heat Island Effect—Non-roof								1
<b>1</b>			Credit 7.2	Heat Island Effect—Roof								1
<b>1</b>			Credit 8	Light Pollution Reduction								1
4			0			0			<b>Water Efficiency</b>		Possible Points: 10	
Y	N	?										
<b>Y</b>			Prereq 1	Water Use Reduction—20% Reduction								
<b>2</b>			Credit 1	Water Efficient Landscaping								2 to 4
				<b>2</b>	Reduce by 50%							2
					No Potable Water Use or Irrigation							4
			Credit 2	Innovative Wastewater Technologies								2
<b>2</b>			Credit 3	Water Use Reduction								2 to 4
				<b>2</b>	Reduce by 30%							2
					Reduce by 35%							3
					Reduce by 40%							4

12 0 0			Energy and Atmosphere	Possible Points: 35
Y			Prereq 1 Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2 Minimum Energy Performance	
Y			Prereq 3 Fundamental Refrigerant Management	
5			Credit 1 Optimize Energy Performance	1 to 19
			Improve by 12% for New Buildings or 8% for Existing Building Renovations	1
			Improve by 14% for New Buildings or 10% for Existing Building Renovations	2
			Improve by 16% for New Buildings or 12% for Existing Building Renovations	3
			Improve by 18% for New Buildings or 14% for Existing Building Renovations	4
		5	Improve by 20% for New Buildings or 16% for Existing Building Renovations	5
			Improve by 22% for New Buildings or 18% for Existing Building Renovations	6
			Improve by 24% for New Buildings or 20% for Existing Building Renovations	7
			Improve by 26% for New Buildings or 22% for Existing Building Renovations	8
			Improve by 28% for New Buildings or 24% for Existing Building Renovations	9
			Improve by 30% for New Buildings or 26% for Existing Building Renovations	10
			Improve by 32% for New Buildings or 28% for Existing Building Renovations	11
			Improve by 34% for New Buildings or 30% for Existing Building Renovations	12
			Improve by 36% for New Buildings or 32% for Existing Building Renovations	13
			Improve by 38% for New Buildings or 34% for Existing Building Renovations	14
			Improve by 40% for New Buildings or 36% for Existing Building Renovations	15
			Improve by 42% for New Buildings or 38% for Existing Building Renovations	16
			Improve by 44% for New Buildings or 40% for Existing Building Renovations	17
			Improve by 46% for New Buildings or 42% for Existing Building Renovations	18
			Improve by 48%+ for New Buildings or 44%+ for Existing Building Renovations	19
			Credit 2 On-Site Renewable Energy	1 to 7
			1% Renewable Energy	1
			3% Renewable Energy	2
			5% Renewable Energy	3
			7% Renewable Energy	4
			9% Renewable Energy	5
			11% Renewable Energy	6
			13% Renewable Energy	7
			Credit 3 Enhanced Commissioning	2
2			Credit 4 Enhanced Refrigerant Management	2
3			Credit 5 Measurement and Verification	3
2			Credit 6 Green Power	2

6 0 0			Materials and Resources	Possible Points: 14
Y			Prereq 1 Storage and Collection of Recyclables	
			Credit 1.1 Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3
			Reuse 55%	1
			Reuse 75%	2
			Reuse 95%	3
			Credit 1.2 Building Reuse—Maintain 50% of Interior Non-Structural Elements	1
1			Credit 2 Construction Waste Management	1 to 2
		1	50% Recycled or Salvaged	1
			75% Recycled or Salvaged	2
1			Credit 3 Materials Reuse	1 to 2
		1	Reuse 5%	1
			Reuse 10%	2
1			Credit 4 Recycled Content	1 to 2
		1	10% of Content	1
			20% of Content	2
1			Credit 5 Regional Materials	1 to 2
		1	10% of Materials	1
			20% of Materials	2
1			Credit 6 Rapidly Renewable Materials	1
1			Credit 7 Certified Wood	1
12 0 0			Indoor Environmental Quality	Possible Points: 15
Y			Prereq 1 Minimum Indoor Air Quality Performance	
Y			Prereq 2 Environmental Tobacco Smoke (ETS) Control	
1			Credit 1 Outdoor Air Delivery Monitoring	1
1			Credit 2 Increased Ventilation	1
1			Credit 3.1 Construction IAQ Management Plan—During Construction	1
1			Credit 3.2 Construction IAQ Management Plan—Before Occupancy	1
1			Credit 4.1 Low-Emitting Materials—Adhesives and Sealants	1
1			Credit 4.2 Low-Emitting Materials—Paints and Coatings	1
1			Credit 4.3 Low-Emitting Materials—Flooring Systems	1
1			Credit 4.4 Low-Emitting Materials—Composite Wood and Agrifiber Products	1
1			Credit 5 Indoor Chemical and Pollutant Source Control	1
1			Credit 6.1 Controllability of Systems—Lighting	1
1			Credit 6.2 Controllability of Systems—Thermal Comfort	1
1			Credit 7.1 Thermal Comfort—Design	1
			Credit 7.2 Thermal Comfort—Verification	1
			Credit 8.1 Daylight and Views—Daylight	1
			Credit 8.2 Daylight and Views—Views	1



1	0	0	<b>Innovation and Design Process</b>	<b>Possible Points: 6</b>
			Credit 1.1 Innovation in Design: Specific Title	1
			Credit 1.2 Innovation in Design: Specific Title	1
			Credit 1.3 Innovation in Design: Specific Title	1
			Credit 1.4 Innovation in Design: Specific Title	1
			Credit 1.5 Innovation in Design: Specific Title	1
1			Credit 2 LEED Accredited Professional	1
0	0	0	<b>Regional Priority Credits</b>	<b>Possible Points: 4</b>
			Credit 1.1 Regional Priority: Specific Credit	1
			Credit 1.2 Regional Priority: Specific Credit	1
			Credit 1.3 Regional Priority: Specific Credit	1
			Credit 1.4 Regional Priority: Specific Credit	1
60	0	0	<b>Total</b>	<b>Possible Points: 110</b>

Certified 40 to 49 points   Silver 50 to 59 points   Gold 60 to 79 points   Platinum 80 to 110

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

“We have reviewed the report and are in agreement with the recommendations and conditions.”

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## CAMBIE CORRIDOR INTERIM REZONING POLICY REQUIREMENTS

### Response to Cambie Corridor – Interim Rezoning Policy:

#### 3.1 Provide a detailed itemization that demonstrates how the development complies with the Cambie Corridor Principles:

- Refer to appended document entitled Cambie Corridor Planning Program Principles (revised), which details the project's compliance with Principles 1 through 7.

#### 3.2 Provide an urban design analysis, demonstrating the development's overall fit within the context of the evolving neighbourhood and Cambie Corridor:

- The proposed development fits well within the emerging plan for the Cambie Corridor, as it provides a higher density and introduces a much needed, different type of housing – seniors' assisted living market rental units - into the neighbourhood. The building has been massed to a height of 6 storeys against 41<sup>st</sup> Avenue, for the width of a full block opposite the existing 6 storey Oakridge Centre, and then steps down to 2 storeys along the sides of Ash and Manson Streets, to interface with the single family neighbourhood to the North.

#### 3.3 Development of a Transportation Demand Management Strategy that supports travel by sustainable transportation modes. Strategies will include an analysis of the expected mode share generated by the development:

- As part of this development, the public realm on 41<sup>st</sup> Avenue is being widened and redesigned to improve the separation of the sidewalk from the road, which will encourage use by more pedestrian traffic. Additional street trees are being provided, which will also enhance and promote walking as a favourable mode of transportation. The project's close proximity to many amenities and to public transit will also reduce reliance on single occupancy vehicles.
- Bicycle and scooter storage is provided within the building, and the development will also be making a substantial financial contribution to the future provision of separated / dedicated bike lanes along the North side of 41<sup>st</sup> Avenue, which will encourage use of these alternate modes of transportation.
- The development will implement strategic parking reductions to limit the supply of parking spaces on site, which will discourage ownership of second vehicles, and limit use of single occupancy vehicles. It is anticipated that this seniors' development will not generate a significant number of auto trips, since many seniors do not drive or own cars.
- Proximity to the Canada Line and buses allows for easy access to the Downtown Vancouver, YVR airport, and Richmond.
- The development will be required to participate in a cooperative car / ride share program, providing space for one vehicle, to the satisfaction of the City's Engineering department.
- Refer to the attached TAMS document for the analysis of the expected mode share generated by the development.

### **3.4 Green Building Strategy**

- The building will be designed to meet LEED Silver. Refer to the attached LEED checklist which outlines the applicable strategies which will be incorporated to prioritize conservation first, and the use of technological and mechanical intervention thereafter.
- On site green space has been maximized

### **3.5 Developments will be designed to be easily connectable to a district heating system.**

- The mechanical system for the project will be designed to accommodate a future connection to a core area oriented NEU (Neighbourhood Energy Utility), to the satisfaction of the City Engineering Department.

### **3.6 Housing Choice and Affordability Strategy:**

- 100 plus new seniors' assisted living rental units provide an alternate housing choice, and enhancing diversity within the existing neighbourhood mix of single detached houses, rental units, care facilities, apartments, and condominiums, in an already amenity rich node of the Cambie corridor.
- Provision of rental units ensures that a continuum of tenants will have an opportunity to benefit from the facility and neighbourhood. Proximity to amenities combined with reduced requirements for parking, will reduce reliance on single occupancy vehicles, and thereby enhance the affordability of this type of housing by contributing to lower transportation expenses for residents.
- Provision of assisted living services will promote aging-in-place for senior residents.

### **3.7 How does the development contribute to providing space for jobs, as appropriate within the context of the neighbourhood and in accordance with the Cambie Corridor Principles.**

- As an Assisted Living Residence the development will provide upwards of 25 full-time and 10 part-time positions in management, food services, housekeeping and personal care. The diversity of the positions available, will likely contribute to diversity in the modes of transportation that employees will use when travelling to and from the development.

## Cambie Corridor Planning Program Principles:

### 1. Provide land use that optimizes the investment in transit.

**Proposed Development conforms as follows:**

- Seniors residence has a high unit density (100+ units)
- Building occupants generate trips outside peak hours. Location adjacent to Canada Line station encourages use of Line.
- The close proximity to the Oakridge Center shopping mall and other nearby businesses and services promotes walking trips. Within two city blocks are all of the following amenities:
  - Banks
  - Safeway
  - Oakridge Seniors Centre
  - Oakridge Centre Shopping Mall
  - Vancouver Public Library
  - Medical, Dental, and Optometrist offices
  - Movie Theatre
  - Post Office
  - Oakridge Lutheran Church
  - Kensington Private Hospital
  - BC Bio Medical Laboratories
  - Liquor Store

### 2. Provide a complete community.

**Proposed Development conforms as follows;**

- The proposed project supports the seniors' community and provides assisted living.
- The proposed project supports the existing Seniors' Center at Oakridge, the Jewish Community Center three blocks away, the 'Y' at 49<sup>th</sup>, and the local commercial precinct.
- Louis Brier Home and Hospital, a Jewish home for the elderly at 1055 West 41st Avenue (at Oak), provides synergies for a shared use or rental of ground level amenities.
- The proposed development supports an on-site working community providing management, food, housekeeping, and personal services.

**3. Create a walkable and cycleable corridor of neighborhoods seamlessly linked to public transit.**

**Proposed Development conforms as follows:**

- As part of this development, the public realm on 41<sup>st</sup> Avenue is being widened and redesigned to improve the separation of the sidewalk from the road. Additional street trees are being provided.
- Bicycle and scooter storage is provided within the building.
- Extensive seniors' amenity space at ground level provides:
  - "Eyes on the street"
  - Activity oriented ground floor to address the street and engage public realm walkway
  - A connection through the building from 41<sup>st</sup> Avenue to the lane
- A pedestrian crosswalk connects this site to Oakridge directly across 41<sup>st</sup> Avenue.
- A future bike lane is being accommodated on 41<sup>st</sup> Avenue.
- Proximity to the Canada Line and buses allows for easy access to the Downtown Vancouver, YVR airport, and Richmond.

**4. Focus intensity and community activity at stations and other areas with strategic opportunities for sustainability, renewable energy and public amenity.**

**Proposed Development conforms as follows:**

- Proposed Development locates a higher density residential building complete with food services, amenities and staff, within two City blocks of a rapid transit station and major shopping center.
- Project will be designed to accommodate a future connection to a core area oriented NEU (Neighbourhood Energy Utility)

## 5. Provide a range of housing choices and affordability

### Proposed Development conforms as follows:

- 100 plus new seniors' assisted living rental units provide an alternate housing choice to the existing neighbourhood mix of single detached houses, rental units, care facilities, apartments, and condominiums in an already amenity rich node of the Cambie corridor.
- Provision of rental units ensures that a continuum of tenants will have an opportunity to benefit from the facility and neighbourhood

## 6. Balance city-wide and regional goals with the community and its context.

### Proposed Development conforms as follows:

- Project location at Canada Line station reduces reliance on car travel
- On site green space has been maximized
- LEED conforming design
- Incorporates a higher density within a building scaled to bridge the transition between the single family neighbourhood and the high density neighbourhood anticipated on the Oakridge site.
- Enhances the community resident mix .

## 7. Ensure job space and diversity.

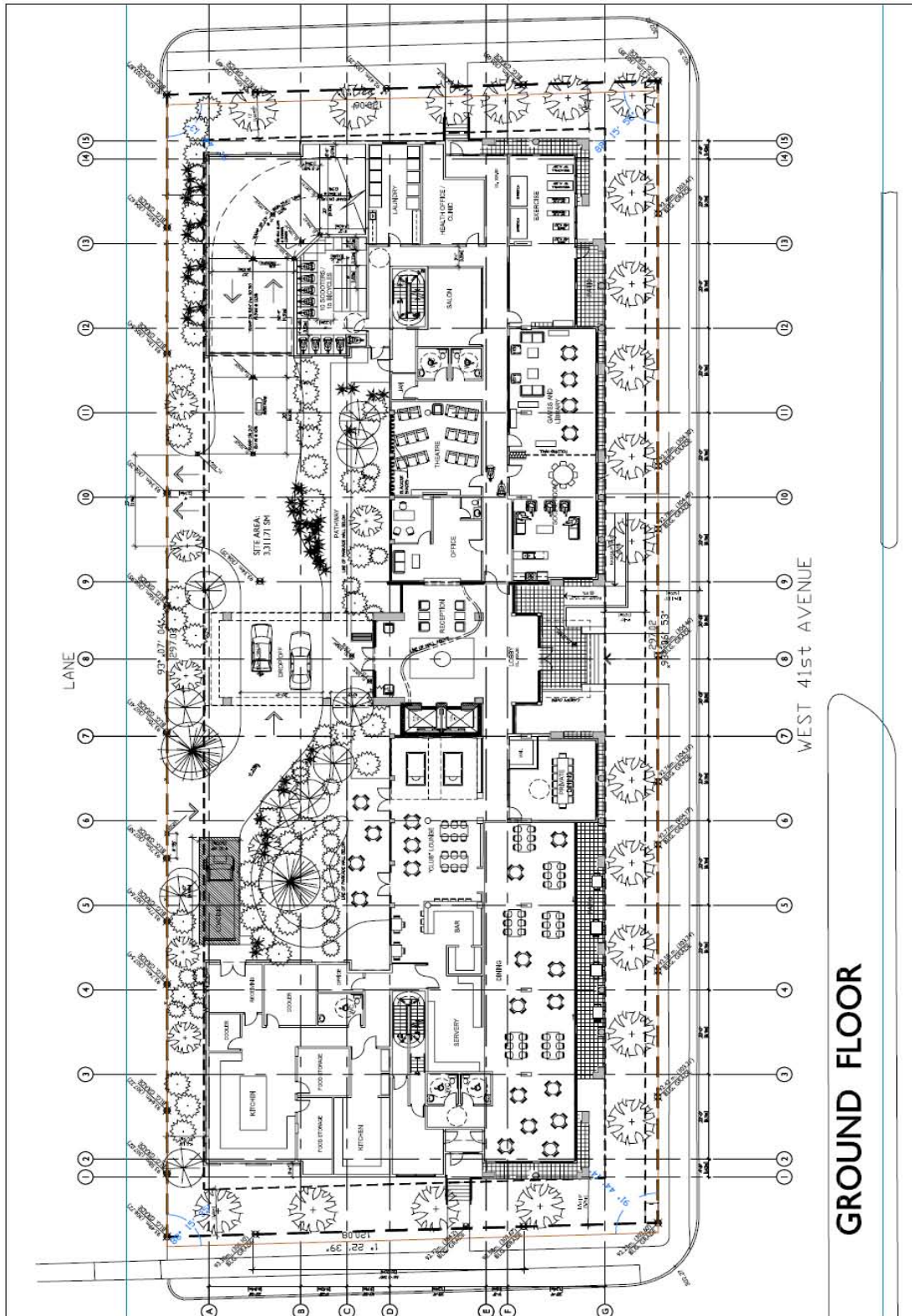
### Proposed Development conforms as follows:

- The Assisted Living Residence will provide full and part time on-site employment in management, food services, housekeeping and personal care.

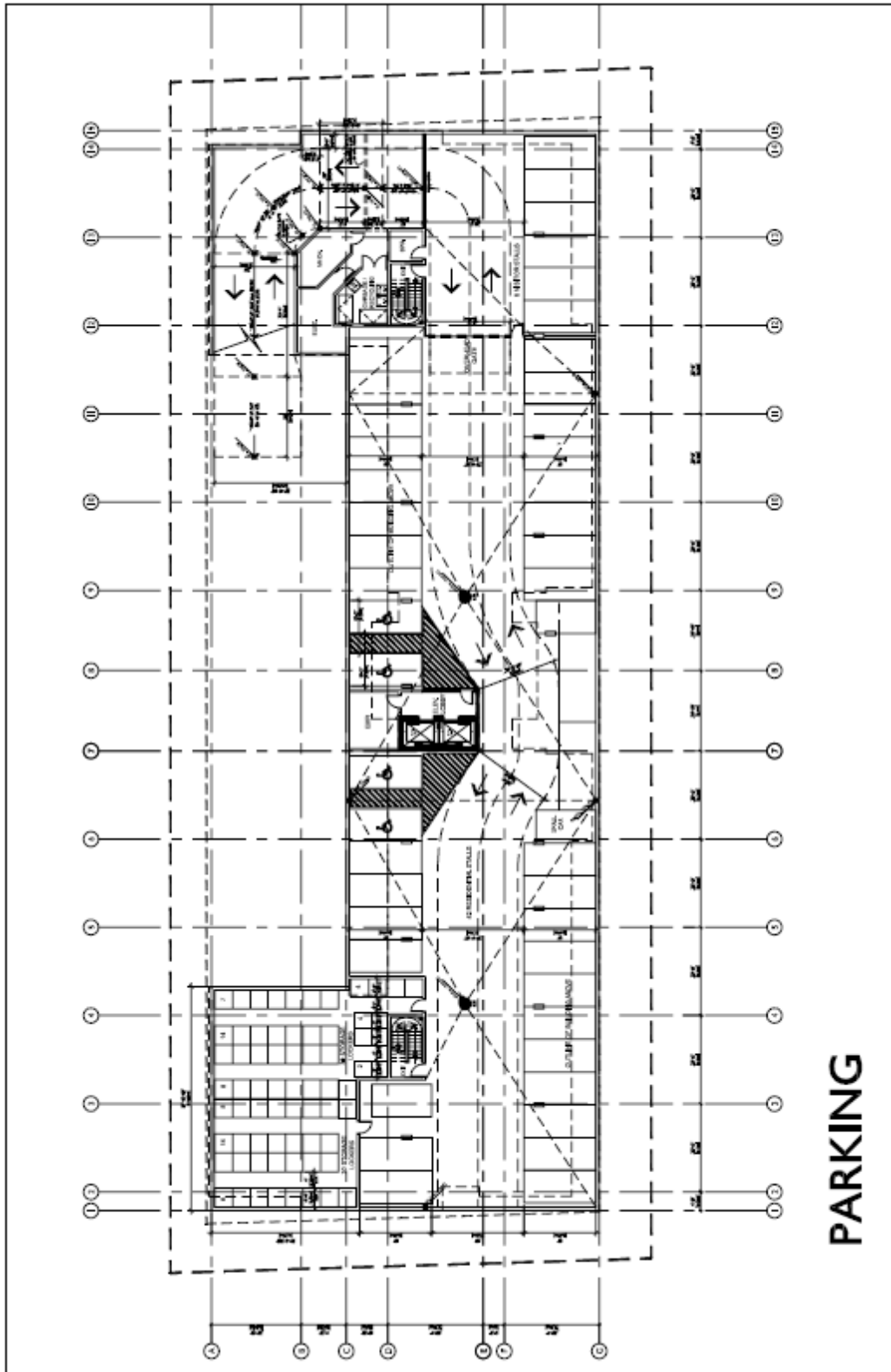
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605-645 West 41st Avenue  
FORM OF DEVELOPMENT

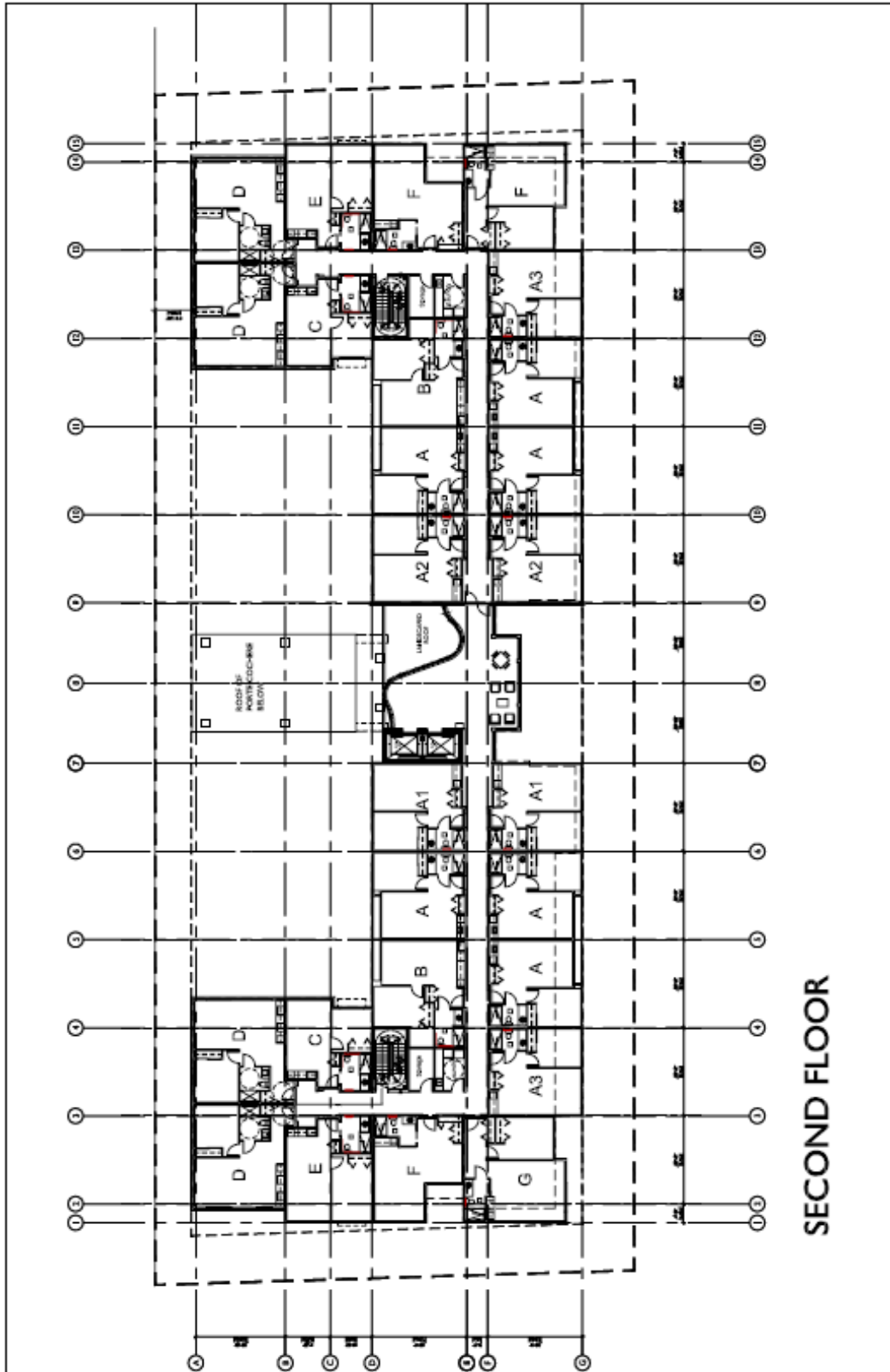


**GROUND FLOOR**

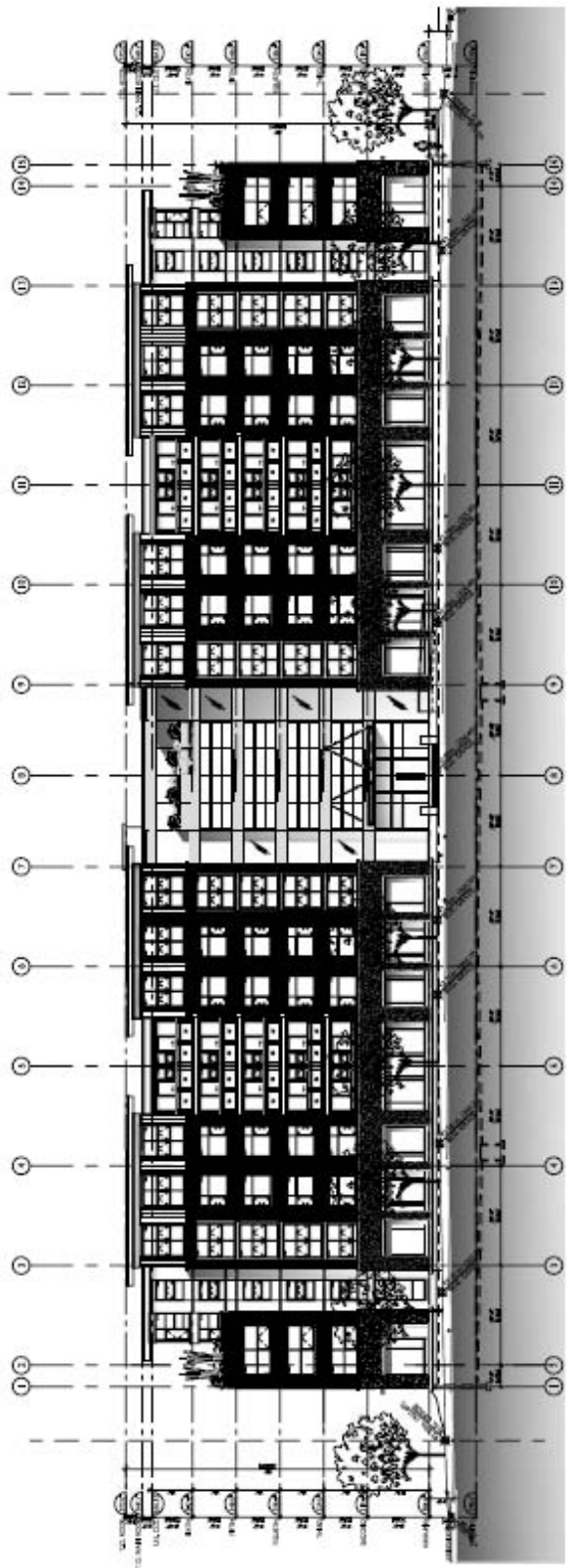


**PARKING**

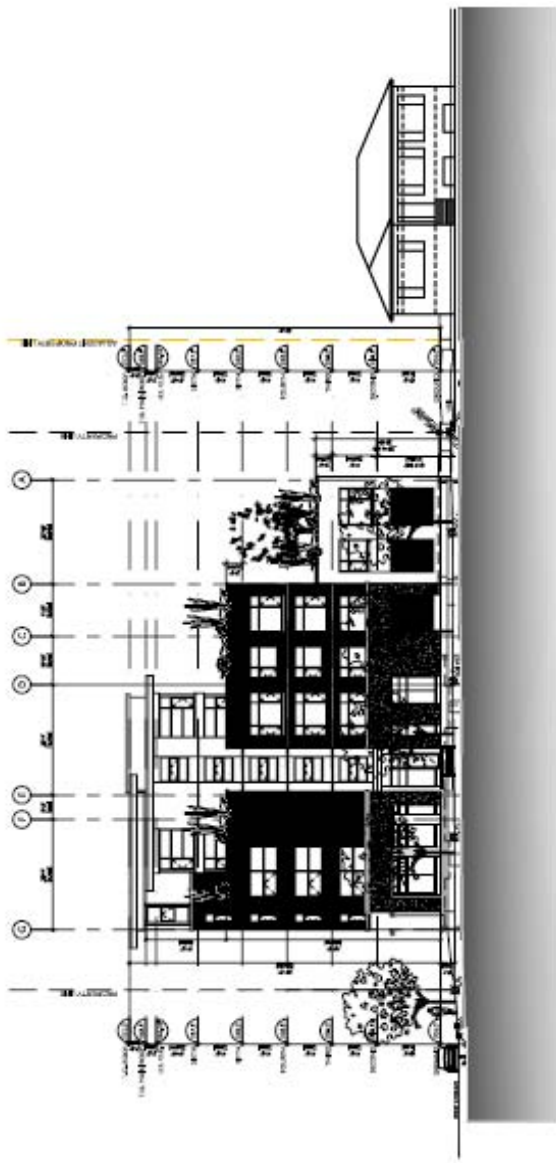




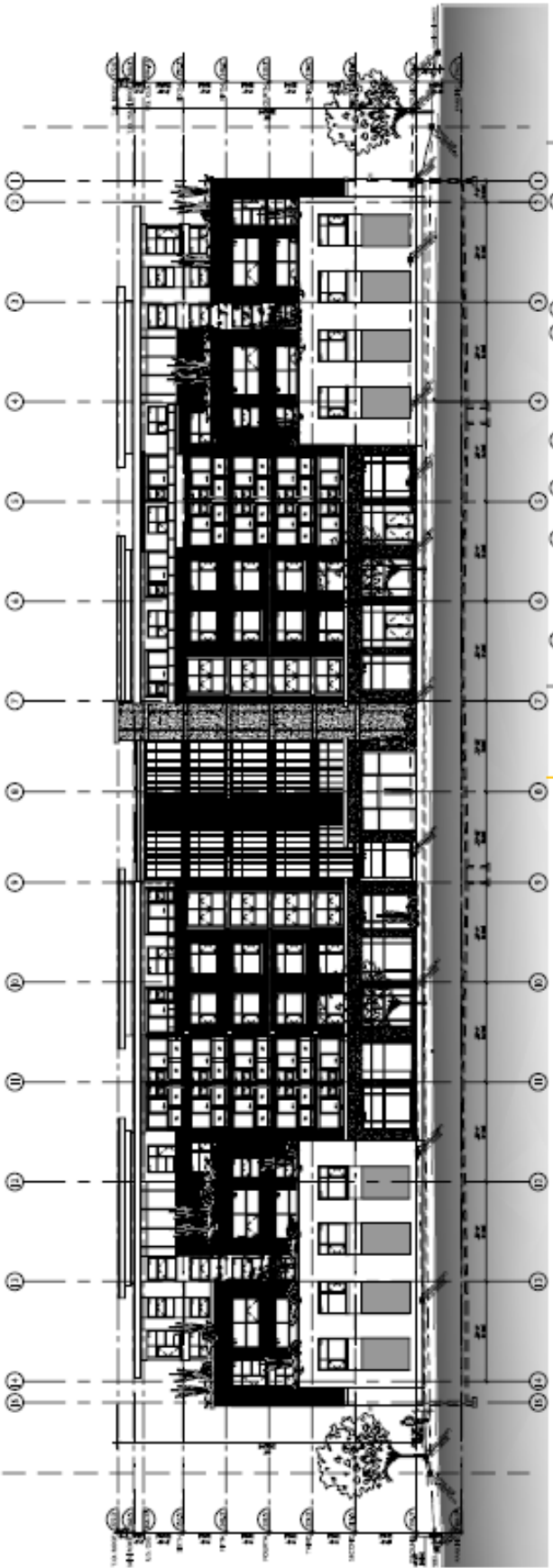
SECOND FLOOR



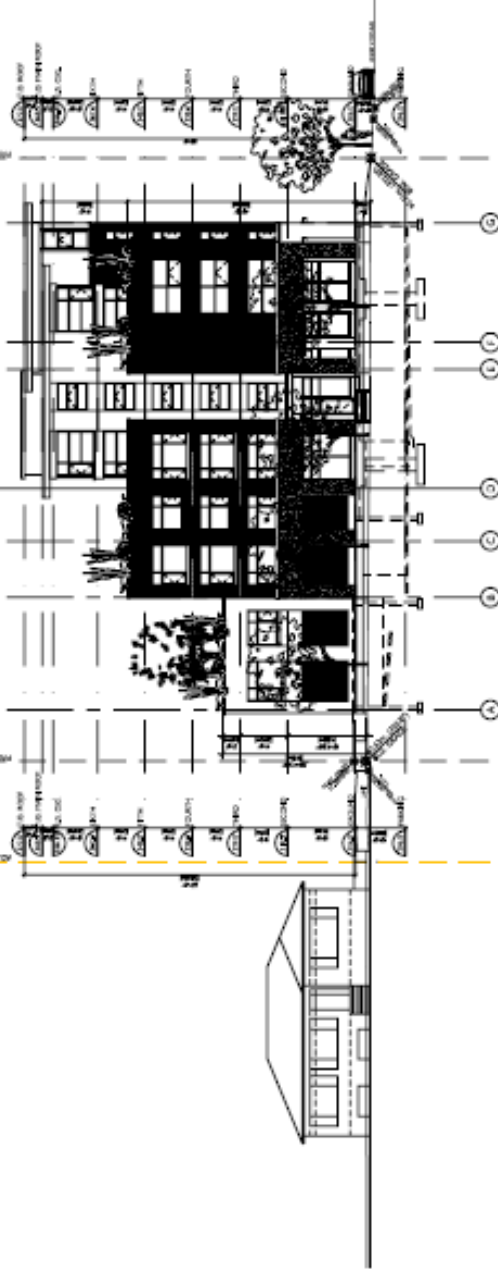
SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION

605-645 West 41st Avenue  
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	605-645 West 41st Avenue
Legal Description	Lots 1-5, all of Blk 873, DL 526, Grp 1 NWD
Applicant	GBL Architects
Architect	GBL Architects
Property Owner	41st Avenue Holdings Ltd.
Developer	Wertman Development Corp.

SITE STATISTICS

	GROSS	DEDICATIONS	NET
SITE AREA	3 312 m <sup>2</sup>	163 m <sup>2</sup>	3 149 m <sup>2</sup>

DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT
ZONING	RS-1	CD-1
USES	Dwelling Uses (including Seniors Supportive or Assisted Housing), Cultural and Recreational Uses, and Institutional Uses	Seniors Supportive or Assisted Housing
DWELLING UNITS	10 (5 one-family dwellings and 5 secondary suites)	102
MAX. FLOOR SPACE RATIO	0.6	2.18
MAXIMUM HEIGHT	10.7 m (35 ft.)	20.2 m (66 ft.)
MAX. NO. OF STOREYS	2½ storeys	6 storeys
PARKING SPACES	Parking by-law	48