



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: October 3, 2017
Contact: Susan Haid
Contact No.: 604.871.6431
RTS No.: 12167
VanRIMS No.: 08-2000-20
Meeting Date: October 17, 2017

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: CD-1 Rezoning and Heritage Designation: 1920 Southwest Marine Drive (Casa Mia)

RECOMMENDATION

- A. THAT the application by IBI Group, on behalf of Maureen Mae McIntosh and Roy Alison McIntosh, the registered owners, and The Care Group, to rezone 1920 Southwest Marine Drive [*PID: 004-174-011; Lot 2, Blocks 12, O and R, District Lot 317, Plan 19773*] from RS-1 (One-Family Dwelling) to a CD-1 (Comprehensive Development) District, to increase the floor space ratio (FSR) from 0.70 to 0.93 for an addition to the heritage "A" listed Casa Mia estate building to permit the entire structure to be used as a 90-bed Community Care Facility for seniors, be referred to a Public Hearing, together with:
- (i) plans prepared by IBI Group, received April 21, 2017;
 - (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
 - (iii) the recommendation of the General Manager of Planning, Urban Design and Sustainability 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 Public Hearing.

- B. THAT, if the application to rezone set out in Recommendation A is referred to a Public Hearing, the heritage designation of the heritage building known as "Casa Mia" at 1920 Southwest Marine Drive [*PID: 004-174-011; Lot 2, Blocks 12, O and R, District Lot 317, Plan 19773*] listed in the "A" evaluation category of the Vancouver Heritage Register, as protected heritage property be referred to the same Public Hearing;

FURTHER THAT the Director of Legal Services be instructed to prepare a Heritage Designation By-law generally in accordance with Appendix C for consideration at the Public Hearing.

- C. THAT, subject to enactment of the CD-1 By-law, the Subdivision By-law be amended generally as set out in Appendix C;

FURTHER THAT the Director of Legal Services be instructed to bring forward the amendments to the Subdivision By-law at the time of enactment of the CD-1 by-law.

- D. THAT Recommendations A to C 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 bylaw 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.

REPORT SUMMARY

This report evaluates an application to rezone the site of Casa Mia, a heritage estate residence, from RS-1 (One-Family Dwelling) to CD-1 (Comprehensive Development) District, to permit the development of a long-term residential care facility providing 90 beds for seniors who require 24-hour nursing support. The proposal seeks to retain, retrofit, and reuse the heritage Casa Mia building, which is listed "A" on the Vancouver Heritage Register but is currently not subject to continuing protection, and to add a new three-storey (two storeys above grade) wing. This application proposes a total density of 0.93 FSR, as well as retention, conservation and adaptive reuse of the heritage building.

This application seeks to address two key city objectives: addressing the needs of the Vancouver's seniors, and preserving the city's valuable heritage assets. Vancouver's population is aging, as is the existing inventory of seniors' care facilities across the city. If approved, this proposal would help to address the vital need to improve the standard of long-term residential care facilities in Vancouver. This proposal could advance on Council's priority to encourage strong, safe and inclusive communities throughout the city, as the proposed development would allow residents to "age in place" in their own communities. Further, the application presents an opportunity to

preserve a significant and highly regarded heritage building that presently lacks continuing protection.

Staff have assessed the application and support the use and form of development, subject to design development and other conditions outlined in Appendix B. Staff recommend that the application be referred to a Public Hearing, with the recommendation of the General Manager of Planning, Urban Design and Sustainability to approve it, subject to the Public Hearing.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council Policies for this site include:

- Community Care Facility - Class B and Group Residence Guidelines (2008, last amended 2012)
- Heritage Policies and Guidelines (1986, last amended 2002)
- Heritage Action Plan (2013)
- Southlands Plan (1988)
- Southlands Policies and Guidelines (1988)
- Green Buildings Policy for Rezoning (2009, last amended 2017)
- Community Amenity Contributions for Rezoning (1999, last amended 2016)
- Urban Forest Strategy (2014)
- RS-1 District Schedule

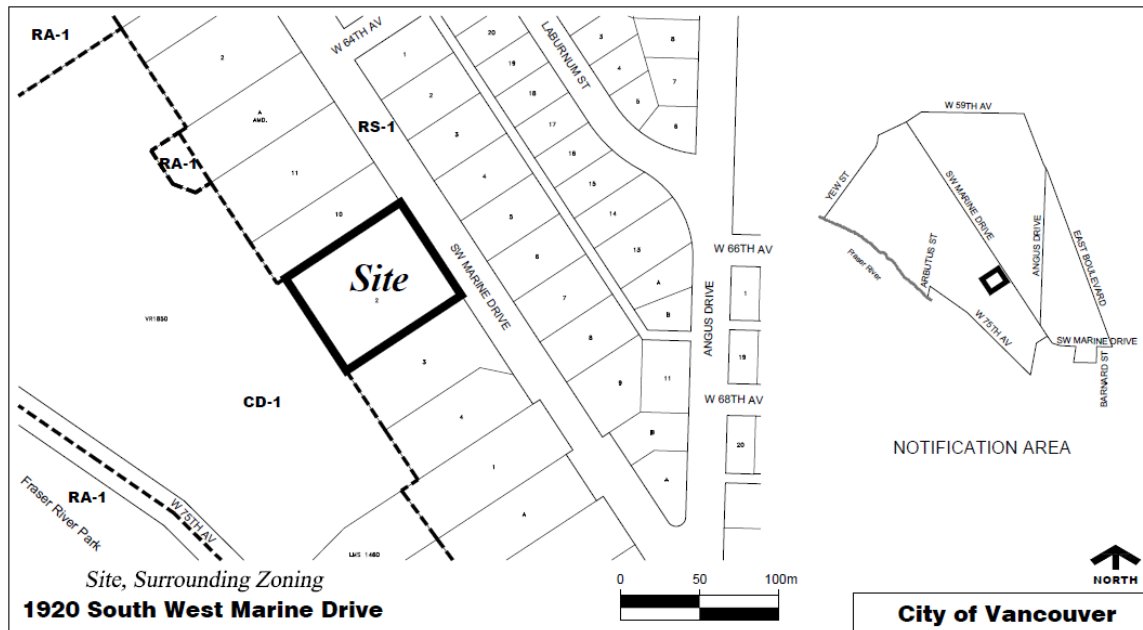
REPORT

Background/Context

Site and Context

This 6,095 sq. m (65,612 sq. ft.) site is situated on the south side of Southwest Marine Drive between Angus Drive and 64th Avenue on an escarpment above the Fraser River flood plain (see Figure 1). All of the properties fronting Southwest Marine Drive in this area are zoned RS-1 and are developed with detached homes of various sizes and scales; the properties on the south side of the street are often exceptionally large as their depths vary with the natural edge of the escarpment to the south.

Figure 1 - Site and surrounding zoning (including notification area)



The subject site contains the existing Casa Mia heritage house, a building of significant heritage value located near the top of the escarpment at the rear of the site. The remaining open space between the residence and Southwest Marine Drive is predominantly open lawn. The 87 m (285 ft.) deep site shares a property line with neighbouring properties of similar depth to the east and west. Currently there are two access points into the subject site along its 70 m (230 ft.) frontage on Southwest Marine Drive, with a formal gated driveway that provides primary vehicular access to the existing residence as well as an existing service and maintenance driveway that is adjacent to the west property line.

Running diagonally southeast to northwest, Southwest Marine Drive aligns generally with the top of an escarpment above the Fraser River flood plain. The escarpment varies in height and steepness. At the subject site, the escarpment is approximately 11 m (36 ft.) high. With the escarpment providing large sunny southwest exposure and broad views, Southwest Marine Drive became a popular area in the 1920s and 1930s for some of Vancouver's prominent residents who built grand homes away from the city centre. Casa Mia is an exceptional example of this phenomenon which remains today.

Figure 2 - Aerial photo showing the escarpment location.



In 1986, a large site below Casa Mia, at the bottom of the escarpment, was rezoned to CD-1 to allow a bare land strata development of detached houses and duplexes, called the West Angus Lands, accessed by private streets from 75th Avenue (see Figure 2). The escarpment is part of a network of green space on this neighbouring strata development which shares a property line with the Casa Mia site. As the shared property line is at the top of the escarpment, the landscaping and maintenance of the slope falls within the purview of the strata on the neighbouring CD-1 zoned lands.

Southwest Marine Drive is a key east/west arterial and designated truck route through southwest Vancouver carrying significant volumes of traffic to and from major destinations including the University of British Columbia, Richmond and the airport. The #16 bus stops at 64th Avenue and Angus Drive, approximately 400 m (1,300 ft.) northeast of the site. This route connects to the frequent bus service on Granville Street to the east, and to Kerrisdale to the north along West Boulevard.

A rezoning application was originally submitted on January 29, 2013 for a 92-bed facility including a three-storey addition requiring the heritage garage to be demolished and development to extend into the rear yard. This 0.93 FSR proposal met strong opposition at a public open house and was not supported by the City's Urban Design Panel or Heritage Commission.

In response, a revised application was submitted in October, 2013 for a 62-bed facility, retaining the entirety of the original heritage building and confining new construction to the front yard. This iteration was supported by the Heritage Commission and the Urban Design Panel. It did not proceed to Public Hearing as the Heritage Revitalization Agreement terms were not resolved at the time.

The proposal was redesigned with a new architect to increase the number of beds and update the design based on Vancouver Building By-law requirements and Vancouver Coastal Health Guidelines, and the original application was withdrawn.

The present application, for a 90-bed facility in partnership with Vancouver Coastal Health, was submitted in April, 2017. Notably, this new proposal includes an agreement with Vancouver Coastal Health to deliver 58 publicly-funded beds. The remaining 32 beds will be offered as private-pay.

Policy Context

Community Care Facility - Class B and Group Residence Guidelines - Vancouver's Zoning and Development By-law generally defines a Community Care Facility - Class B use as providing residential care to seven or more persons not related by blood or marriage for an operation that is licensed under the Community Care and Assisted Living Act of British Columbia. Community Care Facility - Class B is permitted as a conditionally approved use in the RS-1 zone, as it is in all other residential district zoning schedules throughout the city. Assessment of this use is guided and informed by the Community Care Facility - Class B and Group Residence Guidelines, the fundamental intent of which is to "support the integration of Community Care Facility - Class B and Group Residences throughout the city." The City's present guidelines, which were modelled on definitions for these community care uses first established in 1979, were adopted in June 2008 and updated in October 2012. They specify locational criteria and general design considerations for community care facilities to ensure that these institutional uses address resident needs and are sensitively integrated into their surrounding context.

A detailed policy analysis is contained in Appendix D.

Heritage Policies and Guidelines - Casa Mia is listed in the "A" evaluation category on the Vancouver Heritage Register. The City's long-term goal is to protect, through voluntary designation, as many resources on the Vancouver Heritage Register as possible. "A"-listed buildings are of primary significance and represent the best examples of a style or type of building and/or they may be associated with a person or event of significance, or an early pattern of development.

The City recently approved a Heritage Action Plan to comprehensively respond to citizens' and Council's desire to encourage and support heritage conservation in Vancouver. A number of actions were identified and endorsed including specific direction to use any available tools to conserve the city's key heritage resources.

Southlands Plan - In March 1988, Council adopted the Southlands Plan. The Southlands Plan area extends along the Fraser River from Marpole to Pacific Spirit Park south of Southwest Marine Drive. The area predominantly consists of the low-lying flatland within the floodplain of the Fraser River. The Southlands Plan supports the continued viability of the equestrian and agricultural uses which define the character and amenity of the lowland area. Specific to the subject site, the plan also includes a Southwest Marine Drive Escarpment subarea which limits subdivision of large lots, supports the preservation of heritage resources and seeks to protect the

environmentally sensitive escarpment. Specific policies were adopted for this subarea as noted below.

Southlands Policies and Guidelines - Two policies are directly relevant to the Southwest Marine Drive escarpment. Firstly, policy 7.1 states that zoning and subdivision regulations should reinforce the single-family, estate character of the area and that sensitive infill or conversion units on heritage or estate merit properties should be considered if properties are deemed to have subdivision potential and the principal building would be threatened with demolition or the estate merit compromised if subdivision occurred. Casa Mia has exceptional heritage and estate merit and the subject site is large enough that subdivision may be possible. Secondly, policy 7.2 discourages new development on or immediately adjacent to the escarpment. This application seeks to achieve sensitive infill located away from the escarpment, while preserving the heritage value of the property with a form of development that strives to integrate with the estate character of the immediate area.

Strategic Analysis

1. Proposal

Casa Mia is a grand estate house built in 1932 on a 1.5-acre site and is an "A" listed heritage property on the Vancouver Heritage Register. This application proposes the addition of a three-storey wing (two storeys above grade) and to convert the estate to a 90-bed long-term residential care facility for seniors. The retention and long-term preservation of the heritage building are proposed and, if approved, the property would be designated as a legally protected heritage resource. The well preserved rooms on the main floor of the heritage house would provide shared amenity spaces for the aged residents while the majority of the bedrooms and associated care functions would be contained within the new addition. The addition would combine 3,587 sq. m (38,609 sq. ft.) of new floor area, bringing the proposed total floor space ratio (including the existing heritage building) to 0.93 FSR with 0.56 FSR of that above grade. 22 underground parking spaces, two surface parking spaces, nine bicycle parking spaces, and one loading space are proposed for the site.

Figure 3 - Proposed development



The Care Group is a private care facility operator with a suite of seniors' care facilities in Vancouver and elsewhere in British Columbia. These private facilities commonly provide beds which are funded by the local health authority. The proposed Casa Mia facility was the winning bid for a request for proposals put forward by Vancouver Coastal Health (VCH), and will provide a total of 90 beds, 58 of which will be publicly funded by VCH. Access to the funded beds will be exclusively controlled by VCH. The remaining 32 beds will be rented at market rates.

2. Land Use

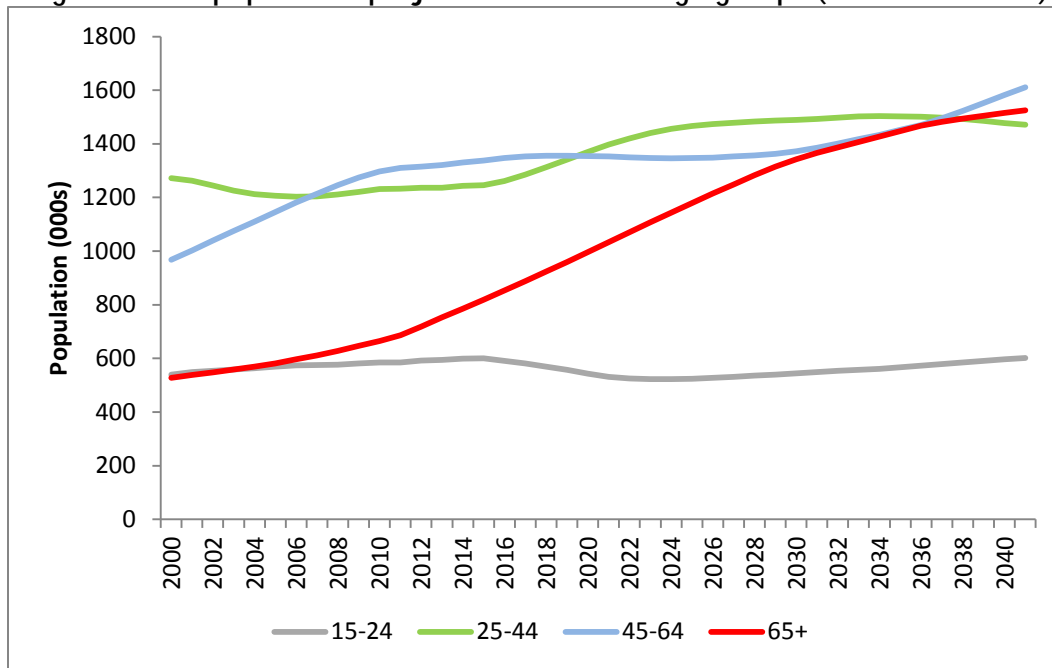
The intent of the site's existing RS-1 zoning is generally to maintain the single-family residential character of the district, but also to conditionally permit appropriate cultural, recreational and institutional uses. Residential care facilities for seniors have continuously been a permitted use, under a variety of use terms, within Vancouver's residential zones.

A Community Care Facility - Class B use, licensed and regulated under the provincial *Community Care and Assisted Living Act* of British Columbia, is an institutional facility which provides a home for those who can no longer care for themselves and who require 24-hour access to professional nursing care. The current use term, Community Care Facility, was defined in 2008, in response to the changing nature of care for seniors and those with disabilities. The designation "Class B" refers to facilities licensed to care for seven or more people. The 97-bed Blenheim Lodge located at 3263 Blenheim Street at 16th Avenue in the Dunbar community is an example of a

seniors' care facility that was built in the 1960s and continues to operate today on a site within RS-1 zoned neighbourhoods.

While the definition and guidelines for this use have been updated over time (most recently in October 2012), the integration of these facilities within all residential neighbourhoods throughout the city is a principle that has been followed for decades. Today, about 70 per cent of the City's supply of care beds was developed between 1960 and 1990. These facilities are aging and there is a need for rejuvenation of the supply to bring them up to current health, safety and livability standards. The need for seniors care facilities in Vancouver is compounded by current demographic realities; according to British Columbia statistical forecasts, the number of seniors in the province is expected to increase faster than any other age group over the next 20 years (see Figure 4).

Figure 4 - BC population projection for select age groups (source: BC Stats)



These factors are generating interest in the development of new facilities which meet current standards and needs. VCH regularly generates forecasts of the projected demand for care beds in Vancouver. The current forecast suggests that demand will remain stable until 2020, but the need for seniors care facilities is expected to increase thereafter. VCH has indicated that it is interested in pursuing creative opportunities to improve the supply of seniors' care beds in locations throughout Vancouver, which would allow seniors to remain in or close to their "home" neighbourhood as they seek to access care. VCH has considered this application and confirms that the proposed new facility would address its key priority to improve upon the existing supply of seniors' care beds currently available in Vancouver.

The City of Vancouver's *Community Care Facility - Class B and Group Residence Guidelines* provide a framework for assessing applications for community care facilities to ensure that these institutional uses are sensitively integrated into

surrounding neighbourhoods. The guidelines specify a number of considerations including location, form, siting, circulation and access. These aspects of the proposal are discussed further in Sections 3, 4 and 5 of this report, and in Appendix E.

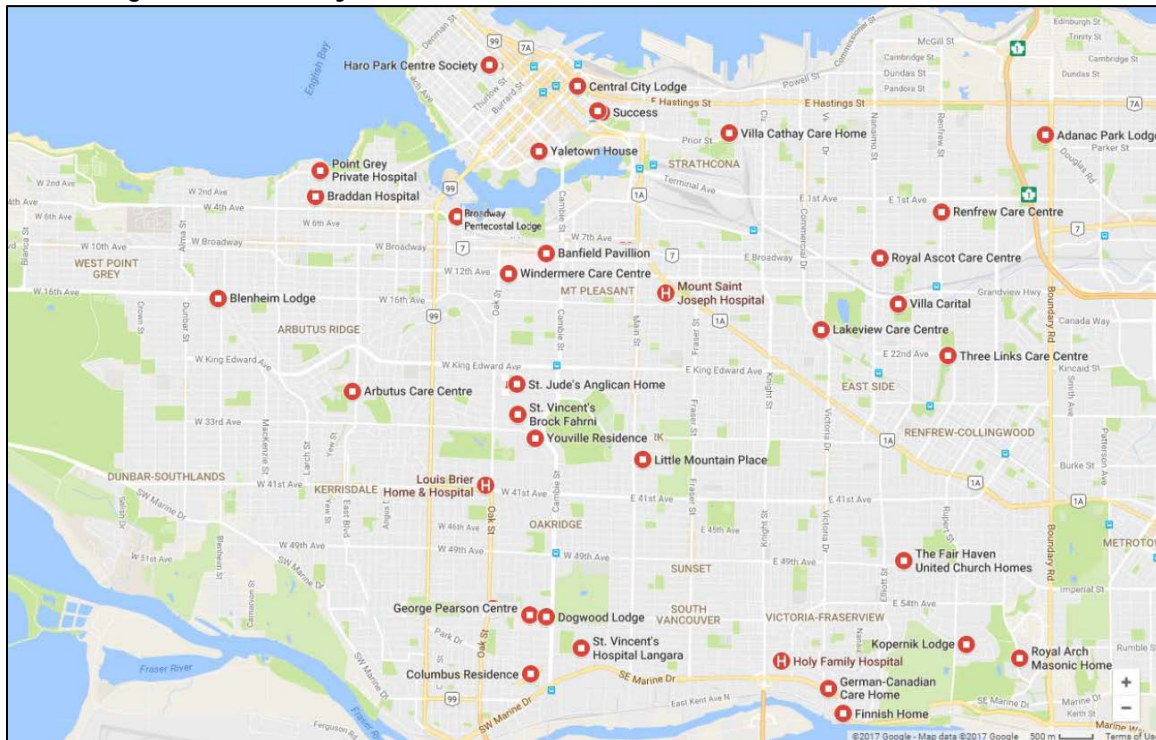
Staff assessment of the application concludes that the proposed facility satisfactorily addresses the community care guidelines and that the development of this facility, if approved, will increase the much needed supply of extended care beds in this area of Vancouver.

3. Facility Location and Size

Current health industry practice which is supported by VCH, indicates that seniors care facilities with a minimum of 125 beds are the most economically and operationally optimal. Given this practical context, this application, with 90 beds, is a slightly smaller facility which challenges the prototypical model for optimal service delivery. The combination of publicly-funded and private-pay beds enables this facility to be economically and operationally viable.

The amended guidelines support smaller facilities in lower density zones such as RS-1 when spaced 200 m (656 ft.) or more from one another. The nearest care facility to the subject site is Sunrise Senior Living at 999 West 57th Avenue, which is approximately 1.8 km away. The nearest care facility with publicly-funded beds is the Columbus Residence at 704 West 69th Avenue, which is 2.5 km away (see Figure 5). While the guidelines note that non-arterial sites are acceptable for small facilities, the Casa Mia site benefits from an arterial location which allows access to the site directly from a major road rather than through a residential neighbourhood on local streets. Further, staff and advisory panels have concluded that the 1.5 acre site is large enough to accommodate a 90-bed facility in a two-storey above grade form that is not out of character with the scale of nearby development and with limited impact on the character and amenity of this Southwest Marine Drive area.

Figure 5 - Publicly-Subsidized Residential Care Facilities in Vancouver



4. Density, Height and Form of Development

Density – The application proposes new floor area of 3,587 sq. m (38,609 sq. ft.). The total floor area of the facility, both existing and new, would be 5,655 sq. m (60,870 sq. ft.) and the total density would be 0.93 FSR. While the current RS-1 zoning allows for up to 0.7 FSR, further limits on the above-grade floor area to 0.3 FSR plus 93 sq. m (1,000 sq. ft.) are imposed because this is considered to be a large lot. Above-grade floor area includes all floors at or above ground including basements which rise partially out of the ground. The intent of this above-grade floor area regulation is to reduce the apparent massing of large detached homes.

The proposed care facility would include 3,400 sq. m (36,597 sq. ft.) of floor area above grade which is equivalent to 0.56 FSR. This above-grade floor area includes 1,360 sq. m (14,646 sq. ft.) or 0.22 FSR in the heritage house and 2,039 sq. m (21,951 sq. ft.) or 0.34 FSR in the proposed addition. This proposed increase in permitted above-grade floor area is necessary to allow the entire heritage house to be retained, with adequate floor area above grade in the addition to ensure livability of care facility bedrooms.

The height and massing of the new wing has been minimized by placing much of the lower floor below grade connecting into the existing basement. The application materials received April 21, 2017 indicate that the maximum height of the new addition would be 7.3 m (24 ft.) Subsequent technical analysis by staff determined that the applicant had used an inappropriate height calculation method, and the height has been revised to 9.5 m (31 ft.). Additionally, an extra 0.9 m (3 ft.) may be

permitted based on specific performance measures as outlined in Appendix A and Appendix B.

Form of Development – The *Community Care Facility - Class B and Group Residence Guidelines* recommend that:

- Siting of facilities should limit visual and noise impacts (from facility operations) on adjacent residential areas.
- The form and massing should be consistent with the neighbourhood with consideration for prevailing built height and density as well as approved plans and polices, noting that increased height and density may be considered if the proposal minimizes impacts on views, overlook and shadowing.

The original application proposed a three-storey addition requiring the demolition of the existing attached garage. In response to guidelines noted above and to comments from the community, immediate neighbours, and advisory committees, the application was revised to retain the garage and reduce the height of the addition to two storeys. This brings the proposed height of the new addition to 9.5 m (31 ft.), below the 14.2 m (46.5 ft.) height of the existing heritage building. This also results in a height for the proposed addition that is 1.4 m (11 ft.) below the 10.7 m (35.1 ft.) maximum height currently permitted on the site by the RS-1 zoning.

The application proposes the addition of a new wing running north from the heritage house, comprising some 3,586 sq. m (38,609 sq. ft.) of new floor area. Through the use of below-grade spaces the addition is limited in height to two above-grade storeys, consistent in height with nearby detached houses and below the maximum heights permitted in the base RS-1 zoning. The position of the addition on the parcel is intended to preserve the primacy of the existing view from the Marine Drive entry gate, on axis down the historic driveway towards the main façade of Casa Mia (see Figure 6). This position also retains view lines over the northern side of the existing lawn, albeit with alterations to accommodate a parking ramp below grade and service functions in this area.

Figure 6 - View from Southwest Marine Drive



The application proposes a front yard of 7.6 m (25 ft.) which is substantially less than the setback of 48.8 m (160 ft.) currently on the site and less than the 17.4 m (57 ft.) setback required in the RS-1 zone. Staff expect that this addition will have a relatively prominent appearance compared to other estate properties on the south side of the road as seen by automobile traffic along Southwest Marine Drive, which is considered a scenic route in addition to its substantial role as a primary arterial passage in the southwest quarter of the city. However, staff have also considered the heritage values that have driven the position of the proposed addition and the expected screening to be provided by the new landscaping along the north side of the building. Staff support the proposed reduction of the front yard as a balance among competing objectives.

The application proposes to maintain the existing western side yard setback at 8.15 m (27 ft.) This is less than the 14 m (46 ft.) setback required in the RS-1 zone, but matches the setback of the existing building. This siting presents some challenges for the neighbouring property to the west in terms of the potential for overlook or potential privacy impacts, which will be mitigated by the existing mature evergreen hedge that runs along the western property line.

The addition is also sited to preserve the rear existing yard without any new development in the vicinity of the escarpment; this reduces potential impacts to the relatively private rear yard of the western neighbour and to the neighbours in the strata development at the base of the escarpment.

Finally, the extent of retention of the historic exterior structure and massing of Casa Mia is commendable. Besides the front façade visible from Southwest Marine Drive, the entirety of the rear yard is preserved. This allows for good views of the heritage façade and a contiguous open space for the enjoyment of the future residents. The connecting building is designed as a visually distinct element that fits just under the eave line of the existing building.

The urban Design Panel reviewed and supported the application on July 26, 2017 (see Appendix D). Staff conclude that the design responds well to adjacent development and the expected estate-like character of the area, and support the application, subject to the design development conditions noted in Appendix B.

5. Transportation and Parking

The application proposes an underground parking garage providing 22 parking spaces for the facility, as well as two surface parking spaces and nine bicycle parking spaces. The nearest transit access is located at 64th Avenue and Angus Drive, which is approximately 400 m (1300 ft.) from the site (five minute walk). To further address transportation matters, the applicant has provided a Traffic Study with transportation demand management measures including the provision of shuttle service to and from the Marpole area for staff during shift changes.

Loading spaces are located at grade level near the front entrance of the facility. One Class A and one Class B loading spaces are provided. The proposal includes using the Class B passenger loading space for commercial deliveries. Staff recommend that independent Class B loading and passenger spaces be provided.

Regarding circulation and access, the *Community Care Facility - Class B and Group Residence Guidelines* recommend that access to parking and loading should be designed to mitigate impacts on neighbouring uses and traffic circulation. Southwest Marine Drive is a two lane arterial street, a truck route and a bikeway. As the subject site has no lane, the application proposes that all vehicular access to the site be provided through the existing formal entry from Southwest Marine Drive. Currently the site has two access points to Southwest Marine Drive; the formal gated entrance and a secondary service vehicle entrance at the west property line. The deletion of the existing service entry will provide for a more neighbourly landscaped side yard as well as reduce the number of crossing points onto the street. Fewer access points onto streets improves the comfort and safety of pedestrians, cyclists and drivers.

To mitigate impacts on the immediate neighbours, staff recommend that provisions of the applicant's Traffic Study be updated and implemented, including encouraging travel to and from the site at off-peak hours; provision of on-site bicycle and end-of-trip facilities; and priority parking for staff who carpool. Staff recommend the Loading Management Plan be updated to include a monthly delivery schedule to identify loading conflicts. A loading manager can ensure that trucks serve the facility in a coordinated and consistent manner and that an assigned loading manager is available to neighbours should concerns arise.

As noted in the Traffic Study, the largest staffing level for the proposed facility would be 18 employees. Shift changes typically occur at 6:00 am, 3:00 pm and 11:00 pm with several administrative staff working 9:00 am to 5:00 pm. It is estimated that the site will generate up to ten vehicle trips in the morning peak hour and up to 25 vehicle trips in the afternoon peak hour. These trips represent a less than 2% increase in weekday peak hour traffic (0.6% in the weekday morning peak and 1.4% in the weekday afternoon peak). Staff have concluded that Southwest Marine Drive has the

capacity to accommodate this modest additional traffic with minimal impact on drivers.

As traffic delays could be caused by left turns onto the site, the Traffic Study recommends that the geometry of the driveway be designed to restrict left turns, creating a right-in/right-out only design.

The number of vehicle trips to and from the site is not expected to have a significant impact on pedestrian and bicycle safety, however, as there are no sidewalks on Southwest Marine Drive, walking can be uncomfortable. The City of Vancouver has recently repaved Marine Drive in the vicinity of Casa Mia. This work includes improvements to the pedestrian and cycling environments through re-grading and paving the shoulder of Marine Drive to the City standards. In conjunction with the recently installed traffic signal at Angus Drive providing a controlled pedestrian crossing, this will substantially improve pedestrian and cycling access to the site.

Staff recommend that a transportation management plan be provided along with other specific improvements as detailed in Appendix B to mitigate potential impacts on traffic congestion.

6. Heritage

Heritage Value

Casa Mia is listed in the "A" evaluation category on the Vancouver Heritage Register (see Figure 7). The owner of the site proposes to restore and rehabilitate the house as a protected heritage property.

Figure 7 - Casa Mia (current view through Southwest Marine Drive)



Casa Mia: Heritage Value and Character

Casa Mia is a large, Spanish Colonial Revival estate house constructed in 1932 and is distinguished by its richly articulated, Mission Style massing. The house was designed by the architect Ross Anthony Lort for brewer George Conrad Reifel who also commissioned the construction of the Commodore Ballroom, and the Vogue and Studio Theatres. Exterior details of the house include its rough-cast cement stucco cladding, terra cotta tile roofing, curved exterior walls and soffits, wrought iron work, cast-stone colonnettes between windows, decorated porcelain tiles on the exterior elevations, and a large, arched porte-cochère. The house also features a variety of original wood windows and terra cotta quatrefoil louvres in multiple gable ends.

Interior details include the house's tall vaulted rooms, a large central staircase, extensive cast plasterwork, surviving period bathroom fixtures, numerous murals and wall paintings, and a child's nursery painted by Walt Disney illustrators. The house features extensive original brass and wood work throughout its many rooms, and ornate fireplaces. The large basement ballroom is clad entirely in gold leaf and features a sprung dance floor similar to what was installed in the Commodore Ballroom. Interior terrazzo and tile work, as well as original light fixtures and chandeliers, are also prevalent in the house.

The grounds and landscaping, with their estate-like qualities, are also of heritage value. Features include a Mission Style front wall and iron gate which frames the view of the house, and a circular driveway, accessed across a stone bridge, which is set within large open lawn areas.

The Vancouver Heritage Commission reviewed the application on June 19, 2017, and unanimously supported the rezoning application (see Appendix D). The Commission recommended that further design consideration be given to the junction of the new facility to Casa Mia, in particular at the dormers of the second level, and that design consideration be given to softening the design of the new addition to make it more compatible.

Conditions of enactment are proposed in Appendix B to protect the exterior and specific interior features of the heritage building. The building is proposed to be rehabilitated and seismically upgraded. It is noted that should this rezoning application be approved, architectural refinement will occur through the development permit stage.

Financial Incentive and Support to Enable Conservation

The application proposes to protect by a Heritage Designation By-law the exterior of the heritage building as well as certain areas and features on the interior (see the draft Designation By-law in Appendix C). To compensate for the associated costs for the rehabilitation and protection of these interior features and rooms, additional bonus density is proposed beyond that which is permitted in the RS-1 zoning currently applicable to the site, along with other changes to the current RS-1 zoning, as prescribed under the draft CD-1 By-law provisions (see Appendix A). The owner has agreed to and accepted these changes (including the additional density proposed) as

adequate compensation for the heritage conservation of the building and the encumbrance on land value created by the proposed Heritage Designation By-law.

The proposed CD-1 By-law will allow for the development as proposed. The owner's proposal to conserve the heritage building as part of the development will be appropriately secured as legal obligations in a Heritage Restoration Covenant (219 Covenant) (the "agreement") which will be registered on title to the site prior to enactment of the CD-1 By-law so as to enable the City to enforce those obligations and ensure that they will be fulfilled at the owner's expense.

Section 595 of the *Vancouver Charter* requires that, if sought, Council must compensate an owner for any reduction in the market value of property caused by a heritage designation. The Heritage Restoration Covenant to be entered into by the owner will provide that the owner accepts the development advantages to be gained by the proposed rezoning as full compensation for the heritage designation of the heritage building's exterior and portions of the interior and the obligation to conserve the heritage building and will include a waiver by the owner of any claim to any compensation.

Compatibility with Existing Zoning, Land Use Regulations, and Community Plans

The Intent of the *RS-1 Zoning District Schedule* is to:

"... maintain the single-family residential character of the RS-1 District, but also to permit conditionally one-family dwellings with secondary suites and laneway houses. Emphasis is placed on encouraging neighbourly development by preserving outdoor space and views. Neighbourhood amenity is enhanced through the maintenance of healthy trees and planting which reflects the established streetscape."

The proposal maintains the single-family residential character of the area. Outdoor open space has been maximized and mature trees are being retained where possible. The proposal is consistent with the intent of the RS-1 zoning.

The *Southlands Plan* identifies the Casa Mia site as one of ten sites where the Director of Planning is to give consideration to relaxations to encourage heritage retention. The retention and rehabilitation of Casa Mia is consistent with Community Plans for the area.

Condition of the Heritage Building and Conservation Approach

Casa Mia is in excellent condition both in the interior and the exterior although the site has been vacant for a few years. The interior areas and features which are to be protected are to be retained for the most part and rehabilitated where necessary. The Conservation Plan for the project incorporates best heritage conservation practices and will be carefully monitored by a heritage consultant.

7. Environmental Sustainability

The *Green Buildings Policy for Rezoning*s requires that rezoning applications satisfy either the near zero emission buildings or low emissions green buildings conditions within the policy. The new requirements are mandatory for all rezoning applications

received after May 1, 2017. Applications received prior to May 1, 2017 may choose to meet this updated version of the policy or the preceding version.

This application has opted to satisfy the preceding version of the *Green Buildings Policy for Rezoning*, which requires rezoning applications achieve a minimum of LEED® Gold rating, with targeted points for water efficiency and stormwater management and a 22% reduction in energy cost as compared to ASHRAE 90.1 2010, along with registration and application for certification of the project. The applicant submitted a preliminary LEED® scorecard, which generally conforms to the *Green Buildings Policy for Rezoning*, indicating that the project could attain the required LEED® points and, therefore, would be eligible for LEED® Gold rating.

Where a project includes heritage retention, heritage components can be exempted from one or all of the requirements of the *Green Buildings Policy for Rezoning*. Reasonable design efforts are expected to improve green performance where appropriate while respecting heritage aspirations and promoting heritage retention.

PUBLIC INPUT

Current Rezoning Application

The current application was submitted on April 21, 2017. The City of Vancouver Rezoning Centre web page included notification and application information as well as an online comment form. Rezoning information was posted on the site and notices were mailed to surrounding residents on or about May 18, 2017.

The proposal was presented to the community at an open house held on June 6, 2017. City of Vancouver staff, the applicant team, and approximately 86 people attended the event. A total of 55 comment sheets were received from the public at the open house. An additional 21 letters, e-mails, online comment forms, and other feedback have been received from the public.

Feedback included support for the proposal, including:

- Support for seniors' complex care in southwest Vancouver, particularly publicly-funded beds, and the opportunity for seniors to age in place;
- Support for the proposed heritage retention; and
- Changes made to the proposal that reflect input from community consultation.

Specific concerns focused on:

- Increased traffic congestion on Southwest Marine Drive and the effect on pedestrian safety;
- Concern that the proposed parking is insufficient;
- Perceived lack of access to the site via public transit;
- Impact of the development on stability of the escarpment and possible impacts on the Fraser River;
- Concern that the proposed design does not support the heritage character of Casa Mia; and
- Concern that the proposal is not consistent with the Southlands Plan.

Response to Public Comments

Public feedback has assisted staff with assessment of the application. Response to key feedback is as follows:

- Slope stability - Geotechnical review indicates that there is no concern with slope instability or impact on the steep escarpment. Proposed new construction is entirely in the front yard (away from the escarpment). The only change proposed for the back yard is to fill in the existing swimming pool.
- Heritage conservation - The entirety of the rear yard is preserved, allowing for good views of the heritage façade, a contiguous open space for the enjoyment of the future residents, and may reduce some concerns expressed by existing neighbours to the south. Heritage components have been reviewed by City of Vancouver staff, the applicant's heritage consultant, the Vancouver Heritage Commission, and the Urban Design Panel. Design development conditions for heritage preservation are included in Appendix B.
- Traffic congestion - The Traffic Impact Assessment included with the application package indicates that site generated traffic will be relatively minimal, representing at most less than 2% of the total peak hour traffic on Southwest Marine Drive. Various design and operational measures are suggested in the Traffic Impact Assessment to mitigate impact on traffic congestion. Conditions in Appendix B require improvements to pedestrian infrastructure in the vicinity of 1920 Southwest Marine Drive, and the CAC is to be allocated to transportation improvements to support walking, cycling or transit in the ARKS Community Vision area or Marpole Community Plan area.
- Alignment with policy - The infill proposed seeks to achieve sensitive infill located away from the escarpment, preserving the heritage value of the property with a form of development that strives to integrate with the estate character of the immediate area, consistent with the *Southlands Plan* and *Southlands Policies and Guidelines*. Regarding heritage preservation, the plan seeks to preserve heritage through sensitive in fill rather than allowing subdivision. The proposal effectively preserves the heritage structure with conversion to a use which is permitted in the zone. The form is kept low and will be screened from the street to mitigate the impact on the existing estate character of the area. The term estate might imply low units and density. In this case, the effective unit density of the site is not in keeping with the character of the neighbouring properties. However, the guidelines provide limiting distances to ensure that additional similar facilities would not be supported nearby. Therefore, the impact on the estate character is limited.

Public response to the current rezoning application has generally been more positive than response to the previous application. The Vancouver Heritage Commission, the Seniors' Advisory Committee and the Urban Design Panel support the proposal (see Appendix D), and the applicant's Traffic Study accepted by staff confirms the number of vehicle trips generated by the proposal are manageable.

A more detailed public consultation summary is included in Appendix D.

Previous Rezoning Application

An initial rezoning application for this site was submitted on January 29, 2013. Concerns with the initial submission, which proposed a 93-bed facility and a three-storey addition, focused on fit with the neighbourhood character, preservation of the heritage building, traffic impact on Southwest Marine Drive, and suitability of the location for a Community Care Facility. The form of development reflected in the application was subsequently revised to reduce the density and height of the addition. Supportive comments highlighted the heritage preservation, recognized the need for community care facilities in this area, and that the traffic impacts from the proposal would be minimal.

PUBLIC BENEFITS

In response to City policies which address changes in land use and density, this application for rezoning offers the following public benefits:

Public Benefits - Required by By-law or Policy

Development Cost Levies (DCLS) – Development Cost Levies (DCLs) collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, affordable replacement housing (social/non-profit housing) and various engineering infrastructure. The site is subject to the City-wide DCL rate which is currently \$149.73/sq. m (\$13.91/sq. ft.) and is applied to the proposed new eligible floor area 3,587 sq. m (38,609 sq. ft.). DCLs do not apply to alterations to an existing building where the total floor area of the building is not increased, as is the case with the heritage building for this particular application. It is anticipated that the new floor area of 3,587 sq. m (38,609 sq. ft.) associated with the proposed addition will generate DCLs of approximately \$537,081.

DCLs are payable at building permit issuance and are subject to an annual inflationary adjustment which takes place on September 30th of each year. When a DCL By-law with higher rates is introduced, a number of rezoning, development permit and building permit applications may be at various stages of the approval process. An application may qualify as an in-stream application and therefore may be exempt from DCL rate increases for a period of 12 months from the date of DCL By-law rate adjustments provided that it has been submitted prior to the adoption of such DCL by-law rate adjustment. If a related building permit application is not issued within the 12-month period, the rate protection expires and the new DCL By-law rate will apply. See the City's DCL Bulletin for details on DCL rate protection.

Public Art Program – The *Public Art Policy for Rezoned Development* requires that a rezoning involving a floor area of 9,290 sq. m (100,000 sq. ft.) or greater allocate a portion of their construction budgets to public art or provide cash in lieu as a condition of rezoning. The proposed applicable floor area is below this threshold and therefore there is no public art requirement.

Public Benefits - Offered by the Applicant

Community Amenity Contributions (CACs) – Within the context of the City's *Financing Growth Policy*, the City anticipates an offer of a CAC from the owner of a rezoning site to address the impacts of rezoning. Such a CAC is typically made through the provision of either on-site amenities or a cash contribution towards other public benefits in the community.

For institutional uses, the City has a practise of securing a nominal CAC contribution towards the growth-related impacts resulting from additional development rights under a site-specific rezoning. A CAC is calculated on the net additional square footage achieved through rezoning, above what would be allowed under the current zoning. In this case, the RS-1 zoning permits a density of 0.7 FSR, or 4, 267 sq. m (45,928 sq. ft.). The additional density to be achieved through this rezoning is equal to 1,389 sq. m (14,942 sq. ft.).

With recent institutional rezonings similar to Casa Mia, \$32.29 per sq. m (\$3.00 per sq. ft.) target CAC has been applied on the proposed additional floor area, which in this case is 1,389 sq. m (14,942 sq. ft.). Using this target rate, a CAC of \$44,850 is derived which the applicant has offered as a cash payment. Staff recommend that this CAC be allocated towards transportation improvements to support walking, cycling or transit in the ARKS Community Vision area or Marpole Community Plan area.

Heritage – The owner has offered to conserve and rehabilitate the existing heritage building and to accept the designation of the heritage building as protected heritage property. If approved, the designation will be effected by enactment of a Heritage Designation By-law and the owner will enter into a Heritage Restoration Covenant which, among other things, will secure the conservation and rehabilitation of the heritage building and include a waiver by the owner of any claim to any compensation for the heritage designation. The cost to the applicant of the proposed on-site heritage conservation is estimated to be approximately \$850,000.

Community Care for Seniors – The application proposes 90 community care beds within a facility that is constructed to current provincial standards and that would provide its residents with safe, healthy and livable accommodation at a time in their lives when community care is needed. The public benefit that would accrue from this facility is its contribution to the rejuvenation of the City's deteriorating stock of community care beds for seniors and the fact that it will increase the overall inventory of such accommodation. Community care facilities for seniors provide opportunities for the City's aging population to "age in place" and to stay in communities that they consider to be "home". This principle also aligns with other City initiatives intended to sustain socially, economically and environmentally thriving communities.

See Appendix F for a summary of the public benefits for this application.

Financial

As noted in the section on Public Benefits, the cash CAC of approximately \$44,850 will be allocated towards transportation improvements in the ARKS Community Vision area or Marpole Community Plan area.

The proposal would also enable the preservation of the Casa Mia heritage building (estimated cost of \$850,000), and delivery of 58 publicly-funded beds in a seniors' complex care facility.

The site is within the City-wide Development Cost Levies (DCL) District. If the rezoning application is approved, it is anticipated that the applicant will pay \$537,081 in DCLs.

CONCLUSION

Staff assessment of this rezoning application has concluded that the proposed land use, density and height are supported, and that the preservation of the heritage Casa Mia residence addresses a number of key City objectives. The proposed 90-bed community care facility is to be developed on a model that meets today's provincial standards for supportive seniors care. Previous concerns raised in the neighbourhood on an earlier application, including issues of scale, use and compatibility, have been addressed in the current application through significant revisions to the proposed form of development which have resulted in a reduction in the height of the structure that is proposed to be added to the Casa Mia heritage building.

The staff urban design assessment concludes that the proposed additional floor area can be appropriately accommodated, subject to the design development conditions in Appendix B.

The General Manager of Planning, Urban Design and Sustainability recommends that the application be referred to Public Hearing together with a draft CD-1 By-law and Heritage Designation By-law as generally shown in Appendices A and C respectively and with a recommendation of the General Manager of Planning that these be approved, subject to the Public Hearing, along with the conditions of approval listed in Appendix B.

The development of residential care for seniors within Vancouver's neighbourhoods aligns with the City's priorities to encourage the continued building of strong, safe and inclusive communities that are sustainable, affordable, and environmentally sound. Nearly two-thirds of the beds (58) will be publicly-funded by Vancouver Coastal Health, while the remainder (32) will be available for private-pay, which will address a growing need in the City.

* * * * *

1920 Southwest Marine Drive
PROPOSED 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.

Zoning District Plan Amendment

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z-() attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D, to By-law No. 3575.

[Note: Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map. Should the rezoning application be referred to Public Hearing, Schedule A will be included with the draft by-law that is prepared for posting.]

Uses

- 2.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 ().
- 2.2 Subject to approval by Council of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in the By-law or in a development permit, the only uses permitted and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) Institutional Uses, limited to Community Care Facility - Class B; and
 - (b) Accessory Uses customarily ancillary to any use permitted by this section.

Floor Area and Density

- 3.1 Computation of floor space ratio must assume that the site consists of 6095.4 sq. m, being the site size at the time of the application for the rezoning evidenced by this By-law.
- 3.2 Floor space ratio for all uses must not exceed 0.93.
- 3.3 Computation of floor area must include all floors of all buildings, having a minimum ceiling height of 1.2 m, including earthen floors and accessory buildings, both above and below ground level, to be measured to the extreme outer limits of the building.
- 3.4 Computation of floor area must exclude:

- (a) 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:
 - (i) the total area of all such exclusions must not exceed 12% of the residential floor area; and
 - (ii) the balconies must not be enclosed for the life of the building.
 - (b) patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls;
 - (c) 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 m;
 - (d) all residential storage space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 sq. m per dwelling unit, there will be no exclusion for any of the residential storage space above base surface for that unit.
- 3.5 The use of floor area excluded under section 3.4 must not include any purpose other than that which justified the exclusion.

Building Height

- 4.1 The building height must not exceed 9.5 m except that the height of the existing heritage house must not exceed the existing height as of by-law date.
- 4.2 Despite Section 4.1, the Director of Planning or Development Permit Board, as the case may be, may permit an increase in the maximum height up to 10.4 m provided the Director of Planning or Development Permit Board first considers:
- (a) the intent of this Schedule;
 - (b) all applicable policies and guidelines adopted by Council; and
 - (c) the impact on the liveability of any uses permitted by this Schedule.

Horizontal Angle of Daylight

- 5.1 Each habitable room must have at least one window on an exterior wall of a building.
- 5.2 Each exterior window must 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, will encounter no obstruction over a distance of 24.0 m.

- 5.3 The plane or planes referred to in section 5.2 must be measured horizontally from the centre of the bottom of each window.
- 5.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirements in section 5.2 and 5.3 provided that he first considers any applicable policies and guidelines.
- 5.5 An obstruction referred to in section 5.2 means:
 - (a) any part of the same building including permitted projections; or
 - (b) the largest building permitted under the zoning on any site adjoining CD-1 ().
- 5.6 A habitable room referred to in section 5.1 does not include:
 - (a) a bathroom; or
 - (b) a kitchen whose floor area is the lesser of:
 - (i) 10% or less of the total floor area of the dwelling unit, or
 - (ii) 9.3 sq. m.

Acoustics:

- 6. A development permit application for dwelling uses must include an acoustical report prepared by a licensed professional acoustical engineer demonstrating that the noise levels in those portions of the residential units listed below will not exceed the noise levels expressed in decibels set opposite such portions of the residential units. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq24) sound level and will be defined simply as noise level in decibels.

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

* * * * *

1920 Southwest Marine Drive
DRAFT 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.

CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by IBI Group, and stamped "Received City Planning Department, April 21, 2017", 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:

Urban Design

- 1. Design development to improve access to natural light and views from the basement level dwelling units including the following provisions:
 - (i) Detailed drawings with surveyed existing finished floor elevations demonstrating the minimum achievable depth for below grade habitable spaces;
 - (ii) Sloping or terracing grades and planters away from windows and patios to the greatest extent practical;
 - (iii) Annotation on plans and sections demonstrating that each below grade dwelling unit is provided with a window complying with regulations for horizontal angle of daylight to a minimum distance of 3.7 m (12 ft.); and
 - (iv) Consideration to raise the finished floor elevation of the basement level to improve access to daylight and views.

Note to Applicant: These strategies may include interior sloped walk ways or corridors, over-framed floor structures, deeper patios and planters, and greater building height. An increase in maximum building height above 9.5 m (31 ft.) up to 10.4 m (34 ft.) may only be considered to improve access to daylight and views for the basement level.

- 2. Design development to provide clearer wayfinding and hierarchy for the main entrance.

Note to Applicant: This may be achieved by integrating the architectural expression of the entrance canopy with the existing heritage auto court walls and pillars, by extending the weather protection to the passenger loading area, and by provision of other wayfinding devices such as site lighting and paving patterns. Refer to Landscape Condition 13.

3. Design development to the architectural expression of the new addition to be more compatible and respectful of the existing heritage character and features including exploration the following design strategies:
 - (i) Articulate the connection between new and existing buildings as a recessed and subdued predominantly glazed structure;
 - (ii) Reflect the finer grain scale, proportions and level of detail of Casa Mia in the new development;
 - (iii) Consider referencing existing fenestration proportions, operation, and divided lights;
 - (iv) Consideration of a darker colour scheme on the new development that reads as background to the Casa Mia; and
 - (v) Consideration for borrowing the terracotta colour for new accent elements at the roof top and parapet.

4. Design development to provide privacy and visual separation for basement dwelling units facing the sunken courtyard.

Note to Applicant: This can be achieved with planters and other landscape screening devices as well as by programming the more active use and circulation spaces toward the centre of the courtyard.

5. Design development to identify on the architectural and landscape drawings built and landscaped features intended to create a bird friendly design.

Note to Applicant: Consider including bird friendly plants on the plant palette, enabling bird habitat conservation and bird habitat promotion. Refer to the Bird Friendly Design Guidelines for examples of built features that may be applicable, and provide a design rationale for the features noted. For more information, see the guidelines at: <http://former.vancouver.ca/commsvcs/guidelines/B021.pdf>.

6. Confirmation that the elevator overrun and other roof top appurtenances are absolutely minimized in height and appearance of bulk and massing.

Note to Applicant: Consider referencing the Casa Mia pitched roof forms, such as the pyramidal roof above the play room, as devices to

reduce the appearance of roof top bulk and massing as well as creating distinct architectural elements.

7. Consider provision of permanent exterior shade and weather protection structures.

Note to Applicant: Intent is to improve comfort for a greater range of outdoor conditions. Permanent structures in the rear yard and sunken courtyard should be compatible and respectful of the existing architecture. Permanent structures on the roof top should only be provided in compliance with Section 10.11 of the Zoning and Development By-Law and the Bulletin for Roof-Mounted Energy Technologies and Green Roofs - Discretionary Height Increases.

8. Provide annotation on elevation drawings of materials and products for all exterior surfaces including colours, finishes, and intended performance objectives such as energy conservation strategies and weather protection.

Note to Applicant: Intent is to maintain the proposed high-quality design and materiality through subsequent stages. This may also include further explorations to improve performance including glazing, solar shading devices, durable materials, canopies and lighting. All significant surfaces should be labelled including soffits and wall returns. The use of cementitious panel material such as hardi-siding is not considered to be a high quality material.

9. Provide site lighting plan indicating fixture types, locations, and illumination levels.

Note to Applicant: Site lighting should be integrated into the site and building design. The site lighting plan should indicate lighting strategies for paths and exits, wayfinding, security, decoration, and any other exterior light fixtures. For exterior lighting, LED sources are encouraged. Exterior lights should be oriented away from adjacent residential properties and be provided on dimmable switches. Review opportunities to utilize lighting design standards and guidelines that reduce negative impacts to birds and other wildlife.

Sustainability:

10. Confirmation that the application is on track to meeting the Green Buildings Policy for Rezonings including a minimum of LEED® Gold rating, with a minimum of 63 points in the LEED® rating system, 1 point each for water efficiency and stormwater management, and a minimum of 6 points under Optimize Energy Performance.

Note to Applicant: Provide a LEED® checklist and sustainable design strategy outlining how the proposed points will be achieved, a letter of confirmation from an accredited professional confirming that the

building has been designed to meet these goals, and a receipt including registration number from the CaGBC. The checklist, registration number and strategy should be incorporated into the drawing set. Application for certification of the project will also be required under the policy. Changes to the existing building should be considered with respect to improved energy performance and recycled materials and be included in the heritage conservation plan and documentation.

Crime Prevention Through Environmental Design:

11. Provisions for Crime Prevention Through Environmental Design (CPTED) including:

- (i) Particular regard for mischief in alcoves and vandalism such as graffiti; and
- (ii) Encouraging natural visual surveillance.

Note to Applicant: Below grade exterior spaces such as sunken patios, exit stairs, light wells, and other similar conditions, should be considered with regard to security, access, path lighting and location of windows that encourage natural visual surveillance.

12. Design development to improve visibility and security in the underground parking in accordance with the Parking By-law including:

- (i) Overhead lighting and step lights at exit stairs and doors;
- (ii) 24 hour lights and walls painted white; and
- (iii) Visibility at doors, lobbies, stairs and other access routes.

Landscape

13. Design development to improve the main entry sequencing and sense of arrival.

Note to Applicant: Currently the prominence of existing Porte Cochere still signals "front entry", with the new main entry as secondary. This condition can be improved by special paving, more significant and attractive planting, bringing continuity along the right side of the drive to direct focus on the doorway, with additional, colourful planting flanking both sides of the actual entry.

14. Design development to the outdoor spaces, to be more articulated and usable throughout the whole landscape.

Note to Applicant: This can be achieved by additional seating and permanent shading of outdoor spaces, significantly more planting beds

to define areas and provision of additional, larger replacement trees planted on free grade (rather than over structure).

15. Design development to the sunken courtyard to provide opportunities for walking and wandering throughout the grounds.

Note to Applicant: If necessary for safety of Alzheimer patients, this could include control gates.

16. Design development to the rooftop green roof terrace to provide privacy to adjacent property at the north, by providing wider planting beds planted with taller woody evergreen shrubs at the north edge.

17. Provision of maximized tree growing medium and planting depths for tree and shrub planters over structure, to ensure long term viability of the landscape.

Note to Applicant: Underground parking slabs and retaining walls may need to be altered to provide adequate depth and continuous soil volumes. Growing mediums and planting depths should exceed BCSLA standard. A section through the planted areas should be provided at the time of development permit application, to show adequate depth of soil for the type of trees proposed in order to allow for better root development and therefore healthier trees in the future.

18. The project has high heritage value and the landscape design respects that. It also presents a highly visible formal image. Due to this concept, a landscape management plan is required, recommending and ensuring the on-going maintenance necessary to sustain this level of development will be available into the future.

Note to Applicant: This can be in memo form as a detailed letter of assurance, specifying the schedule for maintenance requirements and commitment to them, signed and dated by both landscape professional and property owner.

Social Policy

19. In collaboration with Vancouver Coastal Health, the applicant must submit a design for the community care facility that meets the "Design Guidelines: Complex Residential Care Developments" and the City of Vancouver's Community "Care Facility Guidelines - Class B" to the approval of Vancouver Coastal Health.
20. That the community care facility aims to maintain or increase the number of public and privately funded beds in future; any potential reduction in the number of beds will be subject to approval of the General Manager of Community Services, in consultation with Vancouver Coastal Health.

Engineering

21. Parking, loading and bicycle spaces must be provided and maintained in accordance with the requirements of the Vancouver Parking By-Law.
Note to Applicant: The community care facility requires three disability parking spaces (section 4.8.4(b) of the parking By-law).

Note to Applicant: This can be achieved by reducing standard spaces and using the double count for disability spaces to make up for the loss of standard spaces.
22. The owner or representative is advised to contact Engineering to acquire the project's permissible street use. Prepare a mitigation plan to minimize street use during excavation and construction (i.e. consideration to the building design or sourcing adjacent private property to construct from) and be aware that a minimum 60 days lead time for any major crane erection/removal or slab pour that requires additional street use beyond the already identified project street use permissions.
23. Clarification of any proposed changes to the existing encroaching wall. Any additions to the wall and other related features not currently the subject of the registered encroachment agreement for the site are to be relocated to private property or removed from the plans.
24. A crossing application is required. Note the new crossing design may result in modification, replacement or removal of the existing concrete curb returns that lead to the main entry and reconfiguration of the westerly paved crossing to align with the opening in the fence.
25. Confirmation that the garbage and recycling space provision is adequate for the sites operations. Please review the Engineering garbage and recycle supplement for advice.
26. Provide automatic door openers on the doors providing access to the bicycle room(s).
27. Design development to provide space for scooter parking.
28. Confirmation that the main gate will be open to traffic during business/visiting hours such that cars and trucks will not have to stop at the gate to gain access and block the bike route or roadway. Should the gate need to be closed then adjustment to the gate location will be necessary to ensure the largest vehicle clears the bikeway.
29. Provide a signal system for the single ramp - a qualified transportation engineer must provide details on the system and locations of all lights, signs and detection devices on the plans. A signed and sealed report from the qualified transportation engineer is required.

30. Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services as follows:

- (i) Provision of design elevations within the parking and loading areas to calculate the slope and crossfall.

Note to Applicant: Note the slope and crossfall on the drawings as it must not exceed 5%.

- (ii) Dimension and label all parking, loading and passenger spaces on drawings A1.01 and A1.02.

- (iii) Provision of a 12 ft. by 12 ft. corner cut on the north side of the ramp at elevation 54.8 ft. to achieve 2-way flow.

- (iv) Provision minimum vertical clearance for the main ramp, and security gates.

Note to Applicant: A section drawing is required showing elevations, and vertical clearances. The minimum vertical clearance should be noted on plans. 2.3 m of vertical clearance is required for access and maneuvering to all disability spaces. Provide an additional section drawing showing the vertical clearance for the porte cochere.

- (v) Relocate disability stalls to stalls 1-3.

- (vi) Provision of independent access for the porte cochere and the Class B passenger space.

Note to Applicant: Provide a maneuvering diagram showing the vehicle maneuvering to access the porte cochere with the Class B passenger space occupied to confirm. Diagram A1.02 is showing 7 ft. drive aisle width under the porte cochere and typically 12 ft. is required.

- (vii) Provision of independent Class A and Class B passenger spaces.

Note to Applicant: Drawing A1.00 shows both spaces overlapped.

- (viii) Provision of improved maneuvering for the Class B passenger space.

Note to Applicant: The Appendix B of the Traffic Study dated February 2017 shows the HandyDart maneuvering which shows the vehicle stopping in the maneuvering aisle and not the in the Class B passenger space. The curb or pavement edge design adjacent to the Class B passenger space shown in the traffic study is different than the architectural drawings.

31. Development of a transportation management plan to provide guidance for how circulation, parking, pick-up and drop-off activity and deliveries will be managed.

Note to Applicant: Transportation management plan should include recommendations from Traffic Impact Study including:

- (i) Encouraging off-peak travel to and from the site;
 - (ii) Provision of on-site bicycle and end-of-trip facilities;
 - (iii) Priority parking for staff who carpool;
 - (iv) Identification of a Loading Area Manager to be responsible for managing and coordinating delivery schedules and monitoring on-site loading activities and compliance; and
 - (v) Provision of a loading operation document to all vendors providing expected loading operations on site.
32. Provision of the following revisions as per the recommendations of the Traffic Study by MMM dated February, 2017:
- (i) Installing engineering measures including signage and mirrors to ensure traffic exiting the site to yield to oncoming traffic entering from Southwest Marine Drive to prevent queuing on Southwest Marine Drive.

Geotechnical

33. A geotechnical assessment for the proposed development is to be submitted to the satisfaction of Chief Building Official.
Note to Applicant: The site and adjoining area have been identified as having potential development related slope instability. A report shall be undertaken in accordance with APEGBC's Guidelines for Legislated Landslide Assessments for Proposed Residential Developments in BC. This report should be provided at the development permit stage so that any modifications or additional requirements, as determined by the Chief Building Official, can be incorporated at the time of building permit application.

Heritage

34. All work is to be consistent with the Conservation Plan approved for the project to the satisfaction of the Director of Planning.

Note to Applicant: The Conservation Plan is to include a Maintenance Plan given the unique features of the heritage building and issues related to its long term maintenance and repair.

Technical Review:

35. Correction of Height calculation on Sheet A0.06.

Note to Applicant: The calculation of height is interpolated from the 4 corners of the site, not internal building grades along the property line.

36. Provision of more detailed unit layouts for the existing building.

Note to Applicant: It appears that the existing mansion will house private care units, and thus, it is required to review the suite layouts for livability issues.

37. Correction and coordination of Floor Area calculations.

Note to Applicant: There are variations between the Area Overlay and tables on A0.01.

38. Correction of Bicycle parking "Class A" calculation.

Note to Applicant: 1 space for every 100 beds is required; thus, 1 space is required.

CONDITIONS OF BY-LAW ENACTMENT

- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services and to the General Manager of Planning, Urban Design and Sustainability, the General Manager of Engineering Services and the Approving Office, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

1. Decommissioning of the intake pipe for a fuel oil tank in a cavity under City road and release of Easement & Indemnity Agreement 95974H and extension agreement L79168 prior to issuance of any related occupancy permit.

Note to Applicant: Written confirmation from a registered professional is required certifying that decommissioning of the intake pipe has taken place and provision of photographic evidence will be required. Please contact Rodel Arroyo (604-873-7373) of the City's Utility Branch should there be any additional questions regarding the oil intake removal requirements.

2. Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the "services") such that they are designed,

constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services are provided.

- (i) 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, sprinkler demand, hydrant load, and domestic water demands to determine if water main upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required.
- (ii) Provision of a stormwater and rainwater management plan that meets the objectives of the Citywide Integrated Rainwater Management Plan and complies with the Sewer and Water Course Bylaw. The plan shall achieve the following objectives:
 - (a) Retain or infiltrate the 6-month storm event volume (24 mm) onsite;
 - (b) Treat the 2-year event (48 mm) onsite; and
 - (c) Maintain the pre-development 5 year storm event rate. The pre-development estimate shall utilize the 2014 IDF curve, whereas the post development estimate shall use the 2100 IDF curve to account for climate change.

Note to Applicant: Legal arrangements may be required to ensure on-going operations of certain stormwater storage systems.

- (iii) Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but not limited to System Vista, Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features.

In addition, there will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch.

Note to Applicant: Please ensure that in your consultation with B.C. Hydro that an area has been defined within the development footprint to accommodate such electrical plant. Please confirm that this space has been allocated and agreement between both parties has been met.

- (iv) Provision of any gas service to connect directly to the building without any portion of the service connection above grade within the road right of way.
- (v) Provision of a minimum 1.53 m (5 ft.) CIP light broom finish concrete sidewalk with saw cut joints on Southwest Marine Drive between the east property line of the site and the intersection of 64th Avenue and Southwest Marine Drive and a minimum 1.5 m wide concrete sidewalk connection from the western walkway property line to the proposed new City sidewalk on Southwest Marine Drive.
- (vi) Provision of upgraded street lighting at the intersection of Southwest Marine Drive and 64th Avenue to current standards including a review of the existing lighting to determine its adequacy and a lighting design as required.
- (vii) Provision of intersection improvements at Southwest Marine Drive and 64th Avenue to facilitate pedestrians crossing Southwest Marine Drive. A new curb ramp, drop curb and connecting sidewalks at the north east corner of 64th and Southwest Marine Drive and asphalt connection from the proposed City sidewalk on Southwest Marine Drive to the road edge are required.
- (viii) Provision of new or replacement duct banks adjacent the development site and for the length of proposed new sidewalk on Southwest Marine Drive that meet current City standards. Duct banks are to consist of electrical and communication ducts sized to meet City needs in a configuration acceptable by the General Manager of Engineering Services and in conformance with applicable electrical codes and regulations. A detailed design will be required prior to the start of any associated street work.

Note to Applicant: As-constructed documentation will be required that includes photographic and measured evidence of the installed number of conduits, their final locations and depths.

Heritage

3. The owners will enter into a Heritage Restoration Covenant (219 Covenant), which will provide for the continuing protection of Casa Mia

at 1920 Southwest Marine Drive (the heritage building) and completion of the agreed upon rehabilitation work, and related matters including a waiver of any claim for compensation, to the satisfaction of the Director of Planning and the Director of Legal Services. The agreement is to be signed by the owners prior to enactment of the Heritage Designation By-law and will be registered in the Land Title Office to the satisfaction of the Director of Legal Services prior to the CD-1 By-law enactment.

Note to Applicant: please contact James Boldt in the Heritage Group at james.boldt@vancouver.ca regarding the Heritage Restoration Covenant.

4. The Heritage Designation By-law, generally as set out in Appendix C, is brought forward to Council for enactment.

Community Amenity Contribution (CAC)

5. Pay to the City the Community Amenity Contribution of \$44,850 which the applicant has offered to the City. Payment is to be made prior to enactment of the CD-1 By-law, at no cost to the City and on terms and conditions satisfactory to the Director of Legal Services, and is allocated for transportation improvements to support walking, cycling or transit in the Arbutus Ridge/Kerrisdale/Shaugnessy Community Vision area or Marpole Community Plan area.

Soils

6. If applicable:
 - (i) Submit a site profile to Environmental Services (Environmental Protection);
 - (ii) As required by the Manager of Environmental Services and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and As required by the Manager of Environmental Planning and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
 - (iii) If required by the Manager of Environmental Services and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Services, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until separate Certificates of Compliance satisfactory to the City for the on-site

and off-site contamination, issued by the Ministry of Environment, have been provided to the City.

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 sites 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-laws.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

* * * * *

1920 Southwest Marine Drive
DRAFT CONSEQUENTIAL AMENDMENTS

DRAFT AMENDMENTS TO THE SUBDIVISION BY-LAW NO. 5208

A consequential amendment is required to delete PID: 004-174-011 Lot 2, Blocks 12, O and R, District Lot 317, Plan 19773; from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

DRAFT HERITAGE DESIGNATION 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.

1. Council considers that the real property described as:

<p>1. Structure and exterior envelope of the building of the heritage building Casa Mia</p> <p>2. Rough cast stucco wall and wrought iron entry gates located at the front of the property.</p> <p>3. Affixed interior building features, generally located in those areas depicted on the diagrams attached hereto as Schedule A, as follows:</p> <p>Third Floor</p> <p>Play Room</p> <ul style="list-style-type: none"> • Painted veneer walls and ceiling including all painted Disney "Snow White" images with chamfered wall-ceiling interface. • Wide wood baseboards and trim along floors and around windows and doors. • Two small child-sized wood doors with small round knobs and wide wood trim, on north and south walls and painting on doors. <p>Main and Second Floor</p> <p>Central Stair (Main and Second floors) and Second floor Gallery</p> <ul style="list-style-type: none"> • Plaster walls and ceiling. 	<p>1920 South West Marine Drive Vancouver, B.C.</p>	<p>PID: 004-174-011 LOT 2 BLOCKS 12, 0 and R DISTRICT LOT 317 PLAN 19773</p>
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<ul style="list-style-type: none"> • Domed ceiling and gallery ceiling, with intricate painted artwork and woodwork. • Wood stairs with riser detailing. • Ornamental plasterwork on walls and columns. • Wrought iron railing with wood handrail (Note: may require Building By-law upgrades). <p>Main Floor</p> <p>Library</p> <ul style="list-style-type: none"> • Carved wood fireplace surrounds and mantle along northwest wall. • Wood panels and other wood details along northwest wall. <p>Long Gallery</p> <ul style="list-style-type: none"> • Curved arcade room configuration with curved plaster upper wall and ceiling. <p>Entry Vestibule</p> <ul style="list-style-type: none"> • Curved room form with domed ceiling. <p>Dining Room</p> <ul style="list-style-type: none"> • All four walls with wood paneling. Allowance to be made for exempting the area where two doors will connect the Dining Room and Living/Drawing Room. • Carved wood fireplace surrounds and mantle. <p>Living/Drawing Room</p> <ul style="list-style-type: none"> • All four walls with decorative plaster 		
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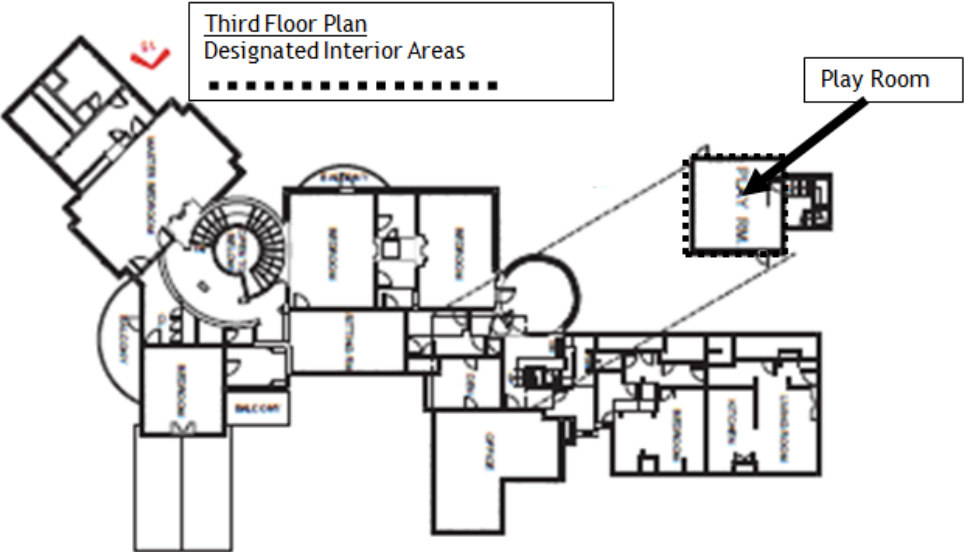
<p>detailing including cornices. Allowance to be made for exempting the area where two doors will connect the Dining Room and Living/Drawing Room.</p> <ul style="list-style-type: none">• Carved wood fireplace surrounds and mantle. <p>Basement</p> <p>Staircase down</p> <ul style="list-style-type: none">• Curved staircase.• Mahogany treads and risers (Note: may require Building By-law upgrades).• Plaster walls and ceilings with gold leaf finish. <p>Promenade</p> <ul style="list-style-type: none">• "Frozen fountain" glass mirrored mural on northeast wall. <p>Ballroom</p> <ul style="list-style-type: none">• Plaster ceiling with stepped edges.• North/South Wall: Painted art deco female (north wall) and male (south wall) figures in octagonal frames. <p>Stage/Orchestra</p> <ul style="list-style-type: none">• Raised stage, symmetrical configuration with two steps on either side.• Stepped pilasters and ceiling edges.• Plaster ceiling.• Three-dimensional central inset at back of stage wall, with painted plaster mural of deer and tree in moonlight.		
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<p>Lounge/Sitting Room</p> <ul style="list-style-type: none">• Plaster ceiling.• 2 freestanding round columns at entry with lotus motif capitals.• 4 engaged pilasters with fluted columns and lotus motif capitals.• Shallow stepped ceiling edges with perimeter geometric crown moulding.		
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has heritage value or heritage character, and that its designation as protected heritage property is necessary or desirable for its conservation.

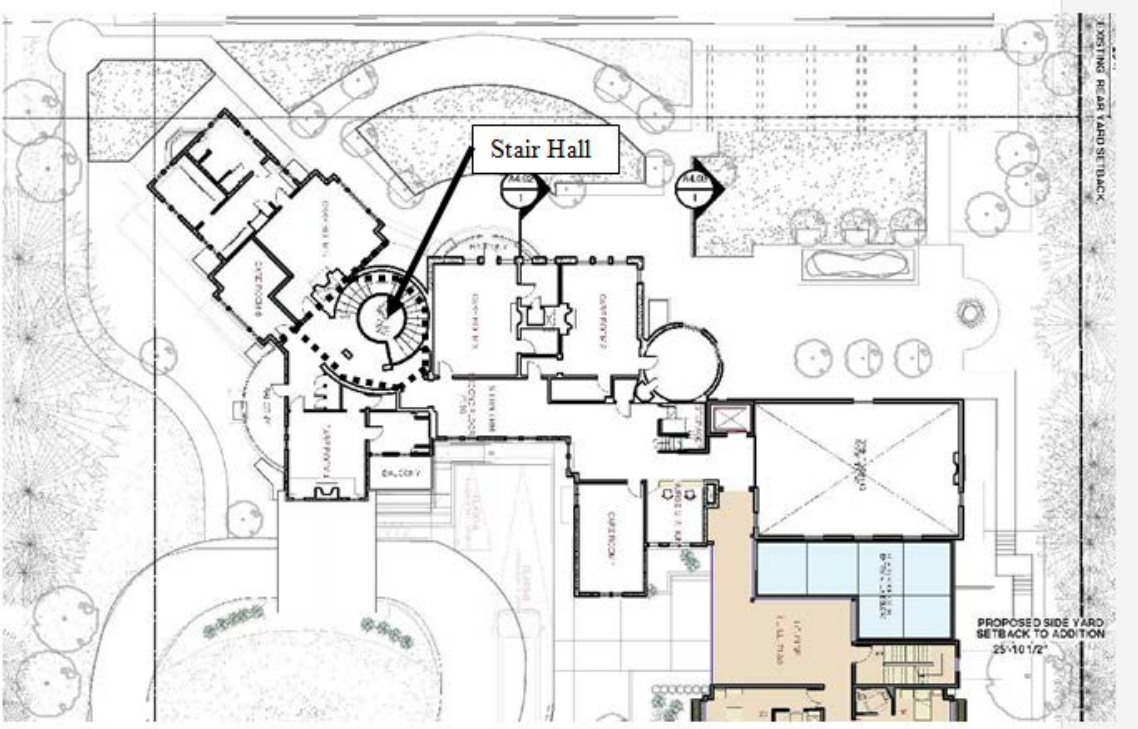
2. Council designates the real property described in section 1 of this By-law as protected heritage property under Section 593 of the Vancouver Charter.

SCHEDULE A



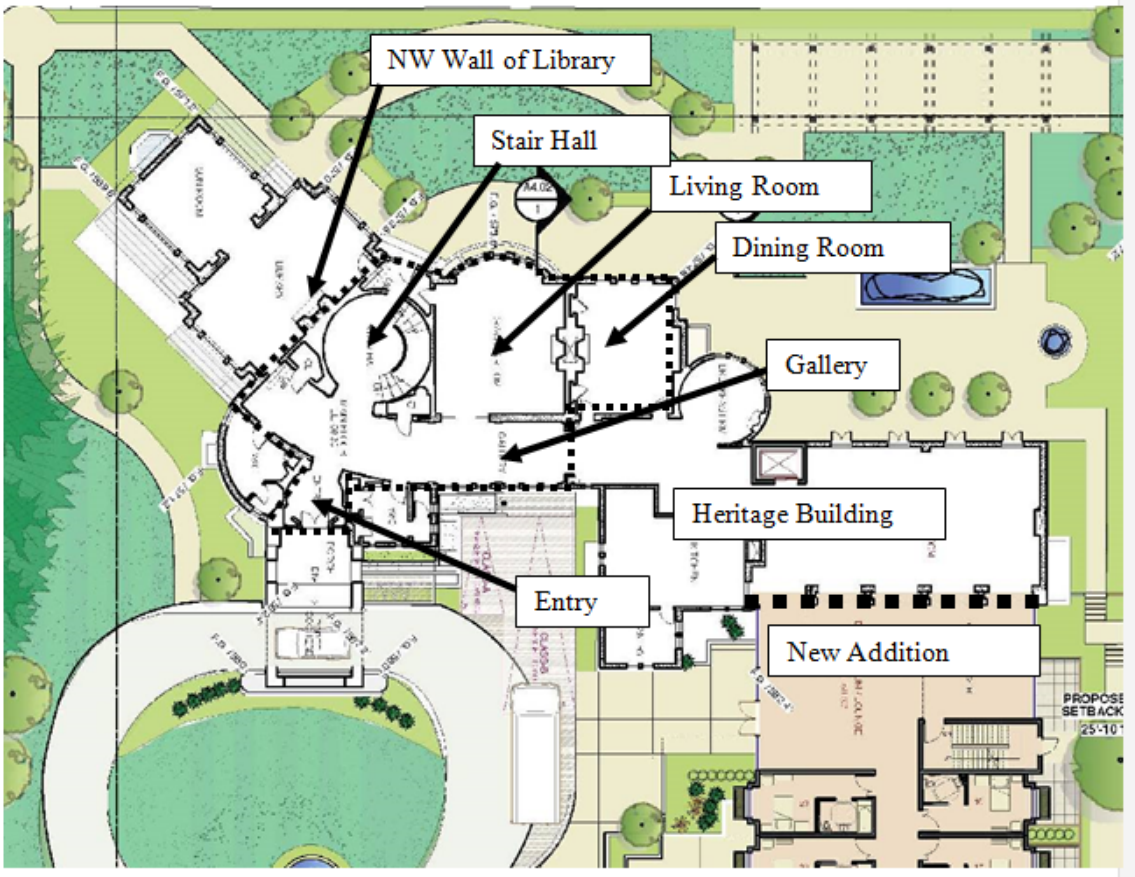
Second Floor Plan

Designated Interior Areas:



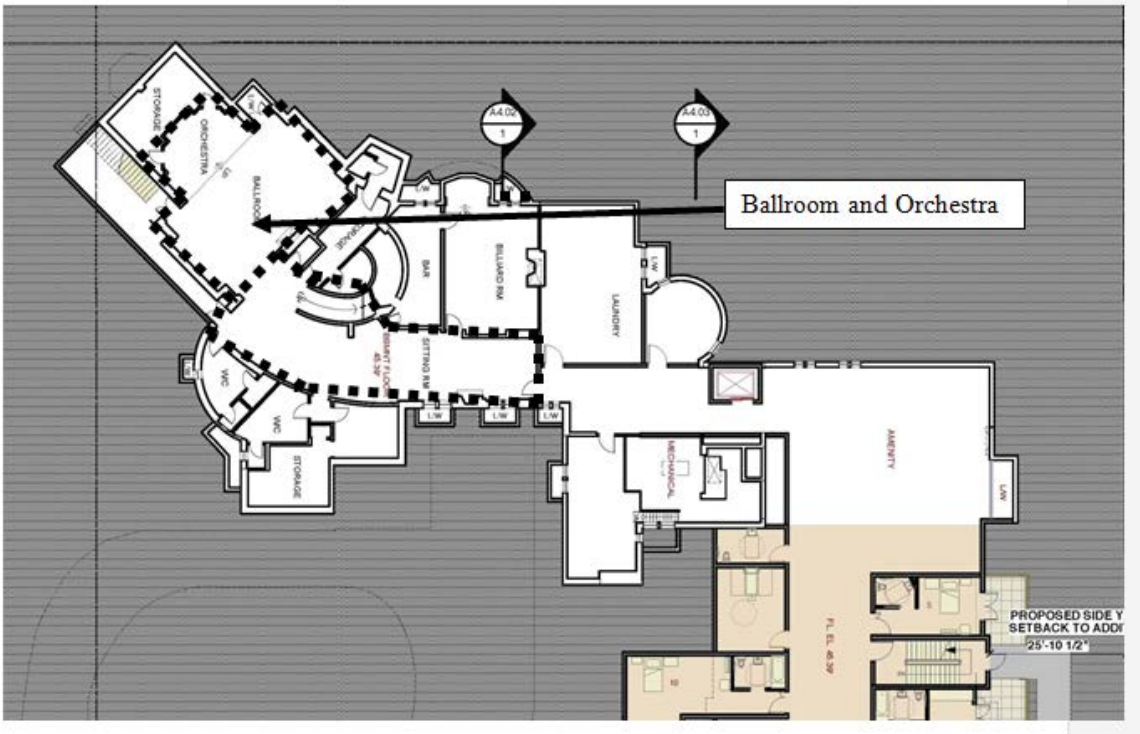
Second Floor Plan

Designated Interior Areas:



Main Floor Plan

Designated Interior Areas:
Division - Heritage Building and New Addition: ■ ■ ■ ■ ■ ■ ■ ■ ■ ■



Basement Floor Plan

Designated Interior Areas

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1920 Southwest Marine Drive
ADDITIONAL INFORMATION

1. POLICY ANALYSIS

Community Care Facility - Class B and Group Residence Guidelines

Community Care Facility - Class B and Group Residence Guidelines provide locational criteria and general design direction for community care facilities to ensure that these Institutional uses are sensitively integrated into surrounding neighbourhoods. The following analysis assesses this application's response to each section of the guidelines. It is important to acknowledge that the guidelines include details more appropriately consider during a Development Permit process.

2.1 (a) review the information provided by the applicant regarding number of residents, programming, length of stay, staffing, referral procedures, funding, traffic, parking, and any other relevant features.

- Facility programming includes the following:
 - 24 hour care provided by nurses and care aides.
 - Companion services.
 - Recreation therapy seven days a week.
 - Nutritious meals and snacks managed by a dietician.
 - Laundry services.
 - In house 3rd party services include:
 - Medical attention provided by Medical Doctors.
 - Podiatry.
 - Hairdressing.
 - Music therapy.
 - Pastoral services.
- The Care Group is private company which owns and operates eight similar seniors' complex care and seniors' independent living facilities in the Lower Mainland and on Vancouver Island. They have an existing relationship with Vancouver Coastal Health for whom they provide government subsidized beds.
- In this case, the applicant will maintain the option to provide service to private pay and publicly subsidized residents through partnership with Vancouver Coastal Health as follows:
 - Publicly Subsidized Services:
 - need is assessed by VCH.
 - beds are subsidized by the Ministry of Health and administered by VCH.
 - allocation of beds is determined by VCH.
 - Private Pay Services:
 - need is assessed by the Care Group.

- individuals can shop and select services that best meet their needs.
- government provides no financial assistants.
- allocation of beds is determined by the Care Group.

2.1 (b) consider any features of the proposed facility or its operation which differ from adjacent residential uses and may affect neighbours.

- Operational noise
 - Resident turnover: The average length of stay is approximately 3 years. This would result in less than three beds turning over per month in a 90 bed facility. These moves are not typically disruptive as there is no moving of furnishings involved.
 - Emergency vehicle response: As 24-hour nursing service is required on site; emergency response including sirens is not a common occurrence.
 - Residential noise: The proposed development benefits from substantial setbacks from adjacent properties and the latent noise generated from traffic on Southwest Marine Drive serves to mask low level sound. As the facility is staffed 24 hours a day, a contact number would be made available to address inappropriate noise levels should they arise.
 - Mechanical systems: Much of the service activities such as the laundry, storage and mechanical rooms are centrally located in the basement of the existing heritage house. This maximizes the opportunity to limit sound transition to neighbouring homes. Noise attenuation will be a consideration through the development permit process.
- Traffic and Loading activity is address under policy 2.2 (b) and (d)

2.1 (c) review the applicant's proposal for responding to queries/concerns.

- If approved by Council, the development permit process would confirm operational details and a protocol for the operator's response to concerns may be developed. In particular, a loading management plan would be required, including the identification of a loading manager to be available to address concerns when they arise.

2.2 (a) Location - Larger facilities are most appropriately located in neighbourhood centres and higher intensity areas, and on or near arterials well served by public transit. This provides for ease of access for staff and visitors, and reduces impacts on lower density areas. Non-arterial locations are acceptable where site conditions (e.g. large sites, corner location, sites adjacent to public open space) assist in minimizing impacts on adjacent areas.

- Locational objectives provide convenience for clients and employees of the facility and minimize impact on lower density areas by ensuring large facilities are in higher intensity area.
- A larger facility is not explicitly defined in the guidelines, as the characteristics of facilities and sites vary significantly. However, the guidelines were revised in the context of health industry demand for facilities of 125 or more beds. These

- larger facilities are able to achieve operational efficiency attractive to health authorities and private facility operators.
- This is not to say the facilities with fewer than 125 beds might not be considered large relative to their context. The average size of existing facilities in the Vancouver is just over 100 beds.
 - The proposed 90-bed care facility is slightly smaller than average with a maximum of 18 employees on site at any given time and is appropriate in a lower density residential area.
 - Aspects of the site which support the proposed use include:
 - The large 1.5 acre site accommodates a 90-bed facility at a density of 0.93 FSR. Staff considers this contextually appropriate as much of the building is massed below grade.
 - Extensive landscaped open space for the enjoyment of residents and generous setbacks from neighbours augment livability.
 - The arterial location is preferred for this use.
 - There is a bus stop approximately 400 m to the north providing transit access.
 - Aspects to the site which are challenging for the proposed use include:
 - The site is not close to commercial amenities which might benefit employees.
 - The site does not have a lane. However, the large site provides ample space for on-site vehicular maneuvering.
 - There are no sidewalks on Southwest Marine Drive, making the 400 m walk to the nearest bus stop challenging. Conditions in Appendix B require improvements to pedestrian infrastructure in the vicinity of 1920 Southwest Marine Drive.
 - CAC is to be allocated to transportation improvements to support walking, cycling or transit in the ARKS Community Vision area or Marpole Community Plan area.
 - This area of the city is not well served with residential care facilities, the nearest being 1.8 km area (Sunrise Senior Living at 999 W 57th Avenue).
 - On balance, this large arterial RS-1 site is appropriate for the proposed 90-bed facility.

2.2 (b) Siting - Facilities should be sited to mitigate visual and noise impacts and intrusion on adjacent uses, including the sensitive siting of loading areas, smoking areas, and recycling and garbage areas

- The preservation of the existing heritage building constrains siting options.
- A new wing running north from the heritage mansion is proposed.
- The position of the addition within the site is intended to preserve existing view from the street, on axis down the historic driveway towards the main façade of Casa Mia.
- The proposed a front yard of approximately 7.1 m (25 ft.), is roughly half of that expected of new construction under the RS-1 district schedule (57 ft.).
- The addition will have a relatively prominent appearance compared to other estate properties on the south side of the road as seen by automobile traffic along Southwest Marine Drive.

- The proposed reduction of the front yard is as a balance among competing objectives, and with the limited height of the addition, and the screening provided by new landscaping impact the adjacent properties is mitigated.
- Operational details regarding smoking areas, garbage and recycling would be refined through the development permit process.

2.2 (c) Form - In determining the appropriate form of a facility, consideration will be given to:

(i) the fit of the proposed development given the intent and regulations of the district schedule of the Zoning and Development By-law for the zoning district in which it is located and with the intent and regulations applying to adjacent sites, if different from the proposal site.

- The intent of the existing RS-1 zoning is generally to maintain the single-family residential character of the district, but also to conditionally permit appropriate cultural, recreational and institutional uses.
- When considering the fit of the proposed form, the 1.5 acre site size is a critical consideration as it provides for substantial, while relaxed, setbacks from the immediate neighbours.
- As the entire heritage building will be retained and the addition is oriented to the western side of the site, there will be limited impact on the eastern neighbour resulting from the proposed form and massing. The proposed addition will be more than 30 m (100 ft.) from the east property line.
- RS-1 zoning supports 2.5-storey forms. As the heritage preservation aspect of the proposal is critical to the success of this project, the addition should defer to the heritage building. Limiting the height of the addition to 2-storeys allows the heritage house to be the more prominent form and keeps the addition below the maximum height permitted under the current RS-1 zone.

(ii) any plans or guidelines approved by Council for the area, including long range policies that anticipate future changes to built form in the area, recognizing that facilities should contribute to the objectives outlined in approved area plans and policies, and should be consistent with the overall character of the neighbourhood.

- The Southland Plan adopted in 1988 sought to protect the stability and ecology of the escarpment, preserve the estate character of the south side of Southwest Marine Drive while preserve existing heritage buildings.
- The proposed development retains the existing building in its current location relative to the top of the escarpment. The addition will be entirely between the road and the existing building. Further, the Chief Building Official requires a satisfactory geotechnical study to be completed before construction will be permitted.
- Regarding heritage preservation, the plan seeks to preserve heritage through sensitive in fill rather than allowing subdivision. While the change of use to Community Care Facility was not clearly anticipated by

the plan, the use is conditionally permitted under the current zoning. The proposal effectively preserves the heritage structure with conversion to a use which is permitted in the zone.

- The form is kept low and will be screened from the street to mitigate the impact on the existing estate character of the area. The term estate might imply low units density. In this case, the effective unit density of the site is not in keeping the character of the neighbouring properties. However, limiting distances in the guidelines ensure that additional similar facilities would not be supported nearby. Therefore the impact on the estate character is limited.

(iii) the prevailing ("as built") height and density of nearby sites, in cases where no plans or policies exist.

- N/A

(iv) the provisions of Section 11.17 of the Zoning and Development By-law and the provisions of the Parking By-law.

- Front yard of approximately 7.1 m (25 ft.), which is less than the 17.4 m (57 ft.) setback currently required in the RS-1 zone has been considered against the constraint imposed for heritage reasons in retaining Casa Mia in situ and the expected screening to be provided by the new landscaping along the street frontage.
- Western side yard of 7.7 m (27 ft.) will be mitigated by retention of the existing mature evergreen hedge that runs along the western property line.
- Addition is sited so as to preserve the rear existing yard without any new development, which reduces potential impact to the relatively private rear yard of the western neighbour.
- No amendment to the Parking By-law is proposed.

2.2 (d) Circulation and Access - Access to parking and loading should be designed to mitigate impacts on neighbouring uses and traffic circulation.

- As there is no lane access to the site, all vehicular access to the site would be provided through the existing formal entry from Southwest Marine Drive.
- Southwest Marine Drive is an arterial and truck route. The vehicle trips generated by the proposed development (10 trips in the AM peak hour and 25 trips in the PM peak hour) will not have a significant impact on Southwest Marine Drive traffic.
- The formal driveway is centrally located, which buffers vehicle movement from the adjacent properties.
- Parking is provided in an underground garage out of sight on the surrounding properties
- Loading spaces are located at grade near the main entrance to the facility. This location is partially contained behind exist and new structures which will act to buffer noise transmission to adjacent properties.

- To avoid conflict and delays due to left turn movements on or off the site, if approved, the geometry of the driveway would be designed to restrict left turns, creating a right-in/right-out only design.

2.3 In low density zones (RS, RT and First Shaughnessy), these uses should be spaced 200 m (656 ft.) or more from each other. Exceptions may be made for Community Care Facilities for seniors or for any facility which operates as an annex to another facility.

2.4 N/A

2.5 The Director of Planning, in consultation with the Director of Social Planning, may require the applicant to provide information to and meet with neighbours regarding the proposal, and may also suggest that such information be provided prior to submitting an application.

- An open house was held for this rezoning application. Staff also presented the concept to the Arbutus Ridge/Kerrisdale/Shaugnessy Community Group. An offer from staff to meet with the Southlands Ratepayers Association was declined.

2.6 - 2.8 are applicable to the development permit process.

2. Urban Design Panel

The Urban Design Panel reviewed this rezoning application on July 26th, 2017. The application was supported with recommendations.

Introduction: John Chapman, Rezoning Planner, introduced the project as an application to rezone a single parcel located on south/west side of Southwest Marine Drive from RS-1 to CD-1 to permit development of a 90-bed seniors' community care facility, class B.

Note that this is considered the first review of this project at Design Panel. This site was the subject of a similar rezoning proposal, submitted initially in 2013, which has now been withdrawn. Notably, this proposal includes a partnership with Vancouver Coastal Health to deliver 58 publicly funded beds. The remaining 32 beds will be private-pay.

UDP considered a similar application for this site from Stuart Howard on May 8, 2013 and did not support the application. A revised application was considered on Dec 18, 2013 and did receive support from the Panel. This application, however, was subsequently withdrawn.

The proposal includes heritage preservation and reuse of the existing Casa Mia mansion, which is a Class A Heritage listed building, and development of a three-storey (two storeys above grade) addition with basement and underground parking. The parcel is 65,612 square feet. The parcel dimensions are 230 feet frontage by 285.5 feet deep, located on Southwest Marine Drive near Angus Drive on the escarpment above the Fraser River. The proposed FSR is 0.93 and the height of the existing building is 14.2 m (46 ft.) and height of additions 9.5 m (31 ft.). 24 parking spaces (22 underground) are provided.

Vancouver Coastal Health is a partner in this project; they will fund 58 of the 90 beds. The project is designed to meet Vancouver Coastal Health design guidelines and City of Vancouver Community Care Facility guidelines. The Community Care Facility is a conditional use in RS-1.

Policies used to assess this application include Heritage Policies and Guidelines, the Heritage Action Plan, Community Care Facility - Class B and Group Residence Guidelines, and the Southlands Plan:

- The Southlands Plan goals include maintaining and enhancing the single-family estate character in this sub-area to protect the environmentally sensitive escarpment lands. Support for the preservation of heritage resources is facilitated by permitting sensitive infill or conversion units.
- The City's Heritage Policies and Guidelines support protection of potential heritage resources. Community Care Facility guidelines suggest that facilities should be located in residential neighbourhoods across the city. Currently there are no publicly funded beds in southwest Vancouver.

This proposal is considered specifically on the heritage preservation and opportunity to secure new long term care spaces for seniors. The City of Vancouver has a number of tools available for heritage conservation and protection, including zoning provisions, heritage designation, Heritage Revitalization Agreements, and rezoning.

Jason Olinek, Development Planner, introduced the project and noted the importance of locating seniors' complex care facilities in residential neighbourhoods across the city to allow seniors to remain in their neighbourhoods as they age.

Enhanced landscaping is planned along Southwest Marine Drive. The pool will be filled in and outdoor seating, rooftop patio and an outdoor lower level terrace are provided. The public will be able to view the interior of the space due to the design.

The architectural design of the new addition is meant to contrast Casa Mia but aims for compositional balance, well detailed and rendered in high quality materials. The massing and landscaping are intended to preserve the views.

Advice from the Panel is sought on the proposed architectural and landscape design in general, and specifically:

1. The form of development including height, density, and massing.
2. The response and relationship of the proposed addition to the existing Casa Mia.
3. Building site and design.
4. Architectural expression

The planning team then took questions from the panel.

Applicant's Introductory Comments: Project architect Peter Lang of IBI Group noted the challenges fitting the project into this residential, large estate neighbourhood and discussed how the project design attempts to preserve the streetscape, respect privacy and minimize potential overlook.

The mass is kept low by fitting many of the residential rooms in the sub-grade level. The exterior walls of the garage will be preserved and incorporated into the interior of the entry lobby, using extensive glazing to frame the historical façade at the new building entrance. Colour and materiality of the addition are intended to complement but not mimic the existing house.

Caelan Griffiths from PMG Landscape Architects explained how the landscape plan responds to the heritage building. There is a beautiful perimeter wall that is intended to be preserved. The planting scheme is tactile and species selected for therapeutic value.

Donald Luxton, Historical Consultant, explained that the house is the master work of architect Ross Anthony Lort, and is done in a Spanish Colonial Revival style. The interior is particularly notable, and the this application will preserve as much as possible, while recognizing that some elements will need to be upgraded to meet current building and fire codes.

The applicant team then took questions from the panel.

Panel Consensus: Having reviewed the project it was moved by Ms. Gasiewicz and seconded by Mr. Sharma and was the decision of the Urban Design Panel:

THAT the Panel SUPPORT the project with the following recommendations to be reviewed by City Staff and that the project return to the Panel at the development permit stage:

- Improve the colour of the new wing to differentiate the heritage and new components, and to minimize potential glare off the new building
- Increase hierarchy of main entrance to improve wayfinding.
- Add canopy cover to primary entrance to improve the pick-up and drop-off experience in rainy weather.
- Add seating and permanent shading to outdoor areas.
- Add shelter to accommodate use of outdoor space, including sitting and walking.
- Add shade and a washroom to the rooftop patio.
- Clarify the difference between the heritage building and the new addition through colour and materiality.
- Find an inspiring and artistic solution to the fountain that is well framed by the Casa Mia building.

Related Commentary: Overall the panel supported the use and appreciated the work done to keep the massing hidden. However, there are opportunities to refine the separation of the existing building and the new addition. The panel would like to see the rationale for the design of the addition further developed, and feel the relationship between the heritage building and the addition should be made more explicit.

The hierarchy of entrances should be clarified as the new, main entrance is not well established. Ease of pick up and drop off in the rain must be considered. There could be a glass connection between the three floors where the new wing joins the heritage building.

There is a corner of the sunken courtyard that will get sun, and shading should be considered. The livability of the sub-grade side yard units is a concern because they seem low and 'walled in' and will receive little or no sun.

Additional planting and landscaping should be brought into the middle of outdoor spaces. As proposed the landscape is restricted largely to the edges. Seating should be accommodated with 'sittable edges' throughout the landscape. More planting, including larger plants and grasses, are recommended for the rooftop patio. The courtyard should have more places to wander. Encourage expanding on the idea of the 'trellis' and seating under the trellis. The intimate scale of the garden area should be replicated throughout the lawn area in order to make it more accessible.

The Chair recommended mitigating the impact of night-time lighting on neighbours with a shutter system.

Applicant's Response: The applicant team noted the good comments from the panel. The attempt was to unify the buildings with colour but we will revisit the idea. Trellis and washrooms at roof level might be difficult to build without the roof becoming another storey.

3. Vancouver Heritage Commission

The Vancouver Heritage Commission reviewed this rezoning application on June 19th, 2017.

Conservation Review

- (a) 1920 SW Marine Drive (Casa Mia)
Rezoning and Heritage Designation
VHR 'A'

Issues:

- Compatibility and integration for the addition with the house; and
- Overall support for the project.

Applicants: Donald Luxton, Donald Luxton & Associates Peter Lang, IBI Group

Staff: James Boldt, Heritage Planner

Staff and the applicant team reviewed the application and responded to questions and comments from the Commission.

MOVED by Commissioner Jenny Sandy
SECONDED by Commissioner Kim Maust

THAT the Vancouver Heritage Commission supports the rezoning application for the restoration, preservation, and designation, including interior features, of 1920 Southwest Marine Drive, Casa Mia, which will include a Senior's Community Care Facility with 58 publically funded beds and 32 privately funded beds, as presented at its meeting of June 19, 2017, noting the following:

- The applicant's intent to preserve the terra cotta roof, the dormers, and a number of interior features including the basement level ballroom, the billiards room, the "Disney room" and the original stair;
- Further design consideration be given to the junction of the new facility to Casa Mia, in particular at the dormers of the second level, ensuring that every attempt is given to making the transitions as transparent and sympathetic as possible; and,
- Further design consideration be given to softening the design of the new addition to make it more compatible with the residential nature of the site.

CARRIED UNANIMOUSLY

4. Seniors Advisory Committee

This project was presented to a working session of the Seniors' Advisory Committee on June 16, 2017. Unofficial meeting notes follow:

Gavin McIntosh, Director with The Care Group, and Peter Lang of IBI Architects, provided an overview of this re-zoning application. This is the third re-zoning application for this project, the most recent having been withdrawn by the applicant prior to Public Hearing. It is noted that, in 2014, the Committee opposed the project on the grounds that it did not adequately conform to best practice guidelines for seniors' housing and care as described in the Green House Project model.

The Committee commended the Applicant for being proactive in seeking feedback from members and was very pleased with the revised application. The Committee was particularly impressed by the following:

- a. 58 of 90 beds will now be publicly funded and managed under contract with Vancouver Coastal Health, providing more affordable housing options for seniors and persons with disabilities who wish to age-in-place in this neighbourhood, especially those with low incomes.
- b. Beds will be arranged in a small home design of 12-14 single rooms with private ensuite bathrooms, as well as dining, lounge, and activity areas for each unit. These small neighbourhoods will help foster a sense of community and belonging for residents, help to reduce agitation and confusion, and improve participation in activities of daily living.
- c. Some double rooms will be available so that couples need not be separated.
- d. The exterior of the historic Casa Mia mansion and most of the interior heritage spaces will be preserved. Importantly, all three levels of the new building will be connected to the mansion, and all residents, including those in the subsidized housing units, will be able to use and enjoy the heritage facilities and common areas in the mansion.
- e. Residents will be able to freely and safely move around the entire facility without fear of getting lost. There will also be a secure wing for residents with dementia, to be located on the ground floor of the new building, with private secure patios outside each room to provide access to natural light. An enclosed triangular piazza will be built, providing these residents with a space for gardening and other activities.
- f. All residents will have safe, convenient access to plentiful green spaces and will enjoy nice views.
- g. Trees and hedging around the building will be enhanced to increase privacy and reduce the visual impact of the new building at street level.
- h. Plans are in place to manage traffic flow in and out of the facility (e.g., a right-in, right-out policy for vehicles; scheduling of deliveries at off-peak hours; sufficient space for HandyDart vehicles).

Members offered the following suggestions:

- a. The use of long, institutional-type corridors should be kept to a minimum. The developer has indicated that there will be a corridor on

- the basement level, but that it will provide a benefit by forming a loop for walking.
- b. In keeping with the Green House Project best practices for care, “total care workers” be used to the extent possible or, at the very least, that workers be trained and given the autonomy to do a range of tasks, rather than just one or two.
 - c. The developer should ensure that there are, indeed, a sufficient number of accessible parking spaces designated for persons with disabilities. Two may be insufficient.
 - d. Better transit options should be explored for this area. The nearest bus stop is on Angus Avenue, but it is quite a distance from the facility, and the area in general is not well-lit and lacks sidewalks. For staff and visitors who walk, take transit, or bike, this can pose a challenge, especially at night and during inclement weather. To address this concern, the Applicant will encourage carsharing and has proposed a shuttle service from the bus stop to Casa Mia, but the Committee is unsure whether this will be adequate. Perhaps the installation of a bus stop closer to the facility is an option that can be explored with the City and TransLink.
 - e. To improve safety, especially for staff and visitors, there must be adequate lighting around the perimeter of the building.

Overall, the Committee was impressed by the revised application and offered its full support. Eddy Elmer indicated that he would draft a letter of support for the Committee’s approval at the next regular meeting. John Chapman, Rezoning Planner, indicated that staff, including the Engineering Department, is currently reviewing the application. It will soon go to the Heritage Commission and Urban Design Panel, and a public hearing sometime in the fall. The Chair asked Mr. Chapman to keep the Committee updated on the progress of this application so that we may provide additional feedback if necessary.

Letter of support from Seniors Advisory Committee

August 26, 2017
Mr. John Chapman, Rezoning Planner
City of Vancouver
453 West 12th Avenue

Dear Mr. Chapman

RE: Casa Mia

At its June 17 meeting, the Seniors’ Advisory Committee heard from the Applicant regarding changes to the above-noted rezoning application. We commend the Applicant for providing a thorough presentation and for being proactive in reaching out to us for feedback.

As you likely know, the Committee had previously expressed non-support for the first version of this application. While we applauded the potential addition of new housing and services for seniors in this underserved area, we were concerned that the

proposed project was of an institutional nature and did not conform to the best practices of the widely regarded Green House Project model of housing and care.

We were pleased to learn that the revised project will adopt many of the Green House model practices, especially the arrangement of beds in a small home design of 12-14 single rooms with private ensuite bathrooms, as well as dining, lounge, and activity areas for each neighbourhood. These small clusters will help foster a sense of community and belonging for residents, help to reduce agitation and confusion, and improve participation in activities of daily living.

We were also pleased that 58 of 90 beds will now be publicly funded and managed under contract with Vancouver Coastal Health, providing more affordable housing options for seniors who wish to age-in-place in this neighbourhood. We are also pleased by the seamless integration of the heritage mansion with all three levels of the new building and design features that allow residents to freely and safely move around the entire facility without fear of getting lost. Other laudable features are the inclusion of some double rooms for couples; easy access to plentiful green spaces and pleasant views; enhancement of trees and hedging to increase privacy; and provisions to manage traffic flow in and out of the facility.

The Committee would like to provide four recommendations for this project:

1. In keeping with the small home design of the project, we urge that the use of long, institutional-type corridors be kept to a minimum.
2. In keeping with the Green House Project best practices for care, we recommend that “total care workers” be used to the extent possible or, at the very least, that workers be trained and given the autonomy to do a range of tasks, rather than just one or two.
3. The developer should ensure that there are, indeed, a sufficient number of accessible parking spaces designated for persons with disabilities. Two may be insufficient.
4. Better transit options should be explored for this area. The nearest bus stop is at Angus Drive, which is quite a distance from the facility, and the area in general is not well-lit and lacks sidewalks. For staff and visitors who walk, take transit, or bike, this can pose a challenge, especially at night and during inclement weather. To address this concern, the Applicant has stated that car-sharing will be encouraged and has proposed a shuttle service from the bus stop to Casa Mia, but we are unsure whether this will be adequate. Perhaps the installation of a bus stop closer to the facility is an option that can be explored with the City and TransLink.

We commend the Applicant for their hard work on this project and for taking the time to hear and address our concerns. We happily support this revised rezoning application and look forward to the construction of this much-needed facility.

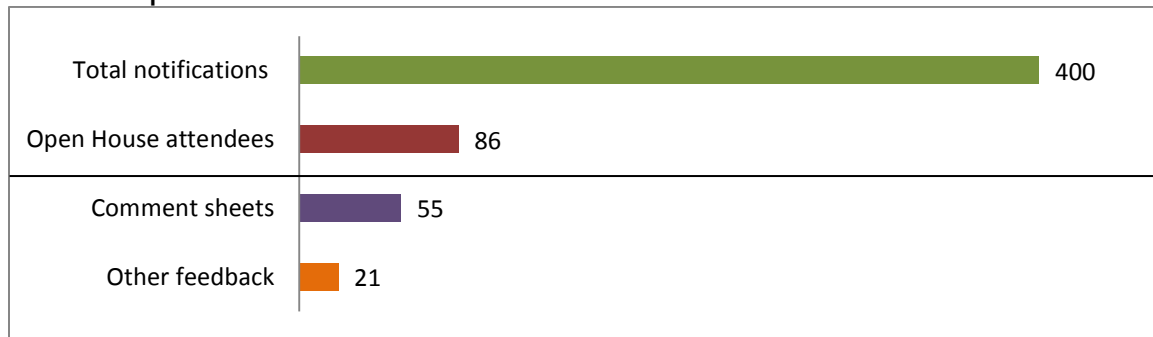
Yours truly,
Colleen McGuinness, Chair
Seniors' Advisory Committee

5. Public Consultation Summary

Notification: A rezoning information sign was installed on the site on May 12, 2017. A community open house was held on June 6, 2017. A total of 400 notifications were distributed within the neighbouring area on or about May 18, 2017. Notification and application information, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage (vancouver.ca/rezapps).

June 6, 2017 Community Open House: A community open house was held from 5:00-8:00 pm on June 6, 2017, at Dr. R. E. McKechnie Elementary School, 7455 Maple Street. Staff, the applicant team, and a total of approximately 86 people attended the Open House.

Public Response



Following is a summary of all feedback received from the public by topic, and ordered by frequency:

Comments of support:

- **General support (approximately 48 responses):** Respondents expressed general support for the rezoning application.
- **Support for senior's facilities (approximately 37 responses):** Respondents noted that there is a critical need for high quality senior's facilities in Vancouver, citing Vancouver's ageing population.
- **Ageing in place (approximately 15 responses):** Respondents noted that, if approved, the development would permit seniors to 'age in place', remaining in their neighbourhood.
- **Appropriate location (approximately 13 responses):** Respondents expressed support for locating a senior's community care facility in the Southland's neighbourhood specifically at this location.
- **Heritage retention (approximately 11 responses):** Respondents praised the application's proposed retention and improvement of the Casa Mia heritage site

- and facilities.
- **Community benefit and asset for Southlands neighbourhood (approximately 11 responses):** Respondents indicated that the proposed development concept would benefit the Southlands neighbourhood, serving as an asset for the community.
 - **Appropriate use of land and building (approximately 10 responses):** Respondents praised the development as a strategic use of land, noting the property and building are currently under-utilized.
 - **Support for publicly-funded beds (approximately 5 responses):** Respondents praised the inclusion of publicly-funded beds.
 - **High-quality of life for seniors (approximately 5 responses):** Respondents stated that the development would permit seniors a high-quality of life, allowing them to spend their golden years living in dignity.
 - **Sustainability (approximately 4 responses):** Respondents stated that the development would promote sustainability in the Southlands neighbourhood.
 - **Support for VCH approach and overall concept (approximately 4 responses):** Respondents praised Vancouver Coastal Health's approach to elder care and the overall concept of Casa Mia.
 - **Changes respond to community consultation (approximately 3 responses):** Respondents praised the changes made to the application since the previous application.
 - **Job generation (approximately 2 responses):** Respondents stated that the facility will generate jobs for the Southlands community.

Comments of non-support:

- **Traffic congestion and safety (approximately 12 responses):** Respondents expressed concern that the development could contribute to an increase in traffic along Southwest Marine Drive, creating safety issues and increased potential for collisions. Respondents indicated that Southwest Marine Drive is a designated bike route suffering from congestion and high levels of traffic presently.
- **Lack of public transit and accessibility (approximately 12 responses):** Respondents cited the lack of public transit access as a key concern, noting that visitors and residents will be face difficulties in accessing the facility.
- **Lack of sidewalk on Southwest Marine Drive (approximately 12 responses):** Respondents expressed concern over the lack of sidewalk on Southwest Marine Drive, stating that it would lead to safety issues. Respondents also noted that wheelchair users would not be able to go for walks in the neighbourhood.

- **Non-support and opposition (approximately 9 responses):** Respondents felt that the rezoning application should not be approved given the various concerns raised by community members.
- **On-street parking impacts (approximately 8 responses):** Respondents expressed concern that, if approved, the development would overwhelm on-street parking in the neighbourhood and adjacent areas.
- **Inappropriate location (approximately 6 responses):** Respondents criticized the Care Group's choice to locate a community care facility on this site, deeming it incompatible with the character of the neighbourhood.
- **Underground stream disturbance (approximately 5 responses):** Respondents expressed concern about the development's potential to disturb underground streams.
- **Proposed parking spaces inadequate (approximately 5 responses):** Respondents questioned whether the proposed quantity of parking spaces was adequate, particularly for staff and visitor access. Respondents were concerned that the proposed parking supply was inadequate, further exacerbating parking issues in the neighbourhood.
- **Proposal contravenes council-approved Southlands community plan (approximately 4 responses):** Respondents contended that the proposed rezoning application violates and contravenes the Council-approved Southlands community vision, specifically the single-family, residential uses prevalent throughout southlands.
- **Embankment stability (approximately 3 responses):** Respondents stated that the embankment is not stable enough to support the redevelopment of the site, threatening the properties below.
- **Fraser River impacts (approximately 2 responses):** Respondents expressed concern over the possible impacts on the adjacent Fraser River.
- **Heritage character destroyed (approximately 2 responses):** Respondents questioned whether the design truly supports the heritage character and retention of the historic Casa Mia property.

The following miscellaneous comments were received from the public (note: these were topics that were not ranked as high as the above).

Comments of support:

- General praise for the architectural design of the project.

Comments of non-support:

- The owner must demonstrate the financial means to pay for damages to neighbouring residents if damage occurs.

- Concern was expressed about whether an ambulance could quickly access the property as Southwest Marine Drive is congested.
- Concern was expressed over delivery accessibility.
- Concern was expressed over the site's lack of lane and sideyards.
- Concern expressed over noise from construction.
- Concern expressed over the environmental impacts if the application is approved.
- The application features too many bed units.
- Concern expressed over the phasing of construction.
- Concern expressed over social erosion.
- The legitimacy of the engineering report was questioned.
- Commercial uses should not be permitted in Southlands.
- The property should remain a single family dwelling.
- Senior's well-being will be threatened due to traffic on SW Marine Drive and drivers turning left.
- There is no need for the site to be built since there are care facilities in close vicinity.

Neutral comments/suggestions/recommendations:

- The proposal should include more parking.
- A pedestrian signal should be installed if the application is approved.
- The development should include more than two elevators.
- The application is a positive example of a public-private health care initiative.
- The rezoning application should be smaller.
- Left turns should be permitted into the property.
- The facility should be larger.
- The rezoning process is taking too long.
- Praise for the person-centered approach.
- The facility should be offered to all income levels.
- The application maintains a sense of community.

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1920 Southwest Marine Drive
FORM OF DEVELOPMENT

View from Southwest Marine Drive



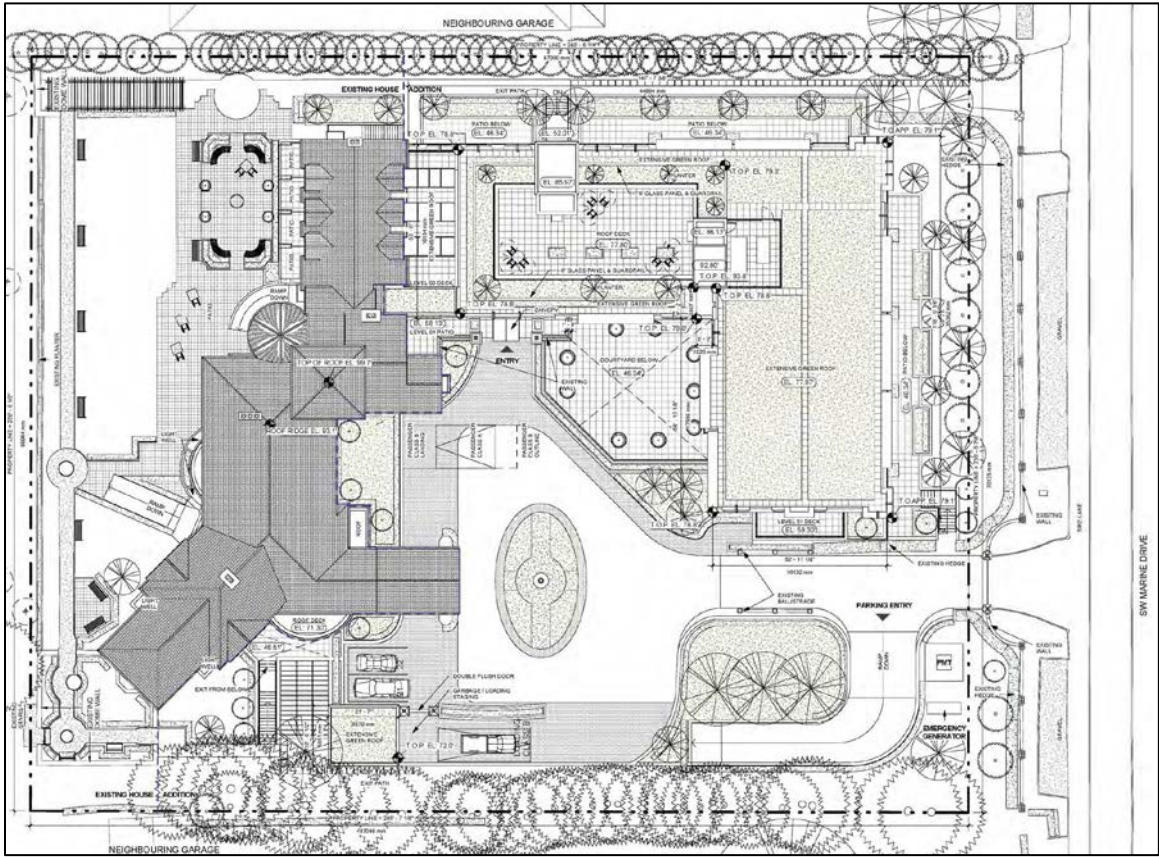
View of driveway from Southwest Marine Drive



Internal courtyard



Site Plan



Edge condition at joint to existing building



Edge condition at courtyard



North elevation



East elevation



South elevation



West elevation



**1920 Southwest Marine Drive
PUBLIC BENEFITS SUMMARY**

Project Summary:

Conversion of a heritage estate house to accommodate a 90-bed Community Care Facility for seniors.

Public Benefit Summary:

The project would result in the restoration and adaptive reuse of the Casa Mia heritage building and a 90-bed Community Care Facility for seniors; 58 beds will be publicly-funded.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 65,612 sq. ft.)	0.7	0.93
Buildable Floor Space (sq. ft.)	45,929 sq. ft.	22,261 sq. ft. existing 38,609 sq. ft. new
Land Use	Residential	Institutional

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide)	\$148,350	\$537,051
	DCL (Area Specific)		
	Public Art		
	20% Social Housing		
Offered (Community Amenity Contribution)	Heritage		\$850,000
	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		\$44,850
	Housing (e.g. supportive, seniors)		
	Parks and Public Spaces		
	Social/Community Facilities		
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		\$148,350	\$1,436,901

Other Benefits (non-quantified components):

* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the City-wide DCL, revenues are allocated into the following public benefit categories: Replacement Housing (36%); Transportation (25%); Parks (18%); Childcare (13%) and Utilities (8%). Revenue allocations differ for each of the Area Specific DCL Districts.

1920 Southwest Marine Drive
APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	1920 Southwest Marine Drive
Legal Description	PID: 004-174-011; Lot 2, Blocks 12, O and R, District Lot 317, Plan 19773
Applicant / Architect	IBI Group
Property Owner	The Care Group

SITE STATISTICS

SITE AREA	6,095.4 sq. m (65,612 sq. ft.)
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DEVELOPMENT STATISTICS

	Development Permitted Under Existing Zoning	Proposed Development	Recommended (Other Than Proposed)
Zoning	RS-1	CD-1 (Comprehensive Development) District	
Uses	One-family Dwelling*	Community Care Facility - Class B	
Max. Floor Space Ratio (FSR)	Total: 0.7 FSR Above Grade: 0.3 + 93 sq. m	Total: 0.93 FSR Above Grade: 0.56	
Floor Area	4,267 sq. m (45,932 sq. ft.)	New: 3,587 sq. m (38,609 sq. ft.) Existing: 2,068 sq. m (22,261 sq. ft.) Total: 5,655 sq. m (45,869 sq. ft.)	
Maximum Height	10.7 m (35.1 ft.)	Existing non-conforming Heritage building: 14.2 m (46.5 ft.) Addition: 7.3 m (24 ft.)	Addition: 9.5 m (31 ft.); conditional up to 10.4 m (34 ft.)
Parking and Loading	as per Parking By-law	As per Parking By-law	

*Community Care Facility - Class B is a conditionally permitted use under the existing RS-1 zoning