

## Dragnea, Irina

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**From:** Tracy Lavin - s.22(1) Personal and Confidential  
**Sent:** Tuesday, July 10, 2018 7:57 AM  
**To:** Public Hearing  
**Subject:** re. Public Hearing Notification - 3560-3570 Hull St and 2070-2090 E 20th Ave

I am writing to oppose the reposed rezoning at Hull and East 20th St. The proposed development would destroy a beautiful little pocket of greenery. While East Vancouver has many vibrant and diverse neighbourhoods, it is not overburdened with green space and it seems unnecessary to eradicate what little there is.

The space for the proposed development is large and could accommodate significant densification without destroying the unique beauty of the neighbourhood. The city's Affordable Housing Choices Interim Rezoning Policy is meant to encourage innovation, but there is nothing innovative about mowing down green space and stuffing the space full of town houses and apartments.

Kind regards,  
Tracy Lavin



July 10, 2018

**To:** Mayor and Council - City of Vancouver

**Copy:** Mateja Seaton, Rezoning Services and Alan Zacharias, City Surveyor

**Re: Rezoning Application 3560-3570 Hull Street & 2070-2090 East 20<sup>th</sup> Avenue ("The Project")**  
**Follow up to Letters Jan. 19, 2018, Sept. 27, 2017 & Oct. 15, 2017 - Requests for Lane, etc.**

Please find comments on the Rezoning Application at 3050 – 3570 Hull Street and 2070-2090 East 20<sup>th</sup> Avenue. The revised design proposal (March 26, 2018) has now greatly increased its negative impact on the RS-1 neighbourhood and specifically, upon abutting properties on the west side of Marshall Street.

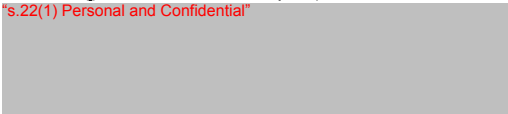
Key negative impacts on neighbours such as me and the community include the following: increased mass, shadowing and visual impact from 3.5 storey sidewalls of Buildings B, C and D which are set now only 5 feet from east property line; heavy traffic impacts on East 20<sup>th</sup> Street homes from the access entry to an 83-car parkade; traffic impacts on nearby streets due to units in Building B fronting on the south lane without a connecting north-south lane; and removal of all existing + 80 trees on site including several iconic black poplars and the once specially featured walnut. More detail on these negative impacts on nearby residents is contained in the attached review of the Rezoning Staff Policy Report dated June 5, 2018.

In conclusion, the Project has not mitigated impacts on adjacent neighbours and the Community. I **do not / can not** support rezoning of the adjacent property as currently proposed.

Yours truly,

**Margaret Sutherland (GS)**

"s.22(1) Personal and Confidential"



## APPENDIX 1

### REVIEW OF REZONING PROPOSAL UPDATED MARCH 2018 and Rezoning Staff Policy Report dated June 5, 2018

The recommendation the General Manager of Planning, Urban Design and Sustainability is very disappointing. The density has not yet been delivered in a form which integrates and transitions to its immediate residential neighbours and to the adjacent RS-1 Community. It does not deliver the gentle densification promised.

With concerted effort expended on mitigating impacts, reviewing program density and respecting the true heritage of site setting and the Cedar Cottage Community – perhaps the Project could become exemplary and applauded for achieving several civic objectives. As proposed, the Project stomps in with large boots upon immediate and nearby residents – offering an example of “How Not to Do Densification”.

Key negative impacts on neighbours, such as me personally, and the Community are as follows:

1. The Project's Buildings B, C and D are now setback only 5 feet from the east property line.
  - a. Massing impact on Marshall St. properties by 3.5 storey side walls approx. 42 feet high is too much.
  - b. Shadowing increases with the narrow setback and staggered units in long blocks to block views and exposure looking to the west.
  - c. Visual impact of the unrelenting flat facades which will be required with a tight setback only five feet from the property line is too much.
  - d. Please see attached photos of nearby similar endwalls.
  
2. Removal of green landscape features from a key private site which has historically buffered this Community.

The Project no longer makes an effort to preserve significant landscape features similar to measures which might be anticipated in redevelopment projects inserted into west side neighbourhoods.

  - a. Removal of + 80 existing trees on site and several adjacent off-site includes iconic black poplars buffering the Skytrain guideway (the Harry Rankin legacy) and a major walnut tree on the east side of the property. This razing of the property for development is not retention.
    - i. Typically residents may apply for a tree permit to remove one tree of 8” caliper per year.
  - b. The landscape plan proposes replacement of some trees with smaller caliper specimens that will require many years to mature and return the green buffer quality to this site.
  - c. The recently approved redevelopment project across Victoria Drive has completely obliterated all vegetation from the site save a lonely three tree corral at the corner. This site will be similar.
  - d. Photos of the existing green buffer setting that this site currently offers the neighbourhood are appended and contrasted with the current approach to new 'redevelopment' located close by.
  
3. The Project will impose heavy traffic impacts on adjacent existing residential homes (RS-1).
  - a. Access to an 83-car parkade is provided on a residential street - East 20<sup>th</sup>. The intent is to direct project traffic, deliveries, loading, etc. to this small residential street. The draft Traffic Study suggests that short term parking be limited or not permitted on Hull Street. Several houses in the area do not have lane access for off-site car parking and will not find on-street parking any longer.
  - b. Access to the parkade is typically taken from lanes rather than directly from a quiet residential street. In the Project – parking is consolidated in one parkade on the low side of the assembled street. The assertion that the parkade entry is well-sited because exiting headlights will shine

between two houses across the street misses several points. The traffic will have an enormous impact on those this street. Headlights on the street from this traffic will have an impact.

- c. There are other approaches available in rethinking parking access and lanes for the Project.
  - i. Numerous projects in Vancouver such as Fairview Slopes take parkade access from service lanes on sites with much steeper topography than found at this site.
  - ii. Parking is often distributed to various levels and/or contained in unit garages in successfully scaled developments.
  - iii. Nearby examples of alternate parking solutions can also be found throughout the City.

4. The Project is not providing an adequate circulation system to service all buildings and the site. The lack of a north-south lane on the east property line will increase traffic impacts within the neighbourhood and doesn't serve the future approximately 300 new residents who will be living on this site.

- a. Nine townhouse units have entrances off the south lane which lies adjacent the Skytrain guideway. As noted, there is no north-south lane along the eastside property line. Normal vehicle traffic making drop-offs, deliveries, loading, etc. will take the path of least resistance to these units along south lane - then - attempt to exit through to Marshall Street. This situation will translate/transfer traffic impacts further into the residential neighbourhood.
- b. Emergency response to landlocked Building C + other internal units is potentially confusing in the Project with its limited circulation system. Having a north-south lane on the eastern property line would improve mid-block access and allow traffic to loop around the site without transferring impacts further to nearby smaller residential streets such as Marshall Street.

5. The Project should preserve the heritage of this site in a meaningful way which connects with the Community.

- a. Preservation of heritage in this project does not extend to the landscape character of the site which provides a special context to the existing houses and to this site. Design improvements now appear to ignore the setting – especially noted is the recent improvement which now removes the major walnut tree which was once a special feature in a play area along the east property line.
- b. The Rosenberg Residence circa 1900 is listed as 'C' on the Heritage Register and not designated. It is not a beloved landmark in this community. One asks what is being preserved when an extensively renovated farmhouse must be uncovered /revealed. When it is being ripped off its foundation and removed from a former pastoral setting to sit awkwardly on an urban corner surrounded by 3 to 4-storey residential building blocks. The placement and setting of heritage elements on the site does not reflect green setting in which they existed.
- c. Heritage preservation may be better served by incorporating comments from the Heritage Commission which suggested preserving elements from the famous Alderman Harry Rankin house and site.
  - i. For example, retaining the infamous trees adjacent the Skytrain guideway, garden stonewalls and gates, may give a better flavor of the importance of heritage on this site.
  - ii. Save the Community Amenity Contribution exemption (\$440,000) with commemorations and/or conversion of the farmhouse for mixed community uses such as heritage displays, informal meetings, live-work unit, storage for BBQ, play equipment and strongly relate to landscape features and possibly, outdoor play.

6. The Project does not follow the intent of Civic Polices and By-laws related to urban design objectives.
- a. CD-1 Development with 'Affordable Housing' within 10 blocks on arterial is limited to two rezonings for several reasons. A broad review of the context finds at least 7 sites nearby with significant multiple residential unit projects, higher density, residential use, rental and other tenancies.
  - b. See zoning excerpt (Vanmap) with CD-1 Districts noted. This group includes intensive conversions in the MC-1 zone across Victoria Drive and older developments such as nearby Chelsea Manor and Lakeview Manor (sites 1 & 2) and picks up the market units on Welwyn Street. The CD-1 project at 18<sup>th</sup> & Commercial is approved under the "Affordable Housing Choices Policy". It also appears to have a heritage structure being "reclaimed". All of these projects have a combined impact which should be considered and planned for when assessing the impact of new CD-1 rezoning with multiple residential units.
  - c. This intense adjacent densification will 'Orphan' the RS-1 block on west side of Hull Street (6 to 14 residential lots)... a review of the zoning of this strip of homes is warranted if this CD-1 proceeds.

7. The Project should be seeking a form of development which allows it to transition in scale rather than overwhelm smaller residential neighbours.

- a. "The revised design includes three rows of stacked townhouses running east-west – each at 3.5 storeys, as per policy". However, "two buildings on East 20<sup>th</sup> have been consolidated into a building which is 205 ft. long". Further, "these townhouses have been raised 6 feet out of the ground to improve light into basements". These changes to the scale of the long building blocks on East 20<sup>th</sup> Street increase the perception that the Project is very large.
- b. "The front yard on Hull Street has been reduced from 16 to 12 feet". The non-conforming 4-storey apartment block on Hull St. is set back only 5 feet from the north property line.
- c. "To increase connection to the neighbourhood, there are several entrances to the site." However, these entrances are uninviting to 'outsiders' and lead nowhere along the east property line. There are examples in the nearby Welwyn Street project and elsewhere in the City - offering ways to achieve inviting visual connections for the neighbourhood with livable parking & entry courts between buildings blocks.

Changes to the Project have increased the impacts of scale on residential neighbours.

Finally,

- d. "Further the applicant team is looking to improve the condition of the south laneway, which is presently dark and overgrown, with a visual connection to the community garden and new planting along the south property line. Presently there is a row of trees that still have life in them. However, to accommodate density, the applicant proposes to remove them and replace them with new ones." However as noted in item 5 above, this is **NOT** tree retention nor landscape heritage preservation. There is too much density being proposed on this site.