

Public Hearing - July 28, 2020 - Item 2. CD-1 Rezoning: 6031 Dunbar Street (OPPOSED)

Date Received	Time Created	Subject	Position	Content	Name	Organization	Contact Info	Neighbourhood	Attachment
07/24/2020	11:57	PH3 - 2. CD-1 Rezoning: 6031 Dunbar Street	Oppose	Because of the significant problems with this proposal negatively impact on the immediate neighbourhood, I would ask that the City of Vancouver reject this proposal outright. I and my neighbours are not against increasing density but we are united against this design on this site. Please give this community time to think about about the broad issues for rezoning and the benefits it might bring. We have grandchildren and children and we are concerned about affordable housing for them but we want a process. If, this project is not rejected outright, then please consider modifying the proposal radically to reduce the density, to reduce the height, to increase the off street parking and address some of the serious functional issues. Because this proposal is falling under the Affordable Housing Interim Rezoning Policy project which has now ended, it does not have to comply with the usual planning process. I simply don't understand how allowing a 4 story apartment building on a street with low lying bungalows surrounding it can, in any sense, be respectful and considerate of the context it is placed in. The Proposed Policy Changes for Low-Density Areas (RS/RT Zones)- that will look at areas like Dunbar Street. I think I can gauge the neighbourhood feeling accurately. There isn't a general concern about increasing density but it must be done in a planned way and not ad hoc as this proposal exemplifies. Let the neighbourhood begin a comprehensive planning process which can address the concerns of the community and the needs of Vancouver. And let's look forward. I just read part of a report from Statistics Canada and I will include this excerpt. Extended periods of time at home make the characteristics of one's dwelling all-the-more important. Households in rented apartments appear vulnerable in this respect, both because they are more likely to express concerns about the characteristics of their dwelling and because they are more likely to be vulnerable in terms of finances, health or social contacts. When I looked at the plans in detail, I was struck by how careless the architect and developer were with the details. I have no expertise in building and can't begin to assess whether the plans, elevations etc. are correct but one wonders when a layperson can spot obvious errors and problems what other problems might exist. I quote from the submission itself. "FLOOR AREA: THE DIRECTOR OF PLANNING CAN ALLOW AN FSR OF .85 ON AN RS-5 SITE IN SPECIFIC CIRCUMSTANCES. WE ARE PROSING AN FSR 1.12" Prosing is not a word. This proposal asks for a very high density. The room sizes are so tiny. I hope that we will never have another pandemic and be isolated but the tiny spaces would make this so hard. We may find that more people will be working from home so our needs will change. I am not at all sure about the quality of life for the renters.I have run out of space but I submitted a lengthy response to the Public Hearing email .	ARLENE LIKET	none	s.22(1) Personal and Confidential	Dunbar-Southlands	No web attachments.
07/24/2020	14:30	PH3 - 2. CD-1 Rezoning: 6031 Dunbar Street	Oppose	See attached email	ARLENE LIKET		s.22(1) Personal and Confidential	Unknown	APPENDIX A
07/24/2020	21:53	PH3 - 2. CD-1 Rezoning: 6031 Dunbar Street	Oppose	Comments will be send by email to Council and Councillors as our submission exceeds 3,000 characters. As immediate neighbours to the north of 6031 Dunbar Street we have made every effort to provide clarity regarding our opposition to this application.	Wilfred and Lynn Owens-Whalen		s.22(1)	Dunbar-Southlands	APPENDIX B
07/25/2020	10:57	PH3 - 2. CD-1 Rezoning: 6031 Dunbar Street	Oppose	It's no benefit for City for affordable housing in such small project. If city approved it then every single house all request to do this kind of project. What it would be like? We strongly concern and against this project. Instead 3826 41st Avenue project for 200 units are much more beneficial for City and affordable housing plan. It's more efficiently and effective. We strongly disagree about this location to do affordable housing. We support the location of 3826 41st Ave. project.	Linda Li Fan Lin	3826 41st Ave. project	s.22(1)	Dunbar-Southlands	No web attachments.
07/25/2020	17:28	PH3 - 2. CD-1 Rezoning: 6031 Dunbar Street	Oppose	Please refer to the attachment which was submitted in during the input process. As an additional comment, I'm glad to see the city planners recommended retention of one tree on the lane. However, retention or planting of additional trees on the lane are necessary given slopes, minimal setback lane and location of overhead power lines (which restricts the ability for neighbours on Alma Street to plant vegetation for additional privacy). "Planter boxes" as suggested in the city's report are not a reasonable alternative.	DAREN SANDERS		s.22(1) Personal and Confidential	Dunbar-Southlands	APPENDIX C

Public Hearing - July 28, 2020 - Item 2. CD-1 Rezoning: 6031 Dunbar Street (OPPOSED)

07/26/2020	16:08	PH3 - 2. CD-1 Rezoning: 6031 Dunbar Street	Oppose	Our comments were sent directly to Mayor and Council.... Not enough space here	Mr IAN ANGUS	N/A	s.22(1) Personal and Confidential	Dunbar-Southlands	No web attachments.
07/27/2020	11:04	PH3 - 2. CD-1 Rezoning: 6031 Dunbar Street	Oppose	Dear Speaker, as home owners in Dunbar, we have attached our comments regarding the public hearing on July 28,2020 pertaining to 6031 Dunbar Street. Would please see that Mayor and Council received our comments on this application. Please confirm that you have received this. Thank you, Brian and Gloria McCormack,	G McCormack		s.22(1) Personal and Confidential	Unknown	APPENDIX D

From: Arlene Liket
To: [Public Hearing](#)
Subject: [EXT] Public Hearing 6031 Dunbar Street July 28th, 2020
Date: Friday, July 24, 2020 11:28:42 AM

City of Vancouver security warning: Do not click on links or open attachments unless you were expecting the email and know the content is safe.

I would like to separate my comments into different categories to, hopefully, make it easier to understand my concerns and issues with this proposal.

TIMING OF THE HEARING

While I completely understand that the business of City Hall must continue during the pandemic, from a ordinary citizen's point of view, I find holding a public hearing at this time problematic.

I would think that you are looking for community input and my strong feeling is that this is going to be jeopardized by the timing of this.

I have recently been widowed and the double strike of having to live alone and then to be isolated while having to make this adjustment has been incredibly difficult.

Trying to make up an order for a grocery delivery is taxing so writing an important letter to a Public Hearing is a real challenge.

While most people in this area might not be facing the challenges that I am, everyone I have talked to has struggled in different ways.

And, now the province has opened somewhat so many people are taking a little break.

I am very concerned that these factors will effect the amount of participation.

COMPREHENSIVE PLANNING

Because this proposal is falling under the Affordable Housing Interim Rezoning Policy project which has now ended, it does not have to comply with the usual planning process.

I know nothing about planning but common sense would suggest that the place (the site and the buildings immediately around it) and scale (of the proposed project) have an important factor in rezoning.

Don't you need to consider a building as not an isolated element but in the context of of the landscape around it?

Because, in this situation they don't have any relationship. They are completely different.

I simply don't understand how allowing a 4 story apartment building on a street with low lying bungalows surrounding it can, in any sense, be respectful and considerate of the context it is placed in.

Further I understand that there is now a process - Proposed Policy Changes for Low-Density Areas (RS/RT Zones)- starting that will look at areas like Dunbar Street.

I think I can gauge the neighbourhood feeling accurately. There isn't a general concern about increasing density but it must be done in a planned way and not ad hoc as this proposal exemplifies.

If rezoning for this project is allowed then what could be a nice street of planned townhouses or

small apartments will be destroyed by one stand alone apartment. In fact, the two houses to the south might not be developed at all if a developer is not wanting to work with only two sites.

If this is accurate and reasonable concern , then I am hoping that the City of Vancouver can show some leadership in this concern and not just leave it to the nearby residents to voice objections this proposal.

Let the neighbourhood begin a comprehensive planning process which can address the concerns of the community and the needs of Vancouver.
And let's look forward.

I just read part of a report from Statistics Canada and I will include this excerpt.

Extended periods of time at home make the characteristics of one's dwelling all-the-more important. Households in rented apartments appear vulnerable in this respect, both because they are more likely to express concerns about the characteristics of their dwelling and because they are more likely to be vulnerable in terms of finances, health or social contacts.

Stats Can Covid 19 Data to Insights for a Better Canada

<https://www150.statcan.gc.ca/n1/pub/45-28-0001/2020001/article/00009-eng.htm> [statcan.gc.ca]

May 4, 2020

EXAMINATION OF THE PLANS

When I looked at the plans in detail, I was struck by how careless the architect and developer were with the details.

I have no expertise in building and can't begin to assess whether the plans, elevations etc. are correct but one wonders when a layperson can spot obvious errors and problems what other problems might exist.

Let's begin with the very beginning and I quote from the submission itself.

"FLOOR AREA: THE DIRECTOR OF PLANNING CAN ALLOW AN FSR OF .85 ON AN RS-5 SITE IN SPECIFIC CIRCUMSTANCES. WE ARE **PROSING** AN FSR 1.12" taken

As you can see in the above quote from the proposal, this submission has spelling errors - **PROSING** is not a word. This is not the only glaring error that exists.

I was trying to look at the liveability and quality of life that this building would provide for renters.

In terms of density, this proposal asks for a very high density. The room sizes are so tiny. I hope that we will never have another pandemic and be isolated but the tiny spaces would make this so hard. We may find that more people will be working from home so our needs will change.

Part of the problem with this proposal is that it is designed for maximum rentals and not with regard to the site or to the neighbourhood or to the renters or to the practical issues like garbage and parking.

I am not at all sure about the quality of life for these renters as everything is so small. The suites

are definitely not accessible .

For families, there is little storage and no outdoor area for children or adults. An outdoor area is very important because one of the problems with this site is that the parks are far away and children would have to cross either busy South West Marine Drive or 41st. to get to the closest park (it has no playground equipment) children would have to walk on either Dunbar Street or on the south side of South West Marine where there are no sidewalks.

I might be more sympathetic to this proposal if I felt that providing a functional living spaces for the tenants and a child friendly development was the goal rather than maximum rentals and thus maximum income.

Garbage will present a huge problem to both tenants and neighbours if the current plan is approved. On the site plans, there is room for 7 garbage/recycling bins. I raised this concern at an Open House so I have no idea or not if they have changed what was on the plan.

But really, why should I have to raise a technical issue about a proposal? This brings me back to my concern about if I can see problems, what ones am I missing?

The first issue is that on the City of Vancouver's site it notes **Apartments, condos, and townhomes We do not provide waste collection services to most multi-unit buildings.**

If this is accurate then there needs to be a redrawing to include commercial containers.

If however they will be allowed to have regular garbage collection, there is no room to put 7 containers in the lane and recycling containers in the lane. None at all.

Part of the problem of this specific site is that the lane is extremely narrow. Big trucks have trouble navigating the lane as it is now.

This lane was designed for single family sites and not apartment buildings.

This is a picture of a garbage truck in the lane directly behind the proposed site.



As you can see there is just no room for either commercial dumpsters or regular City of Vancouver bins.

I think that the amount of bins proposed are not enough for the number of people who will live there. The plans show 5 garbage containers, 3 green containers and nothing for recycling or for glass. I don't know how to estimate if 5 garbage cans are enough for 9 apartments so possibly there will be more.

The only place to set out either commercial waste bins or city bins are right in front of the apartment garage and obviously that is unacceptable to the renters. They can't put them to the right of the site because that is in front of the neighbour's garage, They can't put them across the lane because that will be in front of the neighbours garage and if they put them to the left (behind the other neighbours' property) then they block the lane.

I have thought about this a lot and I really can find a solution to this. There is literally no place to put the amount of waste disposal - city bins or commercial dumpsters- that will be required.

For neighbours and renters, this won't be a once in awhile problem , it will be a once a week problem.

This highlights the problem with this particular site and placing a high density apartment in a single family neighbourhood.

I think that there are numerous problems with this proposal but, on this basis alone, I would hope that the proposal be denied or drastically reduced in scale.

The proposal as it stands, just doesn't provide good liveability and it doesn't function well.

IMPACT ON THE NEIGHBOURHOOD

PARKING:

The transportation most likely be on foot or by car because this site is on the bottom of a very steep hill. It is not bike friendly at all. If even only a small percentage of the residents own a car, the parking is inadequate.

On the Parking Data Sheet, it says the required parking is 10.87 and this proposal is suggesting 4. One of the parking spaces is for a smart car so in reality, only 3 spaces.

The City of Vancouver website:

Between 8am and 6pm every day, do not park your vehicle for more than 3 hours in front of residential or commercial properties that you do not own.

Given the anticipated number of tenants, even if only a small number own cars, this is a problem.

This is entirely an single family neighbourhood so where are they going to park their car?

So, from two points of view, renters and the neighbours, this seems very unfair. Unless they park illegally in front of the single family homes on the street, where do they park?

The answer is obvious. This project (if allowed to proceed) must provide more off street parking.

LOSS OF PRIVACY AND INCREASE IN TRAFFIC NOISE

To build this project some magnificent old trees would be cut down. City of Vancouver is so protective of trees because of the benefits they provide that I think this is an issue as well.

There is a lot of traffic on South West Marine Drive and it is very noisy .

Here is the stand of trees that would be cut down if this was approved. This picture was taken from my backyard so you can see, not only would I lose my privacy, but the noise barrier as well.



Because the elevation is higher on Dunbar than my lot, this 4 story high apartment will be the same as a 5 story apartment.

When you live alone as an older person, your privacy is important. For security issues, I don't want people to know that there is an elderly - I will be 75 years old on my next birthday - woman living alone in a house.

And, I would really like to be able to sit in my backyard and relax without having people watch me.

If I had to sacrifice this for a properly planned development I would have to obviously. But not for this development with all it's flaws.

MANAGEMENT OF THE PROPERTY

I have a number of concerns about this. Because of the concerns about garbage, there would certainly have to be an onsite manager facilitating this on garbage pickup days.

Also, if this proposal is to go through - I really hope that it will be denied - what guarantee is there that rental units granted through the Affordable Housing are not turned into AirBnB's?

What are the rents going to be and how will they be monitored so that they stay low?

IN SUMMARY

Given the problems with the design and the negative impact of the proposal on the immediate neighbourhood and the significant problems with this proposal, I would ask that the City of Vancouver reject this proposal outright.

Can we not wait until a community plan is formulated?

Please give this community time to think about about the broad issues for rezoning and the benefits it might bring. It is a lovely community and we would not oppose carefully planned increase in density.

Many of us have grandchildren and children and we are concerned about affordable housing for them but we want a process.

If, this project is not rejected outright, then please consider modifying the proposal radically to reduce the density, to reduce the height, to increase the off street parking and address some of the serious functional issues.

I appreciate your attention to this matter

Arlene Liket

28 July 2020

Rezoning Application – 6031 Dunbar Street, Vancouver, V6N 1W8

Respectfully submitted by:
Wilf and Lynn Owens-Whalen,
s.22(1) Personal and Confidential

Thank you for the opportunity to submit our response to the rezoning application for 6031 Dunbar Street. This property is located immediately to the south of our home, s.22(1) Personal and Confidential. Therefore we cannot understate enough the huge impact that this rezoning submission has on our neighbourhood, our property and on us personally as immediate neighbours.

We do recognize that we live in a neighbourhood immediately adjacent to UBC and that we live on a main arterial road near to the Dunbar bus loop. We also acknowledge that that the City of Vancouver is committed to increasing density rental accommodation across the city. In the past few years, we have become aware of both residential and commercial realtors showing interest in higher density opportunities on Dunbar Street between 41st Avenue and SW Marine Drive. Several years ago, home owners on the west side of Dunbar Street just south of the Dunbar bus loop were approached about rezoning single family dwellings in favour of townhouses. Evidence of the transition from owner residents to rental properties is evident at 5995, 6031 and 6065 Dunbar and 6007 has also been rented with one of the owners only recently moving in. In fact, of the six houses north of the laneway entrance off Dunbar, only 6015 and 6049 Dunbar are owned by residents.

We have noted that a similar development already exists at 5555 Dunbar Street on the corner of Dunbar and 39th Avenue.



Currently there are land assembly signs located on the east side of Dunbar Street between 41st Avenue and 42nd Avenue.



An exemplary example of lane house and rental suite housing is located on Dunbar Street at 43rd Avenue.



More recently, interest has been shown in this area in rezoning to include larger density housing possibly similar to the existing three story apartments at 3088 West 41st Avenue.



The application that is currently being considered by Council located at 6031 Dunbar Street came to our attention about 8 months ago upon receipt of a notice of an architect

initiated planning meeting at the Dunbar Community Centre. The notice for this type of rezoning came from 'out of the blue'.

6031 Dunbar Street has been a rental home for about twenty years and was home to one family for most of that time. Since the house was sold about 3 years ago, the garden has been overgrown, the house unkept, the back door boarded up and no exit exists at the back on the upper floor of the house at all. At the very least, we would wonder about fire code violations.



Renovations were done to divide the living room into two bedrooms and a sink was installed in the main upstairs hall. Renters have come and gone, as few as six to eight residents at a time and last summer in excess of twelve residents at a time. Garbage has been a problem as have house parties and yet we have seen the owners so few times that we do not recognize them. This poses the question, who is going to provide maintenance and upkeep given the dismal track record of this owner and / or the management company that they retain?

The application presented is a one-off example of extreme density given the size of the lot and one that was initiated by the owners with complete disregard of how neighbours or the neighbourhood would be affected. The application for rezoning at 6031 Dunbar Street also significantly limits us as immediate neighbours and other owners nearby with opportunity to be part of a comprehensive well thought out plan of densification that is complementary to the neighbourhood in the future. Clearly we believe that approval of this singular plan will mean that any future plan that includes defined appropriate densification sensitive to functional, environmental, social and other community needs will be significantly limited. It is also important to note that a number of property owners neighbouring 6031 Dunbar Street including ourselves are actively exploring alternative plans under the Secured Rental Policy at this time. From our perspective and as owners of s.22(1) Personal and Confidential for 43 years, we do care deeply about this neighbourhood and we are both committed and hopeful that in the future the natural beauty and sense of community of Dunbar / Southlands, including this part of Dunbar Street can be retained if not enhanced in years to come.

Summary of our submission to Planning, 08 May 2020

Our submission to the City of Vancouver Planning department, care of James Boldt, dated May 8, 2020, responded directly to specific reference to the application for development at 6031 Dunbar Street on the basis of the Affordable Housing Choices Interim Rezoning Policy. We hope that this summary based on our 08 May submission of our concerns is helpful to you.

Site Plan

- Tree removal of all conifers including a mature Douglas Fir tree which we consider to be contrary to The Greenest City Action Plan. All proposed trees are deciduous only.
- Insufficient room for garbage and recycle bins and very limited space for garbage trucks at the rear property line.

Site Context

- There are two distinct buildings to be built on a lot 60 x 129 ft. lot. If we are correct, the allowance between the new buildings and the property line with 6031 Dunbar is 7.67 rather than 9.0 previously required. This significantly encroaches on our property line and brings up issues around elevation drop off.
- The plans do not recognize the slope from north to south and as there is a significant drop off of approximately 5 feet between our properties, there must be recognition that 6031 assume full responsibility and costs of slope protection and fence rebuilding if needed.

Rendering

- Land allowance at the rear of 6031 Dunbar is virtually nil. This will be an issue for cars turning and wide vehicles including garbage trucks in the lane.
- Insufficient parking provided. This may be a concern for seniors who often need to use private vehicles for transportation, especially on the Dunbar hill and if they are challenged by mobility issues.
- The application proposes nine suites with a total of 25 bedrooms on a lot 60 x 129. If the neighbourhood had similar or larger density, one could make an argument that it may fit in. But this is grossly exaggerated in terms of size. We would suggest that a proposal for increased density based on including other adjacent lots would provide more density in a way that would be more suitable to the neighbourhood.
- Again, please note that this application includes two distinct buildings even though the sign out the front of the house only mentions one building.

Building Sections and Building Elevation

We note that the Affordable Housing Choices Interim Rezoning Policy indicated that Form of Development is a consideration. This cites shadow analysis, view impact, frontage length, building massing and setbacks as factors to consider.

- Elevation – Building A is 11 feet higher than our home at s.22(1) Personal and Confidential on the north side and 21 feet higher than 6049 Dunbar on the south side of 6031. This is a massive difference in height and will have a very significant effect on shading for our house at s.22(1) Personal and Confidential .
- Building B appears to be the height of the current house at 6031 Dunbar Street and we note that this is significantly higher than a garage which again brings up shade concerns.
- Building A and B cover virtually all of the lot.

Shadow Study

Being located immediately to the north of 6031 Dunbar Street, this is a huge concern of ours.

- Referring to the Shadow Analysis, the height of Buildings A and B virtually blocks the morning and mid day sun from all of the south side of our lot. Being in the northern hemisphere, we specifically bought a building and lot that had south and west exposure.
- The large trees currently adjacent to the lane at 6031 Dunbar block the sun to a degree. But trees are not solid and we receive light from different places throughout the year and always filtered light. But buildings are solid and block all light. As a result it is obvious that we will receive no light on virtually 50% of our garden.
- By far the majority of our outdoor living is located on the southwest corner of our building. This is huge impact on our daily lives and a feature of this application that we are strongly opposed to.
- As indicated previously, our property is immediately north of the property at 6031 Dunbar Street. For the past three months (February, March and April), we have been observing shadows at the times indicated on the Shadow Analysis, 10 am, noon and 2 pm. In fact, the drawings are frightfully accurate. In summary we will receive 4 hours of light per day.

- As indicated, should the roof level of Buildings A and B remain the same, at 10 am and again at 2 pm from March through September, at least one full half of the south of our property will be in complete shade. This extends to include the main part of our outdoor living and extends east almost entirely to the front of our house. At best, at noon from March to September, the only sunlight is a strip of approximately 15 feet in the middle of our lawn otherwise the entire south half of our property remains in total shade.
- We are extremely concerned and perplexed by even the suggestion that at least one half of our property will be in total shade and therefore we would strongly recommend that if approved, the roof lines of both buildings but especially building B must be reduced based on Shadow Analysis alone.

Landscape Plan

- If we are correct based on the landscaping plans, four small deciduous trees are to be added to the property, two on Dunbar Street and two in between the two buildings. As noted previously and based on the -101 Site Plan, seven trees are to be destroyed, 1 Sawara Cypress (which is on our property), 4 Western Red Cedar, 1 Douglas Fir and 1 Holly. All these trees are conifers.
- Again, we are totally opposed to any further destruction of the coniferous urban forest. One must note here that at least seven conifers have been removed by developers on properties adjacent to the lane between Dunbar and Alma Streets in recent years.

We urge Council to consider the application for rezoning at 6031 Dunbar in light of both specific concerns raised by neighbours regarding this property and the owner's development plans but also in the context of a main arterial street obviously in transition from single family to multi family residences. Many of us are actively engaged in other possibilities for redevelopment and we urge Council to support us in this endeavour. The city has an opportunity for cohesive and sensitive redevelopment opportunity on Dunbar Street and therefore, we would strongly recommend that the application for rezoning at 6031 Dunbar Street in it's current form be rejected.

Thank you for your consideration.

Wilf and Lynn Owens-Whalen

s.22(1) Personal and Confidential
s.22(1) Personal and Confidential

s.22(1) Personal and Confidential
s.22(1) Personal and Confidential

Daren & Elaine Sanders

s.22(1) Personal and
Confidential

April 17, 2020

James Boldt, Rezoning Planner
City of Vancouver
james.boldt@vancouver.ca

RE: Application to rezone 6031 Dunbar Street

Please accept my apologies for this late submission. Being employed in an essential service, responding to the COVID-19 pandemic has fully consumed my time and I've been unable to prepare my response until now.

We're writing this letter in opposition to an application for rezoning of 6031 Dunbar Street from RS-5 (Single Family Dwelling) to CD-1 (Comprehensive Development) to allow for the development of a 4-storey residential building under the Affordable Housing Policy for Affordable Housing Choices. We don't believe the form of development as currently proposed is suitable for the site for reasons that include impacts on neighbours, insufficient landscaping plan, and impacts on road access as outlined below.

We understand the need for more affordable housing in the City of Vancouver and don't oppose increased density in this area. However, we note there are approximately 19 properties on the west side of this portion of Dunbar street that could potentially be redeveloped under the proposed Secured Rental Policy. The area also has unique characteristics resulting from large slope contours and traffic congestion that impact street access. With these mind, we believe that more modest redevelopment is necessary for the site and that it would be more appropriate to review acceptable forms of development along this corridor before the application for 6031 Dunbar is approved.

Form of Development

We understand that there are two primary criteria regarding the Interim Rezoning Policy for Affordable Housing Choices. In particular:

- Affordability, which is a factor that we can't assess in our review of the application, and
- Location and Form of Development.

We accept that the proposal meets the 'location' criteria of being on Translink's Frequent Transit Network as well as being within close proximity of a local shopping area. However, we don't believe the 'form of development' is appropriate.

A key concern is that the development has maximized the buildings' footprint to essentially "squeeze" a large building into a single lot. Amongst the outcomes of this approach is that the proposed design doesn't include a setback on the west side of the property, with parking access and resident patios built

right to the lane. This negatively impacts the characteristics and needs of the area, such as the privacy of the existing residents on the east side of Alma Street that also share the lane. In particular:

- The current property features multiple mature evergreens that provide privacy and green cover for the area (see Figure 1). However, as shown on the architect's renderings, the proposed development has removed all existing landscaping so that the building can be constructed right to the west property line (see Figure 2).
- Lack of any landscaping or privacy screening means that residents of the complex will look directly into the backyards of the homes on Alma Street. See Figure 3 below.
- The overhead powerline on the west side of the lane (not shown in the renderings) restricts residents along Alma Street from growing vegetation tall enough to have privacy in their backyards. The power line is shown in Figure 1 below.

Figure 1. Existing Tree Cover and Overhead Powerline



Figure 2. Architect's Plan Drawing

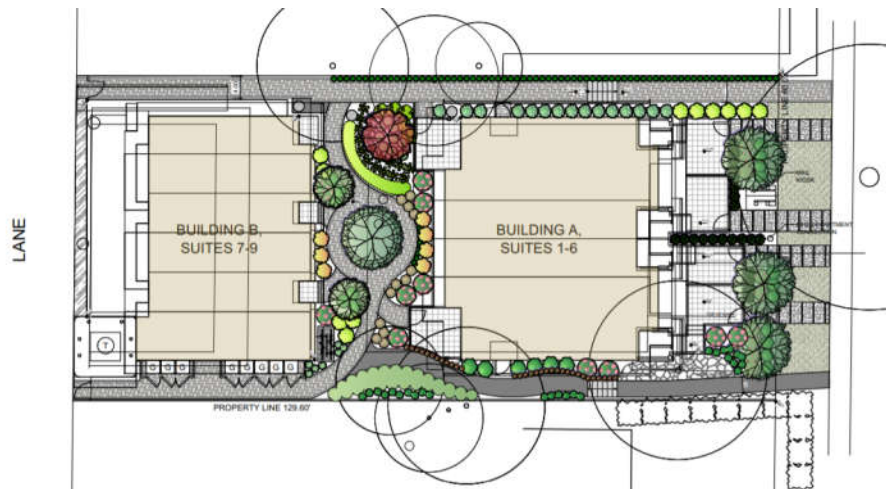


Figure 3. Architect's Rendering – Rear of the Property along the Lane



With these impacts to neighbours in mind, I'm opposed to the proposed design. If there remains a desire to increase density on this property, a suitable development that more appropriately achieves a form of development would include:

- Setback of Building B from the lane;
- A requirement to provide effective and permanent landscaping along the west property line (i.e., more than a few plants on residents' patios);
- To the extent possible, retention of the existing evergreens; and
- Relocation of the parking entrances to allow the landscaping as described above.

From the broader view of the Secured Rental Policy and the potential for similar or larger properties (through land assembly) in this corridor, there are significant slopes on this portion of Dunbar, both north-south and east-west. This creates the potential to develop buildings that may seem to fit the characteristics of Dunbar Street but that tower over the single family homes along Alma Street, creating an imposing and uncomfortable environment for the existing residents. As a result:

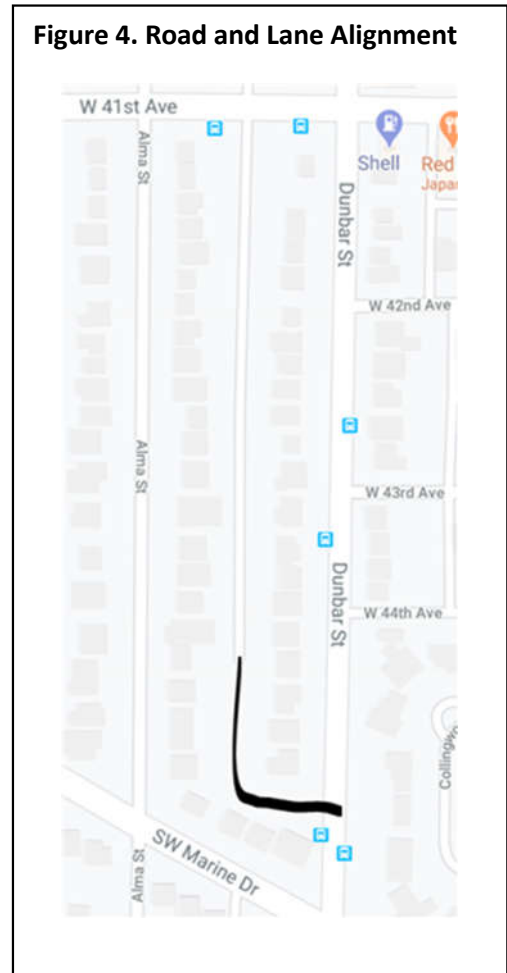
- Other forms of developments such as rowhouses, for example, would be more suitable for this corridor than would large, monolithic apartments that under the proposed policy could be 6 stories high;
- Developments be required to include setbacks from the lane, so as to provide space for landscaping; and
- Priority is given to retention of existing, mature landscaping whenever possible.

Traffic Impacts

The area is unique in that there are no east-west streets that intersect streets to the west of Dunbar between 41st avenue and Southwest Marine Drive. Properties on Dunbar and Alma streets share a common lane that extends the equivalent of four blocks (i.e., 41st to 45th avenues).

Egress from the lane is already difficult with the current level of development.

- To the north, access to 41st avenue is made difficult by the congested intersection at 41st and Dunbar, the bus loop to the east, and the bus stop to the west. Intersection improvements associated with the Rapid Bus introduction have not improved access to 41st avenue significantly and, in fact, moving the bus stop to the west has actually reduced visibility of approaching traffic.
- To the east, access to Dunbar is difficult because of congestion at Southwest Marine Drive that causes traffic waiting for the light to back-up past the lane entrance. Also, visibility is often hampered by residential parking along Dunbar to the north of the lane entrance and busses at the bus stop to the south.



During busy periods there can often be multiple cars backed up at either lane entrance, and it can sometimes take 5 minutes to simply pull onto the street.

We acknowledge that adding four additional cars to the lane as a result of the proposal to rezone the property at 6031 Dunbar is not likely to have a significant impact on access to 41st or Dunbar. However, access to these streets would most certainly be affected by increased density along the corridor. If more development were to proceed the City should consider other means of ensuring safe and efficient egress, such as:

- Installation of traffic lights at the lane entrances, and particularly the entrance on Dunbar Street; and
- A requirement that access to parking for new buildings be directly from Dunbar Street rather than from the lane.

Consistency with Dunbar Community Vision

As an additional point, we'd like to note that the Dunbar Community Vision already includes consideration for higher density housing along Dunbar. However, this extended only between the local shopping areas on 16th Avenue and 41st Avenue; this vision didn't extend along Dunbar south of 41st. It was with this understanding that longer-term residents of Alma Street purchased their properties, thereby expecting that their properties would continue to have a high degree of privacy.

As previously stated, we understand the need to provide more rental housing in the City of Vancouver, and also understand that increasing density is necessary to achieve that. However, with the exception of this specific rezoning application there hasn't been any engagement with stakeholders to establish what would constitute acceptable forms of development that would balance increasing density with respecting the characteristics of the neighbourhood and impact on existing residents.

Conclusion

For the reasons above, we oppose the rezoning application for 6031 Dunbar Street in its current form. Furthermore, we'd encourage additional dialogue regarding acceptable forms of development for Dunbar Street between 41st Avenue and Southwest Marine Drive before proceeding with any additional rezoning applications.

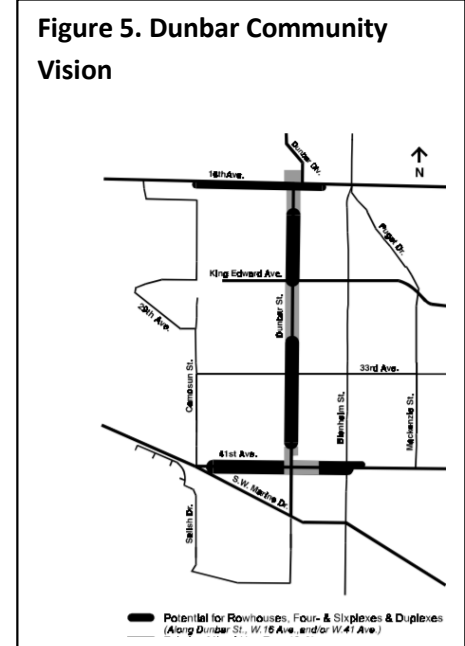
Regards,



Daren Sanders

s.22(1) Personal and Confidential

Figure 5. Dunbar Community Vision



July 28, 2020 Public Hearing
 Roll Call
 2. CD-1 REZONING: 6031 Dunbar Street

July 24, 2020

Brian and Gloria McCormack
 Residents of Dunbar
 Oppose

Please consider this as my response to 2. CD-1 Rezoning : 6031 Dunbar Street.

Dear Mayor and Council Members,

CD-1 Rezoning: 6031 Dunbar Street is not an appropriate Housing Development based on its proposed densification, design and focus on offering 100% suitable housing for family units at 6031 Dunbar Street.

This project falls short of meeting the needs of young families and should not be approved for the following reasons...

Play space.....How much play space is available for the 9 units which could amount to 16 plus children on the property and its surroundings?

- The outside courtyard 24 ft area between the 2 buildings will likely not meet the children's needs.
- Unfortunately the sloping uneven lane lacks usability for play space as well.

Park -The closest park identified by the developer is Musqueam Park located south of SW Marine Drive. Children accessing this park will need to cross SW Marine Drive at Alma Street which has no crosswalk and continue south walking on the road as there is no sidewalk in front of the residences in this rural area in order to access the grass park which has no play structures.

Schools – access to Southlands Elementary School is less than desirable – as it is located on the furthest eastern boundary for this elementary school and is 1.5 km away and requires crossing 41st Avenue. Point Grey High School is 2.9 km distant.

Parking – four parking stalls meet the minimum requirement but will not be sufficient for the needs of the families as the area amenities are not easily accessed by foot or cycle. The proposed development is located near the bottom of Dunbar St. at SW Marine Drive and the desired amenities are at the top of the hill at Dunbar St. and along 41st Avenue.

The grade on this stretch of Dunbar Street is 7% which is significant if you are walking or cycling.

On this section of Dunbar Street, there is no cycle lane from 41st Ave. to 49th Ave.

The necessity of additional resident vehicles will put pressure on Dunbar Street parking around the development which will impact the surrounding neighbours.

Dunbar Street - is a very busy and noisy street including the heavy use by UBC articulated buses which turn onto Dunbar from 49th and continue up this hill to 41st. The #49 Metrotown articulated Bus also uses Dunbar Street. Traffic volume accesses S.W. Marine Drive from Dunbar St. and is headed for Richmond and beyond.

Rear Lane— is not paved. The bottom half is especially rough. As mention it is not suitable for a play area. Access by the 40 residential homes on Dunbar and Alma Street to this lane is problematic entering from the 41st end.

Trees - the 14 existing trees will be reduced with a loss of 7 trees and their canopy. New planting will not adequately replace the shade and carbon reduction and the sheer enjoyment by all in the neighbourhood of these magnificent trees.
The trees will be gone and the neighbours will be visually impacted by two enormous structures from the front of the lot to the rear.

Garbage/Recycle - How will the garbage cans and recycle bins for 9 units be accommodated in the lane behind the development where there is minimum set back and limited space with four garage doors in order to accommodate the 9 units?

How can this be done in a hygienic manner where there have been ongoing existing issues with the owner who has a much smaller number of tenants in the existing house?

Family Suitability—At the Open house, the unsuitability for families was evident in the public response and is referenced in the Referral Report June 9, 2020 Public Response page 13 quote “viewed this accommodation as suitable for UBC students”. There was with no mention of families. The local Dunbar residents recognized the unsuitability of this location for families and chose to see the use for UBC students.

How can we ensure that the residents of these units will indeed be families and not instead be full of UBC students with its 25 bedroom densification impact?

How will the neighbourhood not be impacted negatively if instead the development is turned into a party house with 25 plus students occupying it?

The rezoning from RS-5(one-Family Dwelling) to CD-1 (Comprehensive Development), increased height, FSR and two buildings for nine rental housing units at this location is not suitable as proposed and is too impactful on the neighbouring properties.

We do not support this development at this location.

Brian and Gloria McCormack s.22(1) Personal and Confidential