



## POLICY REPORT DEVELOPMENT AND BUILDING

Report Date: February 18, 2009  
Author: Michelle McGuire  
Phone No.: 604.873.7484  
RTS No.: 07821  
VanRIMS No.: 08-2000-20  
Meeting Date: March 3, 2009

TO: Vancouver City Council  
FROM: Director of Planning  
SUBJECT: CD-1 Rezoning - 6511 Granville Street

### RECOMMENDATION

A. THAT the application by Neale Staniszki Doll Adams on behalf of Aville Enterprises Ltd., to rezone 6511 Granville Street (PID: 008-138-800, 008-138-826, 008-138-877, Lots 1A, 1B, 1C, all of Lot 1, Block 11, DL 526, Plan 5615) from RS-6 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to permit development of a 3-storey Seniors Supportive and Assisted Housing project, be referred to a Public Hearing, together with:

- (i) plans received September 26, 2008;
- (ii) draft CD-1 By-law provisions, generally in accordance with Appendix A; and
- (iii) the recommendation of the Director of Planning to approve, 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, subject to approval of the rezoning at a Public Hearing, the Subdivision By-law be amended as set out in Appendix C; and

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

C. THAT Recommendations A and B be adopted on the following conditions:

- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City and any

expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;

- (ii) THAT any approval that may be granted following the public hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner; and
- (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

### GENERAL MANAGER'S COMMENTS

The General Manager of Community Services RECOMMENDS approval of the foregoing.

### COUNCIL POLICY

Relevant Council Policies for this site include:

- RS-6 Design Guidelines, adopted on March 26, 1996
- Community Amenity Contributions - Through Rezoning, adopted on June 20, 1999
- Guidelines for Seniors Supportive and Assisted Housing, adopted on February 19, 2002
- Arbutus Ridge/Kerrisdale/Shaugnessy (ARKS) Community Vision, adopted on November 1, 2005
- EcoDensity Charter, approved on June 10, 2008
- EcoDensity Action A-1 (Rezoning Policy for Greener Buildings) approved on June 10, 2008

### PURPOSE AND SUMMARY

This report assesses an application to rezone 6511 Granville Street from RS-6 (One-Family Dwelling) District to a CD-1 (Comprehensive Development) District. The proposed rezoning would permit development of a three-storey Seniors Supportive and Assisted Housing project with a maximum floor space ratio (FSR) of 1.2 and a maximum height of 13.9 m (45.6 ft.). The proposal includes 62 seniors housing units with associated amenities, one level of underground parking and a covered vehicle drop-off area, both accessed from West 49th Avenue. The owner proposes to rent the housing units and has not yet chosen an operator for the facility. The purpose for rezoning is to allow the proposed seniors' housing development to have additional height and density than that permitted under the RS-6 District Schedule.

The proposal generally conforms to Council's Guidelines for Seniors Supportive and Assisted Housing. As well, the proposal is consistent with the Arbutus Ridge/Kerrisdale/Shaugnessy Community Vision directions regarding seniors housing. Staff have assessed the application and conclude that the proposal is generally supported by Council policy and promises public benefit in allowing seniors to stay within their community as their housing needs change. Staff support the proposal and recommend that the application be referred to a public hearing and be approved.

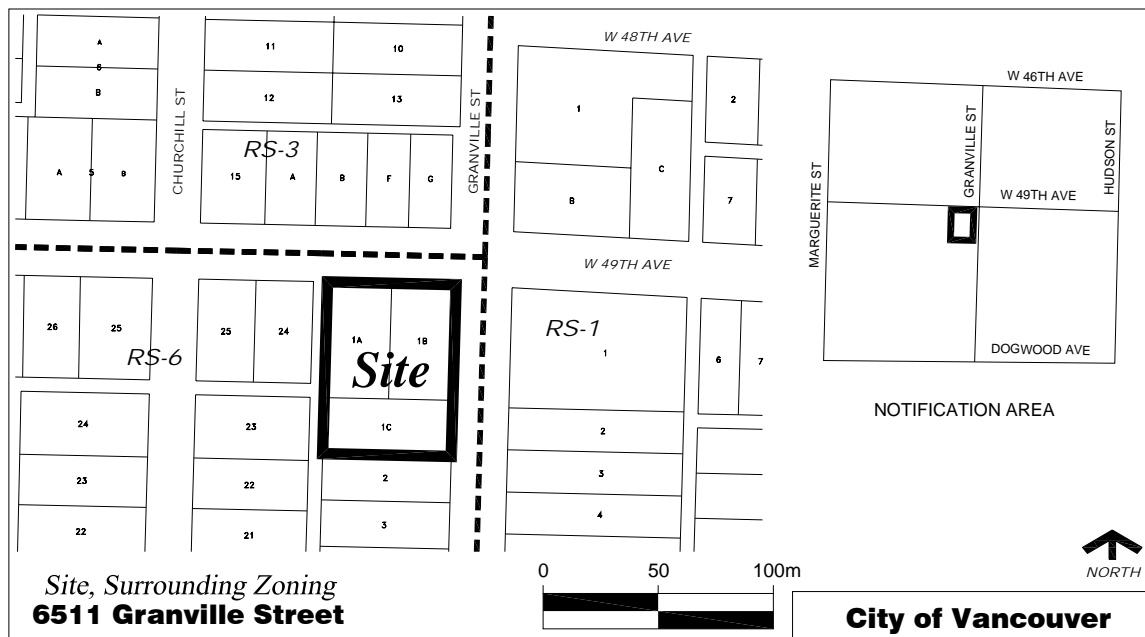


Figure 1: Site and Surrounding Zoning

## DISCUSSION

### 1. Site and Context

The rezoning site is located at the southwest corner of Granville and 49th Avenue and is comprised of three legal parcels which have been occupied since 1929 by one large house (which is not on the Heritage Register). The current zoning and that to the west is RS-6. To the north is RS-3 and to the east is RS-1. Other than the Trinity Baptist Church located directly across Granville Street, all properties surrounding the site are developed with one-family dwellings (See Figure 1). The site is within the ARKS Community Vision area.

### 2. Relevant Council Policy

**Arbutus Ridge/Kerrisdale/Shoughnessy (ARKS) Community Vision:** Council approved the ARKS Community Vision in November 2005. In the Vision, Direction 15.11 concerning Seniors Housing was strongly supported by the community. The direction states, "Some small developments designed for seniors should be considered near parks, shopping, transit and services to allow seniors to stay in the community as their housing needs change." The rezoning policy provided in the Vision (page 69) notes that seniors housing projects can be considered for site-specific rezonings without further area planning, because such proposals would meet city-wide policy objectives (for seniors housing) and because it would implement Direction 15.11.

The rezoning application is further supported in the Vision by Direction 16.5 which calls for new housing types to be located "on or near arterial roads subject to detailed planning and impact mitigation". This Vision Direction assumes that locating new housing along arterials would provide convenient access to transit, shops and services for residents, without the need for a vehicle. The project's location, at the intersection of two arterials streets, meets

Direction 16.5. The application and related conditions of approval recommended by staff address the detailed planning of the new housing type and impact mitigation.

**EcoDensity:** This application can be considered on the basis of the ARKS Community Vision policy alone, however it is noted that the proposal is also in keeping with the EcoDensity Charter. Specifically the application is in keeping with provisions of the Charter that relate to achieving: greater densities smartly and strategically (e.g., close to transit), more housing types and choices (e.g., housing for seniors), and greener and more livable architecture and design on sites and within buildings (e.g., sustainable design features). As well, the application meets the EcoDensity Rezoning Policy for Greener Buildings (Action A-1) as noted below under Sustainability.

### 3. Land Use

The proposed use, which is conditionally permitted in the RS-6 zoning, is “seniors supportive and assisted housing”. In this type of housing there are individual residential units and large common areas, including a large communal dining room, and common areas for activities and socializing. Such facilities are designed to meet the needs of an elderly population, and to accommodate aging in place. They include a number of non-medical services, typically including meals, housekeeping, laundry and activities. City policy recognizes that seniors supportive and assisted housing is an important component of the continuum of housing choice for seniors, one which allows seniors to maintain and maximize their independence.

Council’s Guidelines for Seniors Supportive and Assisted Housing are intended to provide direction primarily related to the livability and usability of the housing projects. The Guidelines include general design considerations regarding neighbourhood compatibility, site selection, building characteristics, open space, parking and loading, and pedestrian and vehicle access. As well, the Guidelines include considerations for the interior of the facility regarding unit size and design, common areas, storage areas, circulation areas, and safety features. The proposal for 6511 Granville Street generally meets the Guidelines. One exception is that the site is not located adjacent to or within close walking distance to shops and amenities. The applicants’ response is that the site provides convenient access to transit as it is located on two major transit routes. They also stated that the facility will have a mini-bus to take residents on day trips, to special events and activities. Staff recommend that a requirement for the mini-bus be included as a condition of the development permit [see Appendix B, condition (b)(xxii)].

### 4. Density

RS-6 zoning permits up to 0.6 FSR for seniors supportive and assisted housing. The application proposes an increase in density from 0.6 to 1.2 FSR to accommodate the proposed development. To achieve the efficiencies required to make seniors supportive and assisted housing projects viable, higher densities than are permitted in single family areas are usually required. Staff support the proposed increase in density on the basis that there is a need to provide a continuum of housing choice for seniors to serve both the immediate community and the city’s changing demographic needs.

## 5. Height

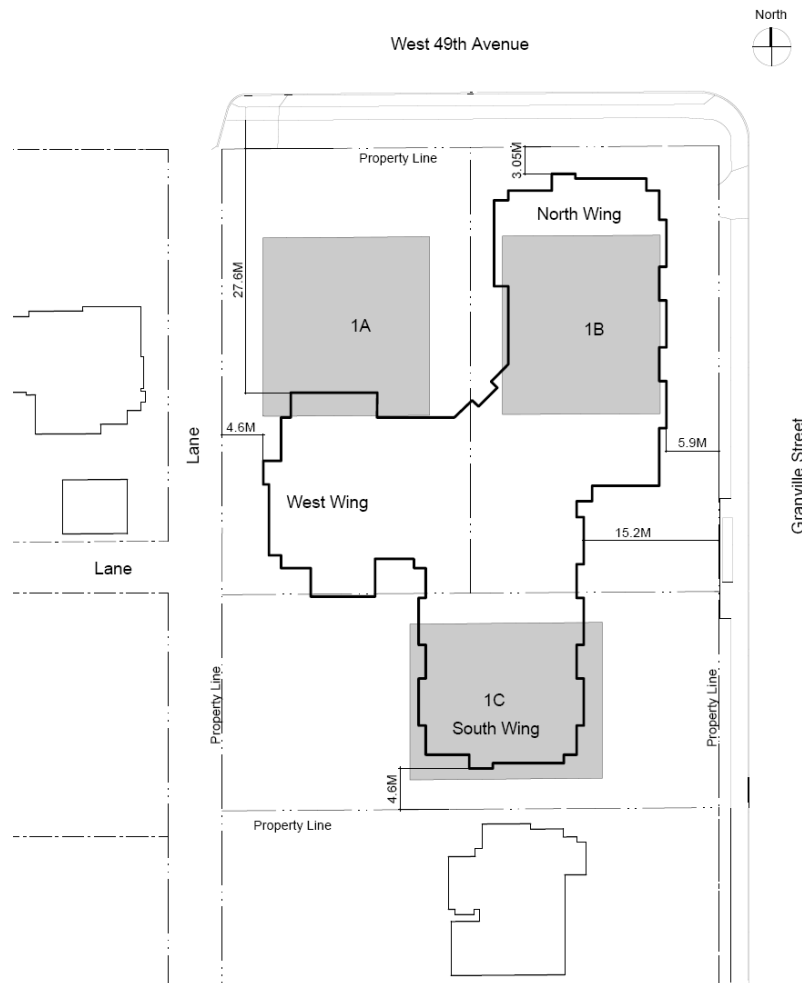
The current RS-6 zoning permits a maximum height of 10.7 m (35 ft.) or 2½ storeys. The rezoning application proposes to increase the maximum height to 13.9 m (45.6 ft.) or 3 storeys. The site abuts two arterial streets to the north and east, and a lane to the west. The building placement in relationship to the adjacent property to the south achieves an adequate setback to address the impact of the additional height. As well the building orientation and unit designs further address the impact of additional height on neighbouring properties. Staff support the proposed increase in height subject to design development conditions noted in Appendix B and described below.

## 6. Form of Development (Note Plans: Appendix D)

The proposed form of development is a T-shaped building oriented in a north-south direction. The design rationale is that the building orientation and layout with the three wings break down the overall massing and provide three outdoor open spaces. The architecture has been designed to fit into the existing residential character of the neighbourhood. The proposal has pitched roofs with broad flat gables, chimneys, rectangular-shaped bay windows and a continuous projected porch at the entrance.

The proposed building orientation and layout results in three building wings: the south, north and west wing (see Figure 2). The proposed location of building wings on the site respects the front yard relationships to adjacent properties and addresses the impact of the proposal for adjacent neighbouring properties. Figure 2 shows three shaded areas that illustrate typical building footprints that would result if the site were developed with three single-family houses under RS-6. The south wing is located such that it is consistent with front and rear yards that would be required if that parcel were developed under the existing zoning. As well, the setback from the south property line is greater than the side yard setback that would be required under existing zoning. The west wing is set back further from 49th Avenue than adjacent houses to the west. The north wing does encroach further north toward 49th Avenue, however this northeast corner of the site is the appropriate location to receive building massing because there is the least impact on surrounding properties with regard to overlook and privacy. The side yard condition for the north wing, adjacent to Granville Street is consistent with the RS-6 side yard requirement.

Figure 2: Building Layout and Setbacks



Staff conclude that the appropriate relationship has been achieved with the dwelling to the south with the prescribed setbacks and reductions in massing [see Appendix B, conditions (b)(i), (b)(ii), and (b)(iii)]. Separation from neighbours to the west is assisted by the width of the lane, and by the orientation of new windows toward the north and south. Staff find the proposed setbacks acceptable as they are used to provide common outdoor space for residents and the separation distances between the proposed building and adjacent properties are adequate. Staff have included design development conditions to ensure that the proposed setbacks are maintained if the rezoning is approved (see Appendix B).

The RS-6 Design Guidelines encourage a high standard of building design, materials, and landscape development while allowing design diversity, rather than prescribing any particular architectural style. The proposal responds to the Guidelines by providing design features which are common in single-family residences, such as steeply pitched roofs, traditional building materials, and maintaining existing mature vegetation.

On December 3, 2008 the Urban Design Panel reviewed the proposal and supported the use, density and height (see Appendix E). Staff support the general massing and proposed form of development, which will be further refined at the development application stage. In response to the Panel's commentary, staff have included design development conditions (see Appendix B) to:

- vary the roof line, and reduce the scale and massing of the building which is adjacent to smaller residential buildings;
- achieve a stronger residential expression at grade to be more reflective of the proposed use;
- better respond to the prominent intersection of Granville Street and 49th Avenue; and
- consider providing a pathway to the bus stop on Granville Street.

## 7. Parking, Loading and Circulation

The proposal includes a covered passenger loading area and one level of underground parking, both accessed from 49th Avenue. A separate loading bay for deliveries and garbage/recycling pick-up is proposed on the west side of the property accessed via the adjacent lane. The proposed parking includes 23 vehicle spaces and seven bicycle spaces. The proposed parking and loading meet the requirements of the Parking By-law. It is noted that the proposed use is known to generate a low number of vehicle trips relative to other uses at similar densities and therefore the parking standard is considerably lower than for other forms of multiple dwelling developments.

The site is well served by transit, with bus routes on both Granville and 49th Avenue. The local Granville bus route provides access to the Marpole and South Granville shopping areas. Once the Canada Line system is in place the 98 B-Line service along Granville will be discontinued.

As part of the rezoning application, the applicant submitted a Transportation Impact Assessment report to review the proposed parking and site access. The report indicated that traffic generated from the proposed development, and its impact on the adjacent streets and lane, will not be significant. The report concluded that the minor amount of added traffic will have no significant impact to traffic operations on the area street system. The transportation report states that the proposed parking would surpass the peak parking demand anticipated. For more information regarding the transportation report findings, see Appendix E.

Engineering Services staff have reviewed the traffic consultant's report and the rezoning application, and have no objections to the proposed rezoning provided that the applicant satisfies the Engineering conditions included in Appendix B. While in absolute terms the amount of traffic to be generated is not great, local sensitivities to even small increases have been voiced. As well there has been significant commentary from residents regarding existing traffic and parking concerns in the area. Although no major transportation improvements are deemed to be required with this rezoning application, measures are proposed such as adding speed humps in the lane and design development to the parking garage and the covered passenger loading area to accommodate the mini-bus [see Appendix B, conditions (b)(xxi)(1) and (c)(i)(7)].

## 8. Landscape

This application is proposing additions and alterations to existing mature landscaping. It is important for the existing mature greenery enclosing the site at the property edges bordering Granville Street, 49th Avenue and south property line, to remain intact as a visual amenity and effective green buffer. Every effort should be made to retain existing healthy trees located outside the proposed building envelope, and if removed, they must be replaced with specimens of equal or better value.

There is a potential for loss of greenery, including the removal of mature trees, to make openings for the new driveway and turn-around, and to excavate for the new building foundations near the south and north property line. Where redevelopment will result in the loss of significant landscape screening, the green edge must be re-established. Staff have included design development conditions (see Appendix B) to:

- review the proposed retention and relocation of mature trees to ensure that construction activities and excavation do not put these trees at risk or where retention is not possible to replace with specimens of equal or better value;
- encourage the use of hardy, drought-tolerant planting to reduce the use of water in the landscape; and
- ensure that programming of the common outdoor open areas includes activities for shared gardening practice (urban agriculture) for the residents.

## 11. Sustainability

For all rezonings for buildings that meet the minimum requirements to participate in the LEED™ program, EcoDensity Action Item A-1 requires that developments establish a design that would achieve a level of LEED™ Silver at a minimum, with specific targets, or BuiltGreen BC Gold™ with a score of Energuide 80, or an equivalent achievement in green design.

The proposal includes many sustainable design features that seek to maximize water efficiency, minimize energy consumption, optimize indoor air quality, and utilize building materials with recycled content. Specific sustainable design features include: use of permeable pavers and storm water management techniques to minimize run-off; use of native plants in landscaping; rain and storm water harvesting for landscape irrigation; use of low-flow fixtures; high-performance building insulation and glazing; and energy efficient mechanical and electrical equipment.

The applicant has indicated that neither the LEED™ nor the BuiltGreen BC rating systems completely fit with this project. However the application included a LEED™ checklist which shows 39 points being achieved by the project with another eight points possible. 39 points would result in LEED™ Gold equivalency. As well the LEED™ checklist shows that the minimum targets specified by EcoDensity Action Item A-1 being met. The applicant has indicated that under the BuiltGreen BC system the project would achieve approximately 170 points which would result in a platinum rating. Staff recommend that the proposed design features be noted on the plans and elevations. [see Appendix B, condition (b)(viii)]

## 10. Crime Prevention Through Environmental Design

No specific crime risks have been identified through the review process. Seniors' perception of safety influences their mobility in the community, and staff recommend some design refinements to the building. [see Appendix B, condition (b)(ix) and (b)(x)]

## 11. Community Amenity Contribution

Under Council's policy, 'Community Amenity Contributions - Through Rezoning', small rezoning applications, such as this, where the proposed density is less than 1.35 FSR, and the use is residential or institutional and the site size is less than one full city block - a community amenity contribution is not anticipated.

## 12. Public Input

A public open house was held by the applicant prior to the application being submitted. After the rezoning application was submitted, a notification letter was mailed to surrounding property owners. Comments received from neighbours have largely been in opposition to the proposal. The majority of comments focussed on concerns about increased traffic congestion and parking demand on the surrounding streets and on the lane adjacent to the site, reduced property values, and concern about the suitability of the location given the lack of nearby shops and amenities. For more information regarding public input, see Appendix E.

The applicant presented the proposal to the ARKS Community Vision Cityplan Housing Sub-committee on October 2, 2008. The Sub-committee generally supported the proposal and felt it was in line with Vision Directions 15.11 (Seniors Housing) and 16.5 (New Housing along Arterials). The Sub-committee requested that the applicant consider reserving a portion of the units to be affordable. As well, the Sub-committee raised concerns regarding the potential for mature trees to be lost, parking impacts, privacy impacts, and location of the loading bay.

The proposed conditions of approval in Appendix B respond to concerns regarding traffic in the lane, the character of the building, and retention of the existing mature trees. With respect to affordability, the applicant has enquired with the Independent Living BC (ILBC) program administered by Vancouver Coastal Health that subsidizes units in private seniors assisted-living projects and finances purpose-built non-market seniors developments. At this time the ILBC program is not seeking private housing units for subsidy in Vancouver as they have reached their quota. ILBC staff indicated that in the future they may be once again seeking units to subsidize. The applicant has stated that they will continue to seek subsidy for a portion of the housing units through the program.

## FINANCIAL IMPLICATIONS

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

**CONCLUSION**

The proposed rezoning for 6511 Granville Street to allow development of a 62-unit seniors supportive and assisted development generally meets the Guidelines for Seniors Supportive and Assisted Housing. The proposal is consistent with the Arbutus Ridge/Kerrisdale/Shaghnessy Community Vision directions regarding seniors housing and new housing along arterials. The Director of Planning recommends that the application be referred to a public hearing together with a draft CD-1 By-law generally as shown in Appendix A and a recommendation that it be approved, subject to the conditions of approval listed in Appendix B, including approval in principle of the form of development shown in plans included as Appendix D.

\* \* \* \* \*

6511 Granville Street  
DRAFT CD-1 BY-LAW PROVISIONS

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

Uses

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

Density

- Maximum floor space ratio of 1.2 FSR;
- For the purpose of computing floor space ratio, the site is deemed to be 4 176.4 m<sup>2</sup>, being the site size at time of application for rezoning, prior to any dedications.
- Computation of floor space ratio must include:
  - all floors, including earthen floors, to be measured to the extreme outer limits of the building;
  - stairways, fire escapes, elevator shafts and other features which the Director of Planning considers similar, to be measured by their gross cross-sectional areas and included in the measurements for each floor at which they are located.
- Computation of floor space ratio must exclude:
  - open residential balconies, sundecks, porches and any other appurtenances which, in the opinion of the Director of Planning are similar to the foregoing, provided that the total area of all exclusions does not exceed eight percent of the provided residential floor area;
  - patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls;
  - where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses which, in the opinion of the Director of Planning, are similar to the foregoing, those floors or portions thereof so used, which:
    - are at or below the base surface, provided that the maximum exclusion for a parking space shall not exceed 7.3 m in length; or
    - are above the base surface and where developed as off-street parking are located in an accessory building situated in the rear yard, provided that the maximum exclusion for parking space shall not exceed 7.3 m in length;
  - amenity areas, including recreation facilities and meeting rooms provided that:
    - the total area being excluded for amenity areas shall not exceed 10 percent of the permitted floor space;

- areas of undeveloped floors which are located
  - above the highest storey or half-storey and to which there is no permanent means of access other than a hatch; or
  - adjacent to a storey or half-storey with a ceiling height of less than 1.2 m.
- floors located at or below finished grade with a ceiling height of less than 1.2 m;
- all residential storage space above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m<sup>2</sup> per dwelling unit, there will be no exclusion for any of the residential storage space above base surface for that unit;
- where exterior walls greater than 152 mm in thickness have been recommended by a Building Envelope Professional as defined in the Building By-law, the area of the walls exceeding 152 mm, but to a maximum exclusion of 152 mm thickness, except that this clause shall not apply to walls in existence prior to March 14, 2000; and
- with respect to exterior:
  - (i) wood frame construction walls greater than 152 mm thick that accommodate RSI 3.85 (R-22) insulation; or
  - (ii) walls other than wood frame construction greater than 152 mm thick that meet the standard RSI 2.67 (R-15),  
  
the area of such walls that exceeds 152 mm to a maximum exclusion of 51 mm of thickness for wood frame construction walls and 127 mm of thickness for other walls, except that this clause is not to apply to walls in existence before January 20, 2009. A registered professional must verify that any exterior wall referred to in subsection (ii) of this section meets the standards set out therein.
- Computation of floor space ratio may exclude, at the discretion of the Director of Planning or Development Permit Board:
  - enclosed residential balconies, provided that the Director of Planning first considers all applicable policies and guidelines adopted by Council and approves the design of any balcony enclosure, subject to the following:
    - the total area of all open and enclosed balcony or sundeck exclusions does not exceed eight percent of the residential floor area being provided; and
    - no more than fifty percent of the excluded balcony floor area may be enclosed.

#### Height

- A maximum of 13.9 m.

### Horizontal Angle of Daylight

- All habitable rooms must have at least one window on an exterior wall which complies with the following:
  - the window shall be located so that a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, shall be unobstructed over a distance of 24.4 m; and
  - the plane or planes shall be measured horizontally from the centre of the bottom of the window.
- The Development Permit Board or the Director of Planning, as the case may be, may relax the horizontal angle of daylight requirement of this section provided he first considers all the applicable policies and guidelines adopted by Council and providing that a minimum distance of 3.7 m of unobstructed view is maintained.
- For the purpose of calculation of the horizontal angle of daylight, the following are considered as obstructions:
  - the largest building permitted under the zoning on any adjoining sites; and
  - part of the same building including permitted projections.
- A habitable room referred to in this section does not include:
  - a bathroom; or
  - a kitchen whose floor area is the lesser of:
    - less than 10% of the total floor area of the dwelling unit, or
    - less than 9.29 m<sup>2</sup>.

### Parking, Loading and Bicycle Parking

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

### Acoustics

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

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

6511 Granville Street  
PROPOSED CONDITIONS OF APPROVAL

Note: Recommended approval conditions will be prepared generally in accordance with the draft conditions listed below, subject to change and refinement prior to finalization of the agenda for the Public Hearing.

PROPOSED CONDITIONS OF APPROVAL OF FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by Neale Staniszki Doll Adams Architects, and stamped "Received City Planning Department, September 26, 2008", provided that the Director of Planning may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) That, prior to approval by Council of the form of development, the applicant shall obtain approval of a development application by the Director of Planning, who shall have particular regard to the following:

**Design Development**

- (i) Design development to reduce the scale and massing of those portions of the building facing single-family residential properties;

Note to Applicant: This can be accomplished by lowering portions of the building at the edges by approximately 1.5 m or about 13 m above grade, by varying some of the ridge lines of the project, by following grade more closely, or some combination thereof. Similar adjustments should also be considered on the north façade to reflect the residential streetscape to the west. The characteristic pitch of the gable ends should be maintained.

- (ii) Design development to provide minimum setbacks as follows:
- from north property line (West 49th Avenue) - 3.05 m (10 ft.);
  - from south property line - 4.6 m (15 ft.);
  - from west property line - 3.05 m (10 ft.); and
  - from east property line - 5.85 m (19.2 ft.).

Note to Applicant: For the setback from the east property line this dimension is to be taken from the property line prior to any dedications.

- (iii) For the south wing of the building the setback from the east property line should be comparable to the front yard dimension of neighbouring properties for approximately half the length of the site.

- (iv) For the west wing of the building the setback from the north property line should be greater than the front yard setback of neighbouring properties to the west for approximately half the length of the site.
- (v) Design development to the base of the building to avoid a horizontal expanse of relatively undifferentiated stucco, and to achieve a stronger residential expression at grade;

Note to Applicant: This can be addressed by using horizontal siding or masonry in place of stucco, by adding window trim that is more consistent with the residential character of the upper floors, and by adding patio doors for residents to directly access the outdoor spaces. (See also condition (b)(xvii) regarding further development of the outdoor area)

- (vi) Design development to the northeast portion of the building to better respond to this active and prominent intersection;

Note to Applicant: Consider a stronger and more distinctive expression for these bays of the building.

- (vii) Consideration to providing a colour palette which is more similar to character homes in the neighbourhood;

### **Sustainability**

- (viii) Identification on the building plans and elevations of sustainable design features;

Note to Applicant: Measures which will reduce building energy and water consumption are especially encouraged. Note in particular those built features which relate to the LEED™ checklist provided, the ARKS Vision, and rezoning policy. Consider the provision of sufficiently sized planters and other supports for urban agriculture.

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

- (ix) Design development to improve security and visibility in the underground parking level in accordance with Section 4.13 of the Parking By-law and by painting the walls and ceiling of the parking garage white;

Note to Applicant: More use of interior glazing, especially around the exit stairwells, and exterior lighting must be shown on the drawings. Consider noting design features to meet the Vancouver Building By-law Section 3.3.6.7 as well.

- (x) Design development to improve defensibility and reduce opportunities for break and enter;

Note to Applicant: Show how the space around the private outdoor space will be clearly defined by gates or fences and effectively lit at night. Lighting must not cross the property line.

### Landscape Design

- (xi) Provision of a full Landscape Plan illustrating proposed plant materials (common and botanical names), including sizes and quantities; paving, walls, fences, and other landscape elements including site grading with labels;

Note to Applicant: Consider incorporating hardy drought-tolerant plantings into the planting scheme within the site to reduce use of water in the landscape.

- (xii) Design development of the landscape plan to retain healthy trees located outside the building envelope;

Note to Applicant: The expansive treed edges, as noted on the survey and in the arborist report, bordering Granville Street, the south property line and 49th Avenue should remain to effectively screen the new development as viewed from the street and the neighbouring property to the south. For trees that cannot be retained or relocated, replacement with a specimen of equal or greater value will be required.

- (xiii) Consideration to providing an on-site path from the building common area to the bus stop on Granville Street;
- (xiv) Design development to resolve conflicts between retained trees and the proposed building construction and excavation;

Note to Applicant: Proposed building foundations at the south, east and north elevation are located within the drip line of retained trees as noted on the Tree Preservation Plan of the rezoning document. It may be necessary to shift the building foundations away from the retained trees roots to ensure long-term health.

- (xv) Provision of a more comprehensive and detailed Certified Arborist report on the feasibility of retaining trees located close to excavation for the proposed building, including risks to, and methods for, the safe retention of existing trees;

Note to Applicant: The report must include specific details about the method of protecting the trees listed as being retained. It is important for the trees to be preserved for the long term. Commentary must include risks to the health of trees located close to the excavation with measurable limits to excavation for trees with roots located within the building envelope. As well the report must include a written assessment by a professional tree mover or Certified Arborist on the feasibility of, risks and methods involved in the successful relocation of trees as noted on the Tree Preservation Plan.

- (xvi) Provision of a Construction Management Plan for tree retention

Note to Applicant: The plan should consider excavation and building materials storage, construction access and vehicle maneuvering during the construction process. For more details refer to Section 3.3, Tree Retention, Relocation and Replacement Guidelines, Private Property Tree By-law.

- (xvii) Design development of the Landscape Plan to expand the programming of the common outdoor open space to include opportunities for shared-gardening;

Note to Applicant: Consider locating a gardening area close by the main outdoor amenity patio. The shared gardening area should be designed to provide maximum solar exposure, universal accessibility and provided with amenities such as, raised beds, water for irrigation, potting bench, tool storage and composting.

- (xviii) Provision of a legal survey illustrating the following information:

- (1) Existing trees 20 cm calliper or greater on the development site; and
- (2) The public realm (property line to curb) including existing street trees, street utilities such as lamp posts, fire hydrants, etc. adjacent to the development site.

- (xix) Provision of section details at a minimum scale of 1/4"=1'-0" scale to illustrate proposed landscape elements including planters on building structures, benches, fences, gates, arbours and trellises, posts and walls and water features. Planter section details must confirm depth of proposed planting on structures;

- (xx) Provision of a high-efficiency irrigation system in all landscape common areas and hose bibs in patio areas as needed (illustrated on the Landscape Plan);

### Engineering

- (xxi) Arrangements to the satisfaction of the General Manager of Engineering Services for the following:

- (1) Provide adequate clearance in the underground parking for the mini-bus to park, and sufficient vertical clearance under the porte-cochère roof for the Class B passenger vehicle (i.e. Handidart);
- (2) Provide confirmation from BC Hydro that the wood pole and guy wire blocking access to the loading bay in the lane can be relocated;
- (3) Delete the portion of trellis that is shown encroaching over the West 49th Avenue property line;
- (4) Delete the portions of fencing proposed along Granville Street that will encroach beyond the building line (dedication of the building line will result in an encroachment) or make arrangements for appropriate agreements to allow for the encroachment; and

- (5) Provision of a storm water management plan that ensures no increase in site run-off from the existing site volumes and ensures a maximum 60% site impermeability.

#### Facility Operations

- (xxii) Provision of a mini-bus with a designated parking space (to provide regular transportation for residents to shopping and amenities) for the life of the building shall be a condition of the development permit.

#### PROPOSED CONDITIONS OF BY-LAW ENACTMENT

- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall:

#### Engineering

- (i) Make arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services for the following:
  - (1) Consolidation of Lots 1A, 1B and 1C;
  - (2) Dedication of the East 10 feet of the site (the building line area) for road purposes;
  - (3) Release of Easement & Indemnity Agreement 135693M (crossings) prior to occupancy of the building;
  - (4) Provision of adequate water service for the site.  
Note to Applicant: The application does not include enough information to determine if water system upgrading is necessary for the project. Please provide fire flow demands and project details for review;
  - (5) Undergrounding of all new utility services from the closest existing suitable service point.  
Note to Applicant: All services, and in particular electrical transformers to accommodate a primary service must be located on private property. The development site is not to rely on secondary voltage from the existing overhead network. Any alterations to the existing underground / overhead utility network to accommodate the development will require review and approval by the Utilities Management Branch. Early contact with the Utilities Management Branch is encouraged;
  - (6) Provision of street trees adjacent the site where space permits; and
  - (7) Provision of speed humps in the lane west of Granville Street between 49th Avenue and 52nd Avenue, subject to neighbourhood review.

Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as Covenants pursuant to Section 219 of the Land Title Act.

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

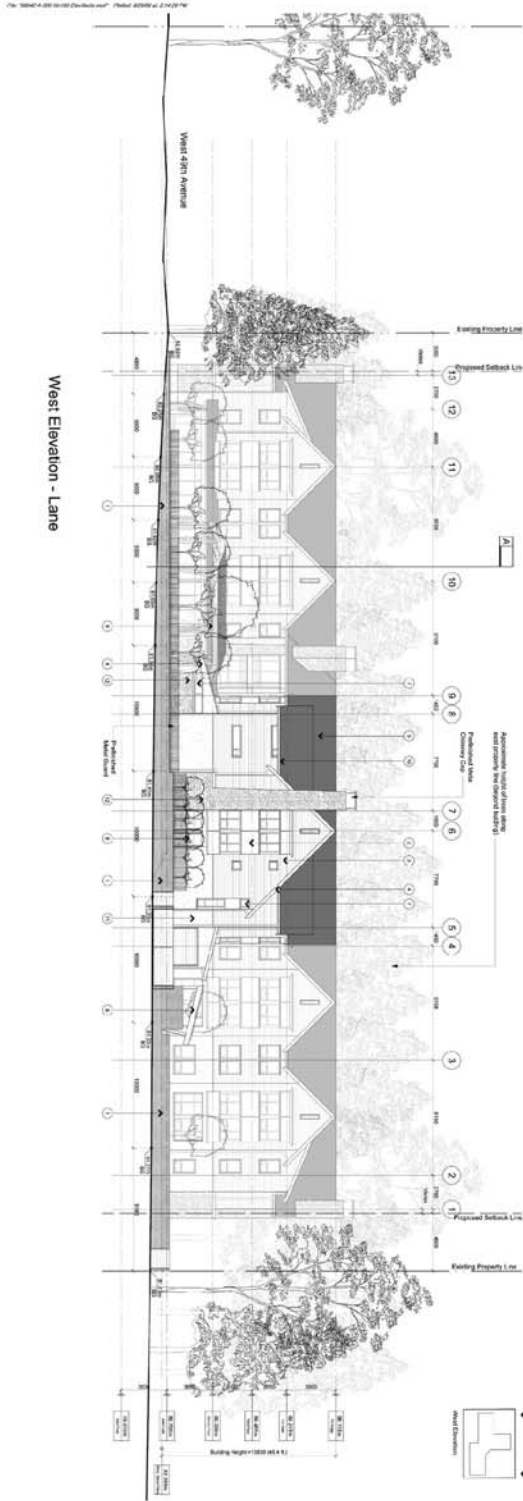
The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, and letters of credit, and provide for the withholding of permits, as deemed appropriate by, and in form and content satisfactory to, the Director of Legal Services.

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.

6511 Granville Street  
DRAFT CONSEQUENTIAL AMENDMENT TO THE SUBDIVISION BY-LAW

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



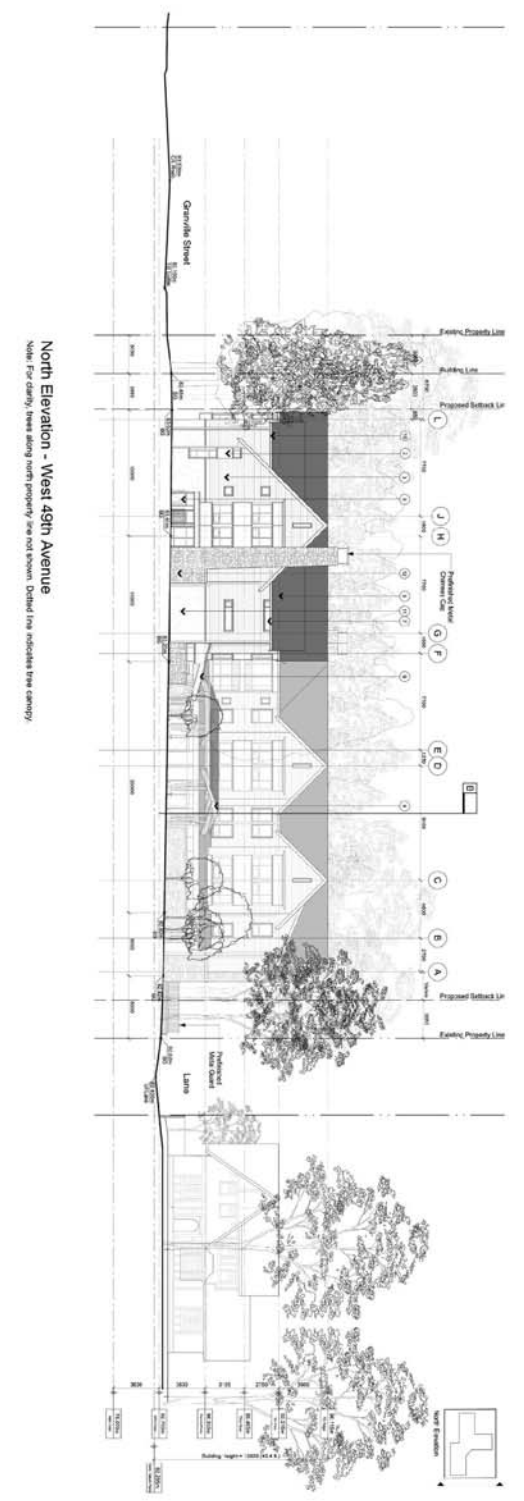


**NSDA ARCHITECTS**  
 501-111-1111  
 6011 GRANITE STREET  
 VANCOUVER, B.C.

**MEAT STANIZINS SOLO ANAM ARCHITECTS**  
 601-111-1111  
 6011 GRANITE STREET  
 VANCOUVER, B.C.

**Senior Architect LEUNG**  
 6011 Granite Street  
 Vancouver, B.C.

**North Elevation**  
 Scale: 1/8" = 1'-0"  
 Date: 1/15/10  
 Sheet: A-301



**NSDA ARCHITECTS**  
 501-111-1111  
 6011 GRANITE STREET  
 VANCOUVER, B.C.

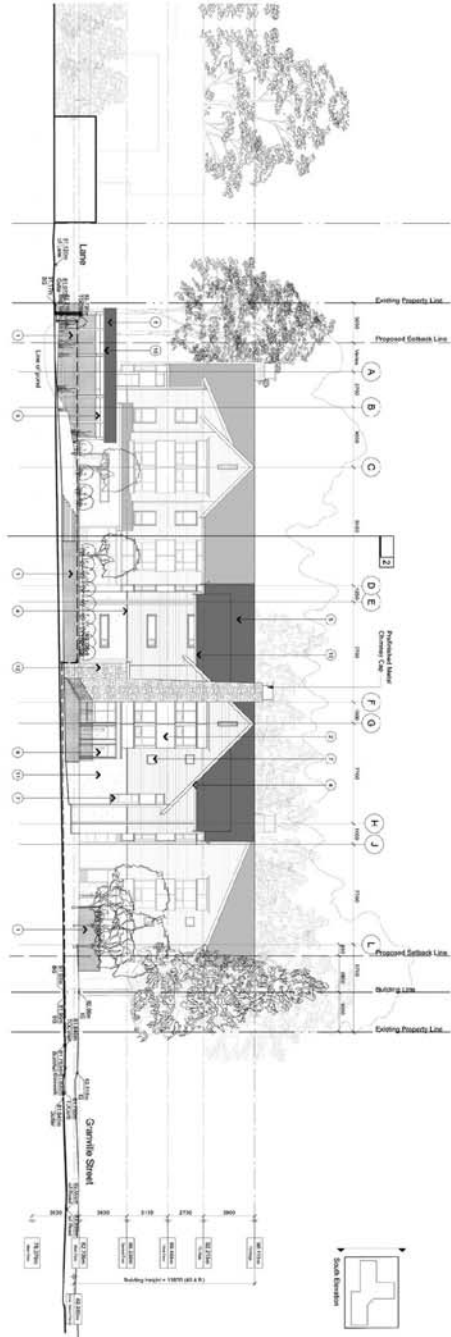
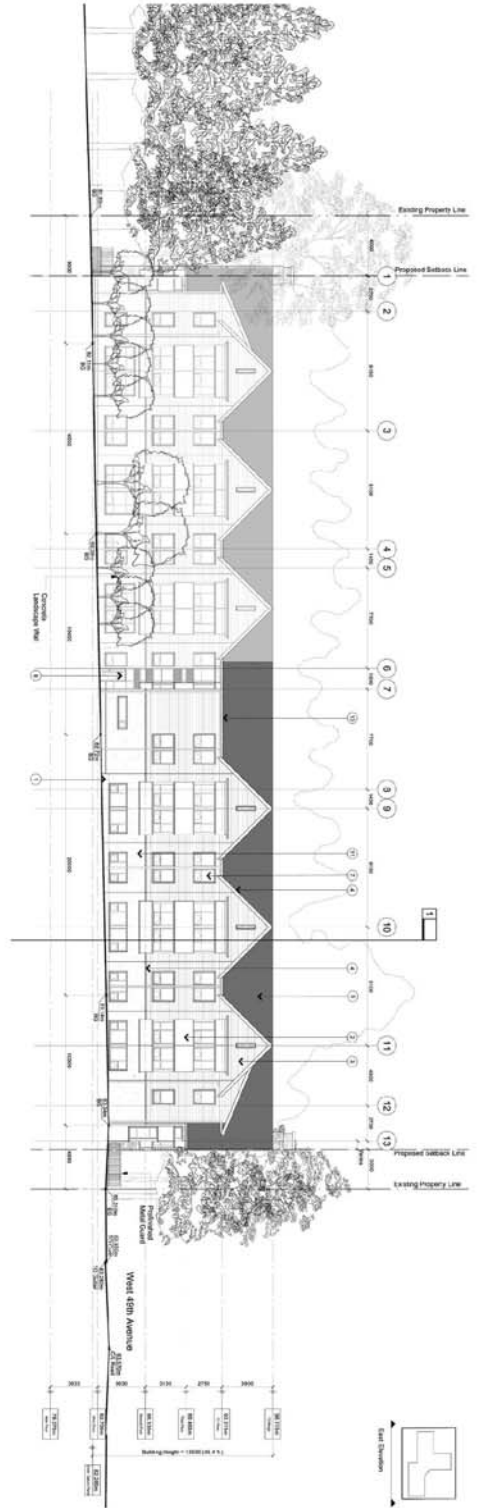
**MEAT STANIZINS SOLO ANAM ARCHITECTS**  
 601-111-1111  
 6011 GRANITE STREET  
 VANCOUVER, B.C.

**Senior Architect LEUNG**  
 6011 Granite Street  
 Vancouver, B.C.

**North Elevation**  
 Scale: 1/8" = 1'-0"  
 Date: 1/15/10  
 Sheet: A-301

North Elevation - West 49th Avenue  
 Note: For clarity, trees along north property line not shown. Dotted line indicates tree canopy.

West Elevation - Lane



NSDA  
ARCHITECTS

200 1st Main St  
Canton, MA 01821  
Tel: 978.234.1111  
Fax: 978.234.1112  
www.nsda.com

MEAL STANBROOK SOLI ADAMS  
Senior Architectural Designer  
1000 Main St  
Canton, MA 01821  
Tel: 978.234.1111  
Fax: 978.234.1112  
www.nsda.com

Senior Architectural Designer  
1000 Main St  
Canton, MA 01821  
Tel: 978.234.1111  
Fax: 978.234.1112  
www.nsda.com

East Elevation  
South Elevation  
00042  
1/15/0  
A-302

6511 Granville Street  
ADDITIONAL INFORMATION AND COMMENTARY OF REVIEWING BODIES

**Site, Surrounding Zoning and Development:** This 4 176.4 m<sup>2</sup> (44,955.9 sq. ft.) site is comprised of three parcels at the southwest corner of Granville Street and West 49th Avenue and is zoned RS-6. Properties directly to the north across West 49th Avenue are zoned RS-3 (One-Family Dwelling) District and properties to the southeast and northeast across Granville are zoned RS-1. Other than the Trinity Baptist Church located directly across Granville Street, properties surrounding the site are developed with primarily one-family dwellings. The site has a frontage of 55.9 m (183.5 ft.) and a depth of 74.7 m (245 ft.). A one-family dwelling is currently located on it.

**Proposed Development:**

Proposed is a 62-unit 4 808.3 m<sup>2</sup> (51,757.4 sq. ft.) three-storey seniors supportive and assisted housing development. The owner proposes to rent the housing units and has not yet chosen an operator for the facility. The units range in size from 33 m<sup>2</sup> (355 sq. ft.) to 39 m<sup>2</sup> (420 sq. ft.). The proposed building includes common dining, laundry, lounge and meeting rooms, a commercial kitchen and laundry, and administrative offices and meeting rooms (1 251.3 m<sup>2</sup> [13,469 sq. ft.]). Also proposed are two ground level patio areas, three ponds, extensive landscaping and retention of many of the existing mature trees.

The main floor has ten dwelling units and includes space for staff meeting rooms and offices, staff washrooms, common dining, laundry, kitchen, lounge areas, and two handicap washrooms. The second floor has 26 dwelling units and includes common laundry and lounge areas, meeting rooms, a doctor's examination room and two common washrooms. The third floor has 26 dwelling units and includes space for spa and salon rooms, meeting rooms, and common laundry and lounge areas. Access to the upper floors of the building is via two elevators located in the centre of the building and stairwells located at the end of each of the three wings of the building.

The proposal provides one level of underground parking as well as a covered pick-up and drop-off area (porte cochere), both accessed from 49th Avenue. A "Class B" loading bay, and a garbage and recycling area is proposed along the lane. The basement level contains 23 vehicle spaces, 7 bicycle spaces, mechanical and electrical rooms, a commercial laundry, residential storage lockers (161 m<sup>2</sup> [1,733 sq. ft.]) and an electric scooter storage room (35 m<sup>2</sup> [377 sq. ft.]).

**Public Input:** A public open house, hosted by the applicant, was held on May 26, 2008 at Trinity Baptist Church. It was attended by approximately 45 citizens and several City staff. At the open house 29 people signed in and two comments forms were filled out in support of the proposal. Upon receipt of the rezoning application by the City, a notification letter was sent to nearby property owners and rezoning information signs were posted on the site on October 23, 2008. Plans and information regarding the application was posted on the City website for public viewing. Nine phone calls, seven letters, and six e-mails regarding the proposal were received from nearby residents. A petition letter expressing opposition to the project and detailing specific concerns was received on July 8, 2008 and contained 113 signatures. Of the responses received (not including the petition), 15 were opposed, six had some concerns, and one was in support of the proposal.

Specific concerns raised include increased traffic congestion on the surrounding streets and the lane adjacent to the site, increased vehicle collisions, concern about ambulance and other commercial and service vehicles accessing the site, location of the proposed underground parking access (at the time of the open house the proposed underground parking access was located on the lane), concern about not having enough parking, privacy concerns, reduced property values, increased crime, construction disturbances, concern about mature trees being lost due to construction impacts, compatibility of the building's character and expression, and concern about the site's suitability for the proposed use given the lack of nearby shops or amenities.

### **Parking, Loading, and Traffic**

The Transportation Impact Report indicated that the volume of vehicle traffic that would be generated by the proposed development is expected to be low. The facility is anticipated to generate up to an additional nine vehicle trips during the weekday AM peak hour period (six inbound and three outbound trips), and an additional 14 vehicle trips (six inbound and eight outbound) during the weekday PM peak hour. Saturday and Sunday traffic volumes are expected to be comparable to weekday activity, with more visitors but fewer staff trips.

The report further stated that existing traffic operations in the area's street system range from very satisfactory much of the day to more congested conditions during the weekday morning and afternoon peak-traffic periods, particularly on the eastbound and westbound 49th Avenue approaches to Granville Street. The existing peak-period congestion on 49th Avenue can be attributed in large measure to pedestrian volumes in the intersection cross-walks. Much of this pedestrian traffic is associated with bus passengers transferring between Granville Street routes and the #49 bus service on 49th Avenue. With the opening of the new Canada Line rapid transit service, the existing 98 B-Line rapid bus service on Granville Street will be terminated and the existing transfer volumes at this location will be largely removed. With this, a significant improvement in vehicle traffic operation is expected to result, without the need to implement traffic capacity improvements at the intersection.

**Comments of the General Manager of Engineering Services:** The General Manager of Engineering Services has no objection to the proposed rezoning, provided that the applicant complies with conditions detailed in Appendix B.

**Comments of the Director of Social Policy:** The Director of Social Policy is supportive of the proposed rezoning to allow 62 units of seniors supportive and assisted housing. The proposal will need to meet the spatial requirements for residential storage, common dining and lounge areas. The site, with its easy access to transit, is satisfactory for locating a seniors supportive and assisted housing development.

**Urban Design Panel Minutes:** The Urban Design Panel reviewed this proposal on December 3, 2008 and supported the proposed use, density and form of development.

**Introduction:** Michelle McGuire, Rezoning Planner, covered the policy context for the Arbutus Ridge/Kerrisdale/Shaghnessy (ARKS) Community Vision, the rezoning policy, and EcoDensity.

Sailen Black, Development Planner, described the proposal for the Granville Seniors Assisted Living project at the southwest corner of Granville Street and West 49th Avenue. He also described the zoning for the area. Mr. Black stated that the senior's housing guidelines recommend buildings be compatible with surrounding neighbours in terms of operations, scale and density and architectural character. The guidelines also recommend the appearance be akin to residential rather than institutional development.

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

- Siting: relationship to nearby residential properties and bikeway in terms of massing, height, location of programmed spaces and service areas.
- Scale: perceived scale, height and density.
- Character: compatibility of architectural character in relation to the existing context.

Ms. McGuire and Mr. Black took questions from the Panel.

**Applicant's Introductory Comments:** Jerry Doll, Architect, further described the proposal noting the project will include 62 rental units for seniors with associated amenities. Mr. Doll described the architectural plans and the proposed features for the project. He noted that the site will be developed to harvest rain water which will be retained in the water features.

Rob Barnes, Landscape Architect, described the landscape plans noting the pedestrian experience on Granville Street needs to be improved as the trees are currently encroaching on the sidewalk. There will be a couple of outdoor patio spaces. One of the spaces will overlook a water feature and a walled garden with a water feature is planned at the back of the site.

Wanda Felt, Architect, described the sustainable features noting the project will be designed to either a LEED™ Silver equivalent or to a Built Green Platinum rating. They are also looking to see if geothermal is possible for the project.

The applicant team took questions from the Panel.

**Panel's Consensus on Key Aspects Needing Improvement:**

- Consider improving the pedestrian experience to the site;
- Design development to better integrate the building into the neighbourhood;
- Consider increasing the active outdoor spaces; and
- Design development to the grade in the outdoor spaces.

**Related Commentary:** The Panel supported the proposal in terms of the use, height and density.

The Panel thought the siting relationship to the existing buildings in the neighbourhood was reasonable, however they thought the character and scale was not generally compatible with the existing context. The Panel noted that the intersection of 49th and Granville is an important intersection in the City and more attention should be paid to how the project addresses the corner. They felt the trees along Granville Street were critical to the development and their long term viability was important. One Panel member would like to see an arbourist report as to which

trees might be lost. A couple of Panel members thought the trees could be thinned out to support changes in the design with another Panel member noting the critical elevation was the one on Granville Street should the trees not survive.

Most of the Panel thought the project massing lacked the hierarchy of a typical manor home in the neighbourhood with the constant eave & ridge line made the building look more like a townhouse building. Also, they thought the massing at the corner of West 49th Avenue and Granville Street needed work and could have a stronger residential expression at grade. Several Panel members thought the colour scheme needed more refinement.

The Panel thought there was a high degree of sustainable strategies. They liked the plans for rainwater harvesting but questioned the balance between the water features and the amount of useable open space.

The Panel were concerned that some of the exterior spaces were recessed below the ground floor level and thought they should be brought up and the stairs eliminated. One Panel member noted that there were some difficulty with the entrance to the site as it is pulled tight on the lane and suggested centering it on the site.

**Applicant's Response:** Mr. Doll said he appreciated the Panel's comments and their support for the site, density and height. Mr. Doll added that the character and expression of the project could be worked out. Mr. Doll said he wanted to make sure the majority of the trees were kept and that the corner at West 49th Avenue and Granville Street was well defined.

**Environmental Implications:** In terms of siting of the proposal, the location along two arterial streets would provide convenient access to transit which may reduce dependence on use of automobiles. The application includes many sustainable design features and meets Council's EcoDensity policy in terms of providing minimum targets for LEED™ equivalency.

**Processing Centre - Building:** Staff have reviewed the architectural drawings prepared by Neale Staniszki Doll Adams submitted on September 26, 2008. The applicant has received preliminary review comments regarding project conformance to the requirements of the Vancouver Building By-law, and is aware of issues to be resolved at the building permit stage.

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

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

6511 Granville Street  
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION

APPLICANT AND PROPERTY INFORMATION

Street Address	6511 Granville Street
Legal Description	PID: 008-138-800, 008-138-826, 008-138-877, Lots 1A, 1B, 1C, all of Lot 1, Block 11, DL 526, Plan 5615
Applicant	Jerry Doll, Neale Staniszki Doll Adams Architects
Architect	Jerry Doll, Neale Staniszki Doll Adams Architects
Property Owner	Aville Enterprises Limited
Developer	Aville Enterprises Limited

SITE STATISTICS

	GROSS	DEDICATIONS	NET
SITE AREA	4 176.4 m <sup>2</sup> (44,956 sq. ft.)	227.5 m <sup>2</sup> (2449 sq. ft.)	3 948.9 m <sup>2</sup> (42,507 sq. ft.)

DEVELOPMENT STATISTICS

	DEVELOPMENT PERMITTED UNDER EXISTING ZONING	PROPOSED DEVELOPMENT
Zoning	RS-6	CD-1
Uses	Dwelling Uses (including Seniors Supportive or Assisted Housing), Cultural and Recreational Uses, and Institutional Uses	Seniors Supportive or Assisted Housing
Dwelling Units	6 (3 one-family dwellings and 3 secondary suites)	62
Max. Floor Space Ratio	0.6 FSR	1.2 FSR
Maximum Height	10.7 m (35 ft.)	13.83 m (45.4 ft.)
Max. No. Of Storeys	2 ½	3
Minimum Setback from North Property Line <sup>1</sup>	10.06 m (33 ft.) <sup>2</sup>	3.05 m (10 ft.)
Minimum Setback from West Property Line	5.6 m (18.4 ft.)	3.05 m (10 ft.)
Minimum Setback from East Property Line	5.6 m (18.4 ft.)	5.85 m (19.2 ft.) <sup>3</sup>
Minimum Setback from South Property Line	2.03 m (6.7 ft.) <sup>4</sup>	4.6 m (15 ft.)

<sup>1</sup> From West 49<sup>th</sup> Avenue

<sup>2</sup> Based on front yard averaging or 20% of lot depth

<sup>3</sup> Measured from the property lines at the time of rezoning prior to any dedications.

<sup>4</sup> Based on the RS-6 side yard calculation using the current site configuration and assuming the site was developed with three one family dwellings.