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1546 NELSON STREET (COMPLETE APPLICATION)  
DE418104 - ZONE RM-5

CK/PC/WL/LH

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**DEVELOPMENT PERMIT STAFF COMMITTEE MEMBERS**

**Present:**

J. Greer (Chair), Development Services  
M. Holm, Engineering Services

**Also Present:**

C. King, Urban Design and Development Planning  
J. Bosnjak, Development Services  
W. LeBreton, Development Services  
D. Autiero, Development Services  
L. LeBlanc, Engineering Services  
D. Naundorf, Social Infrastructure

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**APPLICANT:**

Ankenman Marchand Architects  
Attention: Dimitar Bojadziev  
1645 West 5th Avenue  
Vancouver, BC  
V6J 1N5

**PROPERTY OWNER:**

Carrera Management Corporation  
104-375 Water Street  
Vancouver, BC  
V6B 5C6

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**EXECUTIVE SUMMARY**

- **Proposal:** To rehabilitate and designate the existing character multiple dwelling (six units) and to develop a new three-storey multiple infill dwelling consisting of four rental units addressed from the lane to the rear of the existing site.

See Appendix A Standard Conditions

Appendix B Standard Notes and Conditions of Development Permit

Appendix C Plans and Elevations

Appendix D Applicant's Design Rationale

● **Issues:**

1. Provision of Open Space.
2. Interface to Adjacent Development.
3. Laneway Public Realm.
4. Parking.

- **Urban Design Panel: Support.**
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**DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATION: APPROVE**

THAT the Board APPROVE Development Application No. DE418104 submitted, the plans and information forming a part thereof, for rehabilitation and designation of the existing character multiple dwelling (six units) and development of a new three-storey multiple infill dwelling consisting of four rental units at the rear of the site, subject to the following conditions:

**1.0 Prior to the issuance of the development permit, revised drawings and information shall be submitted to the satisfaction of the Director of Planning, clearly indicating:**

**1.1 design development to improve the shared courtyard expression and function as follows:**

- i. deletion of the existing deck;

**Note to Applicant:** The retention of the existing deck makes the shared courtyard less attractive to use by residents of the infill building and also reduces separation between buildings below minimum requirements as per Standard Condition A.1.1. To provide a common open space suitable for use by families with children and more generally improve shared amenity for residents of the infill building, the deck should be deleted.

- ii. Relocation of the service functions at grade level of the infill building to facilitate activation and animation of the courtyard by Unit 101;

**Note to Applicant:** Unit 101 at ground floor level of the infill building should have direct aspect from the bedrooms to the shared courtyard to improve livability of the unit and animate the grade level of the shared courtyard. This should be achieved by relocating garbage and bike storage areas. See also Condition 1.3.i regarding provision of private open space to this unit.

**1.2 design development to provide improved shared open space amenity in the front yard;**

**Note to Applicant:** The retained front yard should be made more attractive for use as a shared open space amenity for the general enjoyment of all residents of the lot but especially the occupants of the retained building.

**1.3 design development to improve the quality and provision of private open space to family units as follows**

- i. provision of private patio to Unit 101;

**Note to Applicant:** This should be achieved in tandem with revisions to the layouts of the shared courtyard and Unit 101 as per Condition 1.1.

- ii. provision of external decks to Units 201 & 203;

**Note to Applicant:** Private open space proposed for family units at upper levels in the infill dwelling is not sufficient and should be improved. This can be achieved either through the provision of private decks inset into the building face or through the development of private rooftop spaces with direct accessibility from the family-oriented units immediately below. In either case, mitigation of direct overlook from proposed decks and balconies should be provided as per Condition 1.3.iii.

iii. Mitigation of direct overlook from upper level open spaces to existing adjacent dwellings;

**Note to Applicant:** This can be achieved through the use of landscape screening measures, and/or fritted or otherwise obscured deck enclosure to the height of 2.5ft.

1.4 design development to reduce parapet height of the infill building;

**Note to Applicant:** The proposed 3.5ft parapet height adds to the visual impact of the building on existing adjacent development.

1.5 design development to improve scale, material expression and visual interest of the side elevations;

**Note to Applicant:** The lack of visual interest and articulation of the side elevations results in a poor contextual fit with existing adjacent dwellings. Consideration should be given to the development of a green wall system to soften the visual impact on adjacent rear yards.

1.6 design development to improve direct access to communal and private stairways from the lane;

**Note to Applicant:** This can be achieved by widening the entryway to provide a more generous space at the foot of the stairs.

1.7 submission of a joint-owner consent letter is required for the proposed removal of the 42 cm Plum tree located at the west shared property boundary;

**Note to Applicant:** This tree is co-owned by the owner of 1014 Cardero Street. Failure to secure consent for removal may result in significant design development to accommodate tree retention.

1.8 compliance with section 4.3.6 of the Parking Bylaw;

**Note to Applicant:** The site is required to meet the Parking Bylaw to the satisfaction of the Director of Planning in consultation with General Manager of Engineering Services and, if applicable, the Director of Legal Services. The site may elect to use any of the eligible Bylaw provisions to meet the site's parking requirements. The provision of shared vehicles and/or securement of off-site parking are suitable examples. Any required parking that is provided off-site will be linked to a residential unit such that any cost to renters associated with the parking will be included in the rent and not separate or optional. A separate Development Permit will also be required for a site that is providing off-site parking.

1.9 addition by Council of the existing site to the Vancouver Heritage Register and approval of a Designation By-law for the site and signing by the owner of a side agreement (219 Covenant) agreeing to protect the heritage elements on the site during construction, and related matters, to the satisfaction of the Director of Planning and the Director of Legal Services.

**Note to Applicant:** A Statement of Significance and Register Evaluation needs to be prepared by a heritage consultant for review by the Heritage Commission. Please contact James Boldt at james.boldt@vancouver.ca regarding any questions in this regard. If the project is approved by the Development Permit Board, heritage staff will

initiate an instruction memo to the City's Legal Services Department to prepare the side agreement and the designation by-law.

- 1.10 arrangements to be made to the satisfaction of the Managing Director of Social Development and the Director of Legal Services to enter into a Housing Agreement securing all residential units as rental housing units for the longer of 60 years or life of the building, subject to the following additional conditions:
- i. a no separate-sales covenant;
  - ii. a non-stratification covenant;
  - iii. none of such units will be rented for less than one month at a time;
  - iv. such other terms and conditions as the Managing Director of Social Development and the Director of Legal Services may in their sole discretion require.

**Note to Applicant:** This condition will be secured by a Housing Agreement to be entered into by the City by by-law enacted pursuant to section 565.2 of the Vancouver Charter.

- 1.11 submission of a separate application to the General Manager of Engineering Services describing public realm improvements to the threshold space to lane immediately adjacent to the infill development;

**Note to Applicant:** In conjunction with the infill development, 6.5 feet of the laneway right of way adjacent the site shall be improved with a landscaped green strip that will remain public right of way. The adjacent property owner will be responsible for the ongoing maintenance of the green strip, including replacement of any landscape treatments that may be removed or damaged as a result of accessing underground utilities. The design should be developed in consultation with Planning, Landscape and Engineering Services staff.

- 1.12 provision of enlarged details, at 1/2"=1'-0" scale or better, of all significant exterior features.

2.0 That the conditions set out in Appendix A be met prior to the issuance of the Development Permit.

3.0 That the Notes to Applicant and Conditions of the Development Permit set out in Appendix B be approved by the Board.

• **Technical Analysis:**

	PERMITTED	EXISTING	PROPOSED
Site Size	-	-	33.05 ft. x 130.92 ft.
Site Area	-	-	4,326 sq.ft.
Floor Area <sup>1</sup> (Max.)	6,489 sq. ft.	3,874.4 sq. ft.	Multiple Dwelling (Existing) 3,874.4 sq.ft. Infill MD (New) 3,138.1 sq.ft. Total 7,012.5 sq.ft.
FSR <sup>1</sup> (Max.)	1.5	0.90	Multiple Dwelling (Existing) 0.90 Infill MD (New) 0.70 Total 1.60
Height (Max.)	40 ft. (Infill)		Top of Parapet Wall (Infill) 35.12 ft.
Front Yard (Min.)	12.14 ft.	31.42 ft.	31.42 ft.
Side Yards (Min.)	MD - East 6.89 ft. MD - West 6.89 ft. Infill - East 3.00 ft. Infill - West 3.00 ft.	MD - East 3.16 ft. MD - West 2.35 ft.	MD - East 3.16 ft. MD - West 2.35 ft. Infill - East 3.00 ft. Infill - West 3.00 ft.
Rear Yard (Min.)	Infill 2.00 ft.		Infill 2.00 ft.
Separation between buildings <sup>2</sup> (Min.)	20.00 ft.		18.00 ft.
Site Coverage (Max.)	50% (2,163 sq. ft.)		50% (2,167 sq. ft.)
Parking <sup>3</sup> (Min.)	M.D. 3 Spaces Infill 2 Spaces Total 5 Spaces  (1 - Disability)	2 Spaces	Total 0 Spaces
Bicycle Parking <sup>4</sup> (Min.)	Class A Total 13		Class A Total 5
External Design <sup>5</sup>	Residential windows that open shall be more than 14.76 ft. from rear property line;		- Not compliant with 1 <sup>st</sup> and 2 <sup>nd</sup> floor dwelling units facing lane;
Use		- Multiple Dwelling with 6 Units	- Infill Multiple Dwelling with 4 Units (Proposed)
Unit Type	50% of Units in Infill Multiple Dwelling to have 2 or more bedrooms & 10% of units to have 3 or more bedrooms;		<u>Proposed Infill:</u> One-bedroom - 1 Two-bedroom - 3

<sup>1</sup> **Note of Floor Area and FSR:** Section 5.3 of the RM-5 District Schedule allows the Development Permit Board to relax the regulation in Section 4.7 allowing a Floor Area/FSR that consider the intent of the RM-5 District Schedule and all applicable policies and guidelines. The proposal does comply with Section 5.3 (a), (b), (c) and (d).

<sup>2</sup> **Note on Separation between buildings:** Standard condition A.1.1 and upfront condition 1.1 seek compliance with this regulation. See discussion in section 3(ii) "Building Separation".

<sup>3</sup> **Note on Parking:** See discussion in section 3(vii) "Parking".

<sup>4</sup> **Note on Bicycle Parking:** Standard Condition A.1.2 seeks compliance with Section 6 of the Parking bylaw;

<sup>5</sup> **Note on External Design:** Section 5.3 of the RM-5 District Schedule allows the Development Permit Board to relax the regulation in Section 4.17.1 allowing residential units with windows closer than 14.76 ft. to a lane that consider the intent of the RM-5 District Schedule and all applicable policies and guidelines. The proposal does comply with Section 5.3 (a), (b), (c) and (d).

• **Legal Description**

Lot: West ½ of Lot 9  
Block: 47  
District Lot: 185  
Plan: 92

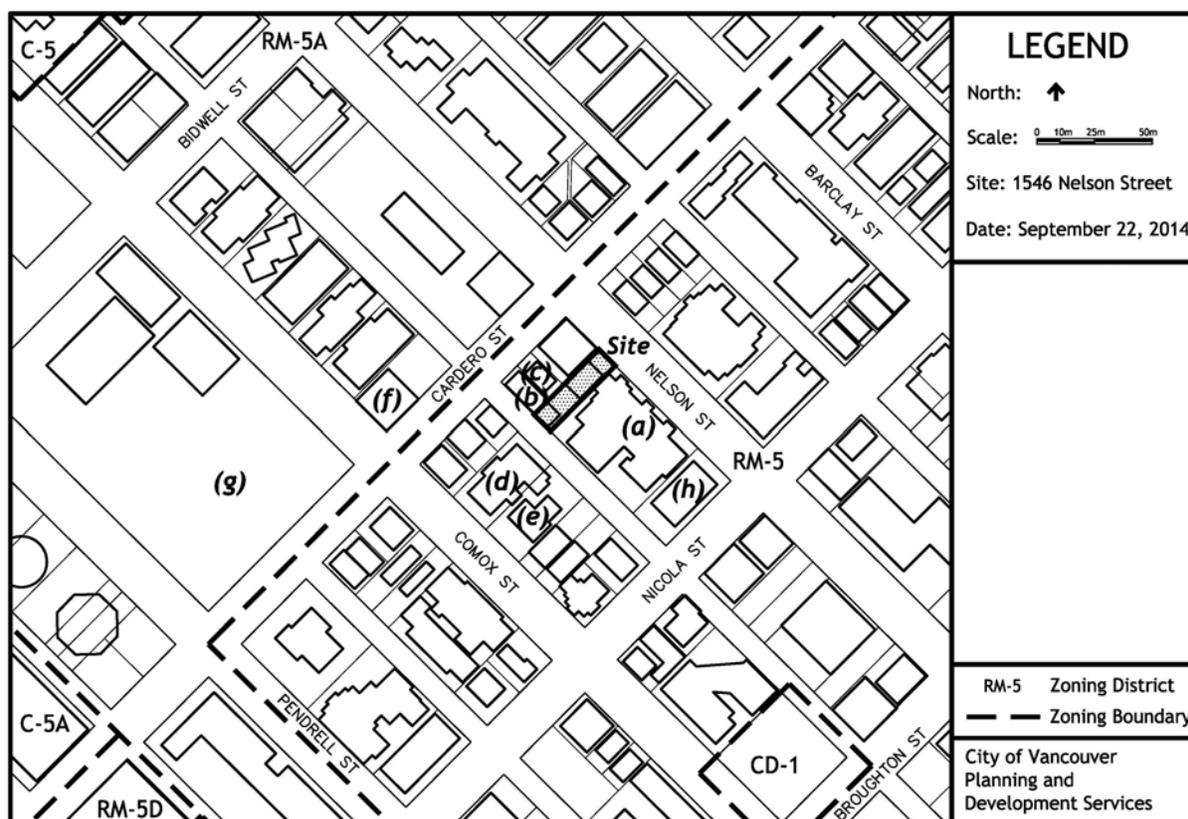
• **History of Application:**

14 06 20 Complete DE submitted  
14 08 27 Urban Design Panel  
14 09 24 Development Permit Staff Committee

• **Site:** The site is a 33ft x 131ft midblock parcel near Cardero Street in the West End neighbourhood, located three blocks from both Denman and Robson Streets. The site contains an existing 1905 dwelling containing six rental units. The site slopes 2ft up from Nelson Street to the lane at the rear.

• **Context:** Significant adjacent development includes:

- (a) 1510 Nelson Street - Ashbury Place (3 storey residential building)
- (b) 1024 Cardero Street (1905 residential building)
- (c) 1014 Cardero Street (1905 mixed use building)
- (d) 1547 Comox Street (3 storey residential building)
- (e) 1529 Comox Street - Allan Residence (1910 residential building with laneway infill application)
- (f) 1601 Comox Street - Grace Court (1912 8-storey residential building with laneway infill application)
- (g) 1100 Bidwell Street - Lord Roberts Elementary
- (h) 1001 Nicola Street - Fire Hall #6



• **Background:**

A development application was submitted on June 20<sup>th</sup>, 2014 following ongoing pre-application discussion with staff to determine the acceptable form of a laneway multiple dwelling infill building to the rear of the existing character multiple dwelling under the provisions of the West End Community Plan. A pre-application open house was held by the applicant on February 27<sup>th</sup>, 2014. The proposal was reviewed by the Urban Design Panel on August 27<sup>th</sup>, 2014.

The application does not seek to alter existing zoning, and will result in new family oriented rental units.

• **Applicable By-laws and Guidelines:**

**1. West End Community Plan**

The West End Community Plan provides a framework to guide positive change, development and public benefits in the West End, considering long-range and shorter-term goals. Deepening housing affordability and meeting the needs of a growing community are a stated priority, with the plan identifying new rental housing opportunities, including for families with children. The Plan also identifies the West End's remaining 124 character houses as a key aspect of the area's distinct character and seeks to protect these houses by allowing new development to be built behind them, along the laneway, while also preserving the house and streetscape character of the area.

The Plan envisages incremental change and redevelopment occurring in the neighbourhoods as a way to gradually renew the building stock, and develops an overall strategy, referred to as 'Laneways 2.0', under which the laneways will become secondary streets that can accommodate ground-oriented infill housing, estimating that infill on existing market rental sites within the neighbourhoods has the potential to add approximately 1,000 new secured market rental units. Laneways 2.0 notes that the wider laneways unique to the West End present an opportunity to develop ground-oriented infill housing and to enhance the laneways as more walkable public spaces while maintaining their integral parking, servicing, and utility functions. Strata-titled infill housing will only be allowed for the retention and designation of heritage houses.

Approval of the West End Plan included the adoption of By-law amendments for residentially zoned areas (RM-5, RM-5A, RM-5B, and RM-5C) to allow for low-rise laneway infill housing, and of supplemental design guidance to the amended zoning regulations in the form of West End RM Design Guidelines for Infill Housing. Following plan approval, staff work is ongoing to develop a 'Laneways 2.0 Toolkit' (due late 2014) to provide guidance on the process, regulatory requirements, and urban design performance considerations needed to ensure that new laneway infill contributes positively to community character and livability.

**2. RM-5, RM-5A, RM-5B, RM5-C and RM-5D Districts Schedule**

The intent of this Schedule is to permit a variety of residential developments and some compatible other uses. Emphasis is placed on achieving development which is compatible with neighbouring development with respect to streetscape character, open spaces, view retention, sunlight access and privacy. The RM-5 District also encourages developments suited to families with children.

Infill multiple dwelling use is permitted in accordance with Section 5 of the Schedule which allows the Director of Planning or the Development Permit Board to relax the regulations of the Schedule as they relate to required front yard, side yards, rear yard, floor area and density, site coverage, horizontal angle of daylight, and external design for infill multiple dwelling, if the Director of Planning or the Development Permit Board first considers the intent of the Schedule, and all applicable Council policies and guidelines, except that:

- a) the infill multiple dwelling must be used for secured market rental housing;
- b) in an infill multiple dwelling with four or more dwelling units, at least 50% of the dwelling units must contain two or more bedrooms;
- c) in an infill multiple dwelling with ten or more dwelling units, at least 50% of the dwelling units must contain two or more bedrooms and at least 10% of the dwelling units must contain three or more bedrooms; and
- d) existing buildings, landmarks or features on the site which are listed on the Vancouver Heritage Register or may have heritage value must be conserved, to the satisfaction of the Director of Planning.

### 3. West End RM Design Guidelines for Infill Housing

The Guidelines offer detailed design advice to assess applications for discretionary infill development resulting from the relaxations provided in the District Schedule. As with the West End Community Plan and the Districts Schedule, emphasis is placed on contextual fit with adjacent development.

Given the relaxation of FSR in the Districts Schedule to enable infill development, the Guidelines are less concerned with floor area and instead describe an appropriate form of development as it relates to scale, height and other typical urban design performance criteria across each of the four typical lot typologies found in the West End. The Guidelines also describe the intent to develop a threshold space or 'green strip' in the 6.5ft of public right of way on the lane immediately adjacent to the infill lot.

The Guidelines note that the process of infilling existing under-utilized frontages to the lane with additional buildings requires sensitive and creative design, with a focus not only on creating neighbourly relationships with adjacent development but also on the manner in which lanes are treated and their resultant public realm character, based on their intended role within the neighbourhoods as more intimate in scale pedestrian routes with less traffic that still support necessary service functions.

### 4. High Density Housing Guidelines for Families with Children

The intent of the guidelines is to address the key issues of site, building and unit design which relate to residential livability for families with children. Although quantitative standards are given in some cases, these are provided to assist applicants in their design as well as City staff in their evaluation. They are not necessarily absolute requirements.

#### ● Response to Applicable By-laws and Guidelines:

##### 1. West End Community Plan

The site contains an existing 1905 dwelling on a standard 33ft x 131ft lot of the kind explicitly referenced by Plan as being an important legacy of the earliest period of development in the area and being relatively few in number. The designation of this dwelling as per Condition 1.9, and the securing of family oriented market rental units as per Condition 1.10 in an infill building within the underutilized space to the rear of the property are in line with the policies and principles of the Plan. The aims of the Plan as they relate to activation of the laneways as public spaces by way of public realm improvements will be achieved through Condition 1.11.

##### 2. RM-5, RM-5A, RM-5B, RM5-C and RM-5D Districts Schedule

The application meets the relevant regulations of the Districts Schedule by proposing infill multiple dwelling for secured market rental use on a site with existing pre-1975 rental development. It exceeds the unit mix directed for infill multiple dwelling projects of four units or more by providing 75% (3 units) of two bedrooms. Voluntary designation of the character dwelling is achieved in accordance with conservation of pre-date dwellings to the satisfaction of the Director of Planning.

### 3. West End RM Design Guidelines for Infill Housing

The proposal is generally in line with the anticipated form of development described by the Guidelines.

#### i) Lot Typology, Scale & Height

The subject lot conforms to Lot Typology 01 (33ft - 65ft Lots) and with the identified generally appropriate form of development described: modest infill development of townhouse or stacked townhouse type in 3.5 to 4 storey form where appropriate to provide additional sites for rental housing and to activate the lane frontage. At three storeys (33.5ft) the application is lower than the 3.5 to 4-storeys (40ft) height expected. In recognition of the fact that rear yards of adjacent development along Cardero St. have direct aspect to the side elevation of the infill building, Recommended Condition 1.4 reduces the height of the infill building by reducing the currently proposed parapet height

#### ii) Building Separation

The 20ft separation expected in the Guidelines is intended as a clear dimension between buildings. While the application proposes 20ft between buildings at main floor level, it should be noted that this dimension is taken from the main building face of the existing dwelling and excludes existing exit stairs at upper level, a projecting bay at main floor level, and a retained deck at main floor level that significantly occupies the shared courtyard space. Similarly, Juliet balconies at second and third floor level of the infill building project 2ft into this space.

Recommended Condition 1.1 eliminates an existing deck structure within the courtyard to meet the clear separation distance required by Standard Condition A1.1 and to address concerns around the provision of shared open space (section 3 iii).

#### iii) Private & Shared Open Space

The provision of common open space is expected to form an integral part of the overall site development strategy and landscape plan for all infill development. All new infill development will result in the provision of a shared courtyard between the new and existing buildings, the design of which should be informed by existing landscape and open space features, sun access, privacy and usability. Further to this, as new infill development is intended to be family-oriented, all family units are expected to provide private open space and where possible provide grade access to an open space that is suitable for children.

Staff note that while existing and proposed family units will have relatively direct access to shared spaces and nearby parks as is typical of house form buildings, the provision of private space in the infill building is limited to Juliet balconies on the upper levels that provide a combined total area of 116sf. The shared courtyard space is also constrained by the retention of an existing deck that occupies approximately half of the space. Access to the large front yard area is not practical from the infill dwelling as the side yards to the existing building are less than half the width of District Schedule standards (2.4ft and 3.3ft compared to the standard 6.8ft).

Recommended Condition 1.1 seeks design development of the shared courtyard space to improve its attractiveness as an amenity space by removing the existing deck to improve the provision of open space area and revising the main floor level of the infill to improve the relationship between the infill building and the space by relocating service functions out of the amenity area. Recommended Condition 1.2 complements this by seeking design development of the front yard landscape to reflect its function as a second shared amenity space.

Condition 1.3 seeks improved provision of private open space to the family units in the infill building and requires mitigation of direct overlook from private open spaces to adjacent development.

iv) Front Yard Setbacks

A key concern of infill development is the preservation of existing street character and the retention of front yards as a visual amenity of the neighbourhood. Existing development on the lot provides a front yard of 31.42ft compared to the 12.14ft minimum required by the Districts Schedule.

Recommended Condition 1.2 seeks design development of landscape proposals to improve the functionality of the front yard as a shared space that is likely to be used more by residents of the retained dwelling rather than residents of the infill.

v) Building Setbacks at Upper Levels to the Shared Courtyard

Upper level setbacks to the shared courtyard are encouraged in all developments in the order of 6ft to 8ft to provide useable decks for family units. The guidelines state that subject to urban design performance as it relates to privacy, overlooking and solar access to the shared courtyard, such setbacks will not be required on developments of the scale proposed in the application.

vi) Side Yard Setbacks

Minimum side yard setbacks of 3ft are proposed in line with the expectations of the Guidelines. Recommended Condition 1.5 seeks design development to provide more visual interest and articulation of the side elevations in recognition of the visual impact of the new development on existing development arising from the orientation of their rear yards toward the shared property line.

vii) Parking

As the original building was constructed before Parking Bylaw requirements were in place, the current parking provision, including disability spaces, has been "grandfathered" in for existing units. It may not be possible to provide all the parking on-site, while meeting the West End Plan's goals for encouraging family housing and animation of the laneway. In that case, the Parking Bylaw allows for alternate ways to meet the site's parking demands including the carshare incentive, whereby an on-site carshare vehicle and space can replace 5 required parking spaces, or securing off-site parking for the building. To ensure that off-site parking helps meet the demands for the site, if this option is chosen, the Director of Planning may require the spaces to be "bundled" with units' rents to ensure that they are appropriately assigned to units and helping meeting the site's parking demands.

viii) Threshold Spaces

The development of the laneways as secondary public spaces is made possible by the existing 33ft laneways. Retaining a 20ft vehicular corridor for required servicing and access functions leaves 6.5ft of surface at each side of the lane for development of a new public realm. In general, greening along the edge of the drivable surface will contribute to a pleasant laneway walking experience for the public as well as additional separation between dwellings and travelling vehicles. The public realm and landscaping design of new infill development will be expected to visually integrate the provision of such landscaping or utilitarian features required adjacent to the development.

Future applications will have the benefit of the forthcoming Laneways 2.0 toolkit to guide their design. As an interim solution, recommended Condition 1.11 seeks a supplementary application for the threshold space to the satisfaction of the General Manager of Engineering Services, the design of which will be developed in consultation with staff.

ix) Orientation and Unit Access

All units will be addressed and entered from the lane as encouraged by the Guidelines to ensure that activation of the laneway results from infill development. Recommended Condition 1.6 seeks design development to the communal stair entries to provide a more generous space at the foot of the stairs.

x) Building Setbacks to the Lane

A 2ft setback from the rear property line is provided, in line with expectations of development with direct unit access off the lane, and provides for landscaping to protect the privacy amenity of the ground floor unit which should be further improved through the development of the adjacent 6.5ft threshold space on the lane as per Condition 1.8.

Upper level setbacks to the lane frontage described by the Guidelines are intended to ensure that where taller development occurs along the lane a smaller scaled continuous street wall height is maintained; as such the lack of a setback to this three storey building is supported.

xi) Architecture & Form

In line with the eclectic nature of existing development in the West End, there is no stylistic preference set within the Guidelines for new infill proposals. New development is expected to respond to existing on-site character, the surrounding neighbourhood context and the emerging character of the host laneway, with sensitivity to adjacent development demonstrated in roof form, window size and placement.

Staff are generally satisfied that the contemporary expression and simple massing is an appropriate form of development, but are seeking design development to the blank walls of the side elevations to provide greater articulation of the mass and more visual interest through an improved material palette.

• **Conclusion:**

The proposed development application demonstrates general approvability under the prevailing applicable by-laws, policies and guidelines, and increases the stock of family oriented rental housing in the West End while preserving the existing character dwelling. Staff support the application, subject to the conditions contained in this report.

**URBAN DESIGN PANEL**

The Urban Design Panel reviewed this application on August 27, 2014, and provided the following comments:

**EVALUATION: SUPPORT (4-1)**

- **Introduction:** Colin King, Development Planner, introduced the proposal for a 3-storey multiple dwelling infill to the lane at the rear of a 1907 dwelling under the Laneway Infill Program. He described the context for the area noting the 40 unit strata with decks to the side yard to the east. The existing dwelling on the site will not be relocated leaving the front yard on Nelson Street intact. As well the mature landscaping to the street will not be altered; however two trees to the rear will be removed as well as one on Cardero Street, fronting the property. Mr. King described the guidelines and mentioned that the Guidelines look for upper level setbacks to the lane and that the infill development should preserve the existing character to the street. As well apartment forms with single entry and common internal corridors as primary access will not be permitted. The existing building has 6 residential units and an existing sundeck that will be retained. The infill will have four units over 3-storeys with Juliet balconies on the upper levels. Private open space is not provided for the units but the upper level could be given private roof access. In terms of the Guidelines and massing, this is a modest proposal that is broadly in line with the expectations. Mr. King mentioned that regarding parking, the 1907 building predates the bylaw. The six existing dwelling units would require 3 parking spaces; the infill requires 2 for a total of 5 parking spaces. He added that it is the expectation of staff that they will consider a parking relaxation given the

challenge posed by balancing the intent of the infill program to achieve a pedestrian-oriented laneway frontage with required parking provision.

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

Staff are seeking panel commentary on the success of architectural and landscape proposals as follows:

- The quality of the shared courtyard space in terms of its function as an amenity space for units proposed given the retention of the existing deck;
- Livability of the 2-bedroom units as they relate to the provision of both private open spaces and common outdoor play spaces.
- Massing and material expression to the lane, particularly as it relates to shadow impacts on adjacent development and visual interest to the side elevations.

Mr. King took questions from the Panel.

- **Applicant's Introductory Comments:** Tim Ankenman, Architect, further described the proposal and mentioned that because it is only 3-storeys they won't have to deal with stairs and elevators. It is a humble approach and as well they are not proposing parking. All the doors are onto the lane. There was talk of a roof top garden but the client rejected the idea as he thought he wouldn't get a return and is the reason for the addition of balconies on the exterior. The courtyard will be a communal space for barbeques and gatherings. There are privacy issues with the interface between the neighbouring buildings and as a result the side walls are windowless.

The applicant team took questions from the Panel.

- **Panel's Consensus on Key Aspects Needing Improvement:**
  - Design development to improve the courtyard expression and function;
  - Consider adding glazing in the side walls and the vertical circulation;
  - Consider greening the courtyard space;
  - Consider greening of the lane;
  - Consider adding roof top access for the lane units.
- **Related Commentary:** The Panel supported the proposal and thought it was what was anticipated in the laneway housing program.

The Panel thought the massing was acceptable but thought the project would have better liveability if the house was moved forward making for a better courtyard space. They mentioned that the courtyard was probably going to be used by the residents in the existing building and very little by the residents in the new building. The new units don't have access to the space other than by their windows. The Panel mentioned that the proposed units had no livability issues with the exception of the blank walls which would benefit from either glass blocks or translucent glazing for more natural light into the units.

The Panel liked the material palette but wanted to see a more robust expression and also they wanted to see some translucent glass adjacent to the vertical circulation.

Some Panel members thought there could be some greening up of the courtyard space. The Panel felt that the deck in the courtyard should be removed as it was compromising the space.

Some Panel members wanted to see some greening on the lane as well. They also thought it wasn't acceptable that pedestrians could walk up to the unit windows on the lane and wanted to see a green barrier.

Some Panel members wanted to see the units in the new building have roof access for more outdoor space.

- **Applicant's Response:** Mr. Ankenman said that they are designing the project with the full anticipation that the lane will be greened up. He added that staff had it removed because they haven't figured out what that would look like as yet.

#### **ENGINEERING SERVICES**

Staff note that as the first development of its kind to be addressed from the lane, the proposed development will require removal of two on-street parking spaces at each end of the lane to allow fire truck access, resulting in a total loss four on-lane parking spaces. Future infill development on the lane will be assessed on a case by case basis as it relates to firefighting requirements and the possible loss of additional spaces.

The recommendations of Engineering Services are contained in the prior-to conditions noted in Appendix A attached to this report.

#### **CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

The proposed application meets the general principles for CPTED performance.

#### **LANDSCAPE**

The recommendations of Landscape are contained in the prior-to conditions notes in Appendix A attached to this report.

#### **HERITAGE PLANNING**

The recommendations of Heritage Planning are contained in the prior-to conditions noted in Appendix A attached to this report.

#### **HOUSING CENTRE/SOCIAL PLANNING/CULTURAL AFFAIRS**

The proposal includes an existing building and an infill building on Nelson between Barclay and Nicola. The existing building is 3-storey, 6 unit building (2 x studios, two 1bd and two 2bd units). Proposed infill building is 3-storey, 4-unit building, with three 2-bedroom units potentially suitable for families with children and subject to the High Density Housing Guidelines for Families with Children.

Social Infrastructure is in support of Planning design-development conditions that will help to maximize usable common amenity space for this proposal, including enlarging the shared ground-level courtyard by expanding into the front lawn space, and removing the 2nd-floor sundeck from the existing building to make room for a functional play space at grade.

## ENVIRONMENTAL PROTECTION BRANCH

This has been a residential premise since 1905. A heating oil underground storage tank was removed in 2013 and the site was remediated to the applicable land use (CSR - residential). There is low risk for environmental concerns.

## PROCESSING CENTRE - BUILDING

This Development Application submission has not been fully reviewed for compliance with the Building By-law. The applicant is responsible for ensuring that the design of the building meets the Building By-law requirements. The options available to assure Building By-law compliance at an early stage of development should be considered by the applicant in consultation with Processing Centre-Building staff.

To ensure that the project does not conflict in any substantial manner with the Building By-law, the designer should know and take into account, at the Development Application stage, the Building By-law requirements which may affect the building design and internal layout. These would generally include: spatial separation, fire separation, exiting, access for physically disabled persons, type of construction materials used, fire fighting access and energy utilization requirements.

## NOTIFICATION

A site sign was placed at 1546 Nelson, and installation was verified on August 19, 2014. On August 20, 2014, 1082 notification postcards were sent to neighbouring property owners advising them of the application, and offering additional information on the city's website.

To date, a total of 26 written responses have been received. Four comments indicated support for the proposal at 1546 Nelson Street, with the exception of some concerns outlined below. Four respondents requested additional information. 18 of the respondents either opposed laneway infill proposals in general, or expressed serious concerns with the proposal. Comments received from the notification are summarized below:

### 1546 Nelson Street - Comments About This Proposal:

**Privacy:** One respondent was concerned that the North elevation windows and decks of the proposed infill overlooked his kitchen deck and bedroom.

Staff Response: Condition 1.3.iii seeks design development to mitigate direct overlook.

**Access to Light and Views:** Shadowing effects on adjacent neighbors' patios was a concern, as was obstruction of their views onto the laneway trees and buildings.

Staff Response: Staff are satisfied that the proposed development is broadly in line with the expected outcomes of incremental development to the laneways as approved under the West End Community Plan. Height is discussed in Application Response to Guidelines commentary Section 3.i. Condition 1.4 & 1.5 seek design development to improve the visual interface of new development with existing adjacent dwellings.

**Scale & Massing:** Some respondents were concerned about single plane of the west elevation, giving the impression of a large wall that towers over the neighbors.

Staff Response: Conditions 1.4 7 1.5 seek design development to improve the visual interface of new development with existing adjacent decks and patios by reducing the physical height proposed and also suggesting the development of a green wall to soften the visual impact.

**Green Space:** One respondent commented that the loss of the green space in the back garden would mean the loss of a neighborhood gathering place.

Staff Response: Refer to Application Response to Guidelines commentary Section 3.iii & 3.iv regarding Private & Shared Open Spaces and Front Yard Setbacks.

**Parking:** See general laneway infill comments.

Staff Response: Refer to Application Response to Guidelines commentary Section 3.vii Parking.

### Laneway Infill - General Comments:

**Parking:** The majority of respondents indicated concern about the lack of parking provided on these sites and the potential for increased traffic in the already congested neighbourhoods of the West End. There was also concern about the potential for increased pressure on on-street permit parking. Some respondents asked why there were no underground parking garages in the proposals, or allowance for parking within the inner courtyards between the existing and new buildings. More generally speaking, several respondents commented on the need for improved public transit options for the West End.

Staff Response: Refer to Application Response to Guidelines commentary Section 3.vii Parking.

**Densification:** One respondent commented on the increased density in the West End and that potential new developments need to be weighed against the ability of a neighbourhood to accommodate construction periods and new residents and vehicles. Other densification concerns mentioned included inadequate access to schools, and that new units in the West End are being built too small.

Staff Response: Laneways 2.0 anticipates infill development on under-utilized areas of existing sites that have potentially exhausted the maximum available FSR. As a result, design guidance focuses on describing an appropriate building envelope based on contextual fit rather than floor space limits. Staff are satisfied that the overall site development to 1.6FSR proposed is an expected outcome of the strategy, especially given current zoning permitting site development to 1.5FSR. With regard to the size of proposed units, staff are satisfied with proposed unit areas but are seeking design development to improve livability through provision of better private and shared open spaces as well as revised unit layout for unit 101.

**Construction Noise & Other Impacts:** Several respondents expressed concern about noise, disruption and traffic impacts of additional developments in their neighbourhood. Several respondents suggested that construction work hours should be limited and that these limits should be better enforced.

Staff Response: Construction on the site would be subject to Vancouver Noise Control By-Law #65555 which limits construction on private property between 7:30 and 8pm on any weekday that is not a holiday and between 10am to 8pm on any Saturday that is not a holiday.

**Impacts on Neighbouring Properties:** Two respondents indicated support for infill laneway housing if the design minimizes the impact to neighbouring properties and respects existing access to daylight, privacy, and views.

Staff Response: Refer to Application Response to Guidelines commentary Section 3.vi Side Yard Setbacks and Section 3.xi Architecture & Form.

**Character:** Some respondents were concerned about the loss of character in the proposals and suggested more architectural continuity between the existing building and the infill, in terms of form and massing.

Staff Response: Refer to Application Response to Guidelines commentary Section 3.iii & 3.iv regarding Private & Shared Open Spaces and Front Yard Setbacks and to Section 3.xi Architecture & Form.

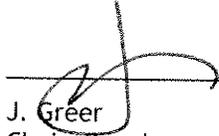
**DEVELOPMENT PERMIT STAFF COMMITTEE COMMENTS:**

The Staff Committee has considered the approval sought by this application and concluded that with respect to the Zoning and Development By-law it requires decisions by both the Development Permit Board and the Director of Planning.

With respect to the decision by the Development Permit Board, the application requires the Development Permit Board to exercise discretionary authority as delegated to the Board by Council.

It also requires the Board to consider By-law relaxations, per Section 5.3 of the RM-5 Districts Schedule and Section 4.2 of the Parking By-Law. The Staff Committee supports the relaxations proposed.

The Staff Committee supports this proposal subject to the conditions contained in this report.

  
\_\_\_\_\_

J. Greer  
Chair, Development Permit Staff Committee

  
\_\_\_\_\_

C. King  
Development Planner

  
\_\_\_\_\_

Joe Bosnjak  
Project Coordinator

Project Facilitator: W. LeBreton

## DEVELOPMENT PERMIT STAFF COMMITTEE RECOMMENDATIONS

The following is a list of conditions that must also be met prior to issuance of the Development Permit.

### A.1 Standard Conditions

- A.1.1 Compliance with West End RM-5A Guidelines for Infill Multiple Dwellings regarding minimum of 20 feet separation between existing building and infill multiple dwelling;

**Note to Applicant:** See also Condition 1.1.

- A.1.2 provision of bicycle parking in accordance with the Parking By-law;

**Note to Applicant:** 13 Class A bicycle space are required as noted in Section 6.2.1.2 of the Parking By-law.

- A.1.3 provision of details of bicycle rooms, in accordance with Section 6 of the Parking By-law, which demonstrates the following:

- a minimum of 20 percent of the bicycle spaces to be secured via lockers;
- a maximum of 30 percent of the bicycle spaces to be vertical spaces;
- a provision of one electrical receptacle per two bicycle spaces for the charging of electric bicycles; and
- notation on the plans that "construction of the bicycle rooms to be in accordance with Section 6.3 of the Parking By-law";

- A.1.4 complete and fully-dimensioned floor plans;

- A.1.5 detailed floor and roof elevations for each floor and roof level in the building, as related to the existing grades on site;

- A.1.6 city building grades, existing and finished grades to be shown on the site plan including around the perimeter of all principal and accessory buildings;

- A.1.7 provision of a minimum of 5.7 m<sup>3</sup> (200 cu. ft.) of useable storage space for each dwelling unit for the storage of bulky items such as winter tires, ski and barbecue equipment, excess furniture, etc.;

**Note to Applicant:** The storage area[s] may be below grade with individual lockers in a common space or may be provided en suite; however, laundry facilities should not be located inside such storage areas. Refer to Bulk Storage - Residential Development bulletin for more information.

- A.1.8 an acoustical consultant's report shall be submitted which assesses noise impacts on the site and recommends noise mitigation measures in order to achieve noise criteria;

- A.1.9 written confirmation shall be submitted by the applicant that:

- the acoustical measures will be incorporated into the final design and construction, based on the consultant's recommendations;
  - adequate and effective acoustic separation will be provided between the commercial and residential portions of the building; and
  - mechanical (ventilators, generators, compactors and exhaust systems) will be designed and located to minimize the noise impact on the neighbourhood and to comply with Noise By-law #6555;
-

### Standard Landscape Conditions

- A.1.10 revision of the common amenity courtyard design to accommodate a common patio area for residents to gather;

**Note to Applicant:** Recommend substituting high quality pavers where lawn is proposed. See also Condition 1.1.i.

- A.1.11 provision of a roof deck plan if required at minimum 1/8"=1'-0" scale.

**Note to Applicant:** See also Condition 1.3.ii.

- A.1.12 location of hose bibs in courtyard areas and along the lane edge to facilitate hand watering of landscape plantings, illustrated and labelled on the Landscape Plan;

- A.1.13 provision of a common screened garbage and recycling bin enclosure;

**Note to Applicant:** Provide a large- scale architectural detail at 1/2"=1'0" to illustrate.

- A.1.14 provision of high efficiency irrigation for all common landscaped planters;

- A.1.15 submission of a landscape lighting plan for the inner courtyard area for security and safety purposes;

**Note to Applicant:** Lighting details should be included on the Landscape Plan.

- A.1.16 illustration on the Landscape Plan and the Site Plan of all lane edge utilities such as gas meters and transformer and below grade utilities including gas, water, storm sewer, sumps on the Landscape Plan;

### Social Planning/Housing Centre/ Cultural Affairs

- A.1.17 design development to include an area in the common outdoor space suitable for play by children of different ages, including a mix of soft and hard landscaping, and natural low-maintenance features such as balancing logs, small boulders, stumps and/or stepping stones, to provide a range of creative play opportunities that may also perform double duty as informal seating for adults, or as a visually pleasing landscape.

**Note to applicant:** Consideration should be given to providing play surfaces, features and materials which are natural, interesting and safe (e.g. child-friendly grasses, sand, wood, pea gravel, water). Dedicated "children's play equipment" is not required.

- A.1.18 as space allows, design development to the common outdoor space to provide potential for urban agriculture, including planters, small tool storage and a hose bib, as per the City's Urban Agricultural Design Guidelines for the Private Realm.

**Note to applicant:** Consider incorporating edible plantings into the landscape design.

### Heritage Planning

- A.1.19 revised drawings are to be submitted to more clearly identify repair and rehabilitation work and details associated with the existing building, to the satisfaction of the Director of Planning;
-

## A.2 Standard Engineering Conditions

- A.2.1 provision of a copy of a current title search for the development site is required. The title search must be dated within one week of the intake date. Also, copies of all non-financial charges and legal notations listed on the title search for the development site must be submitted. Examples of common non-financial charges include Statutory Right of Way, Right of Way, Covenant, Easement, Option to Purchase, and Easement and Indemnity. Examples of non-financial charges, which are not required, include Mortgage, Assignment of Rents, and Builders Liens. This information may be obtained from the Land Title Office in New Westminster. An applicant may require advice or assistance from a Solicitor, Notary, Realtor, BC Land Surveyor, or Land Agent to obtain this information. We reserve the right to ask for an updated title search and charges prior to issuance of the permit.
- A.2.2 deletion of the proposed sunshade shown over City lane; or make arrangements (legal agreements) to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services. Any encroaching elements are to be lightweight and demountable, and the applicant must provide rationale (i.e. that they are necessary in order to meet LEED standards). Note: an application to the City Surveyor is required. For general information, see the Encroachment Guide ([http://vancouver.ca/files/cov/building\\_encroachment\\_guide.pdf](http://vancouver.ca/files/cov/building_encroachment_guide.pdf)).
- A.2.3 the General Manager of Engineering Services will require all utility services to be underground for this "conditional" development. All electrical services to the site must be primary with all electrical plant, which include but not limited to Vista switchgear, pad mounted transformers, LPT and kiosks (including non-BC Hydro kiosks) are to be located on private property with no reliance on public property for placement of these features. In addition, there will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch.
- A.2.4 provision of a separate application to the General Manager of Engineering Services for street trees and or improvements to the street and sidewalk is required. Please submit a copy of the landscape plan directly to Engineering for review.
- A.2.5 clarification of garbage pick-up operations.

**Note to Applicant:** Pick up operations should not require the use of public property for storage, pick up or return of bins to the storage location.

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**B.1 Standard Notes to Applicant**

- B.1.1 The applicant is advised to note the comments of the Processing Centre-Building, Vancouver Coastal Health Authority and Fire and Rescue Services Departments contained in the Staff Committee Report dated September 24, 2014. Further, confirmation that these comments have been acknowledged and understood, is required to be submitted in writing as part of the "prior-to" response.
- B.1.2 It should be noted that if conditions 1.0 and 2.0 have not been complied with on or before **April 20, 2015**, this Development Application shall be deemed to be refused, unless the date for compliance is first extended by the Director of Planning.
- B.1.3 This approval is subject to any change in the Official Development Plan and the Zoning and Development Bylaw or other regulations affecting the development that occurs before the permit is issuable. No permit that contravenes the bylaw or regulations can be issued.
- B.1.4 Revised drawings will not be accepted unless they fulfill all conditions noted above. Further, written explanation describing point-by-point how conditions have been met, must accompany revised drawings. An appointment should be made with the Project Facilitator when the revised drawings are ready for submission.
- B.1.5 A new development application will be required for any significant changes other than those required by the above-noted conditions.
- B.1.6 The lane behind the proposed development will be named prior to issuance of building permit.

**B.2 Conditions of Development Permit:**

- B.2.1 All approved off-street vehicle parking, loading and unloading spaces, and bicycle parking spaces shall be provided in accordance with the relevant requirements of the Parking By-law prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
  - B.2.2 All landscaping and treatment of the open portions of the site shall be completed in accordance with the approved drawings prior to the issuance of any required occupancy permit or any use or occupancy of the proposed development not requiring an occupancy permit and thereafter permanently maintained in good condition.
  - B.2.3 Any phasing of the development, other than that specifically approved, that results in an interruption of continuous construction to completion of the development, will require application to amend the development to determine the interim treatment of the incomplete portions of the site to ensure that the phased development functions are as set out in the approved plans, all to the satisfaction of the Director of Planning.
  - B.2.4 The issuance of this permit does not warrant compliance with the relevant provisions of the Provincial Health and Community Care and Assisted Living Acts. The owner is responsible for obtaining any approvals required under the Health Acts. For more information on required approvals and how to obtain these, please contact Vancouver Coastal Health at 604-675-3800 or visit their offices located on the 12<sup>th</sup> floor of 601 West Broadway. Should compliance with the health Acts necessitate changes to this permit and/or approved plans, the owner is responsible for obtaining approval for the changes prior to commencement of any work under this permit. Additional fees may be required to change the plans.
-

B.2.5 This site is affected by a Development Cost Levy By-law and levies will be required to be paid prior to issuance of Building Permits.

---

Project: 1442

1546 NELSON STREET  
5546 NELSON ST. VANCOUVER, BC

Client: ANKENMAN MARCHAND ARCHITECTS  
Drawing: COVER PAGE & DRAWING LIST

Project Status:

DATE: 04/20/2011  
DRAWN BY: J. B. BROWN

REVISION  
No. Date Description

All drawings to this set to be read in conjunction with the drawings and specifications to be provided to the contractor. It is the responsibility of the contractor to ensure that all work is completed in accordance with the requirements of the appropriate regulatory code authority. All rights reserved. Ankenman Marchand Architects

Scale: \_\_\_\_\_ DWA. NO.: A001

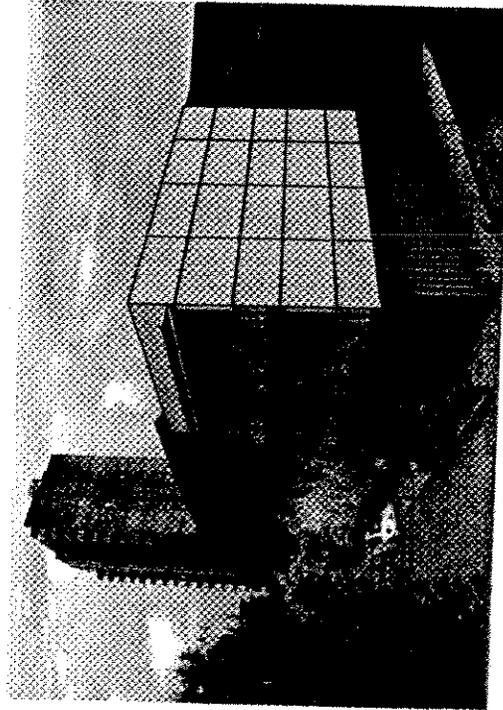
1546 NELSON STREET

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Surveyor:  
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Heritage Consultant:  
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SHEET NUMBER	SHEET NAME
A001	COVER PAGE & DRAWING LIST
A002	STAIRS
A003	FLOOR PLAN
A004	MECHANICAL
A005	MECHANICAL
A006	MECHANICAL
A007	MECHANICAL
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SHEET NUMBER	SHEET NAME
A001	COVER PAGE & DRAWING LIST
A002	WEST ELEVATION
A003	SOUTH ELEVATION
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Project: 1546 NELSON STREET  
Client: 1546 NELSON ST. VANCOUVER, BC  
Drawing: STATISTICS  
Project Status:

Date	Description
2014.05.27	Issue for Review

No.	Date	Description
1	2014.05.27	Issue for Review

(1) Drawing of this set to be used in connection with the project is to be restricted to the project as shown in the attached table containing notes. Copyright © 2014 Ankenman Marchand Architects. All rights reserved. 5 Copyright Ankenman Marchand Architects. All rights reserved.

Scale: 1/16" = 1'-0"  
DWS: INC.  
A002

# 1546 NELSON STREET, VANCOUVER, BC

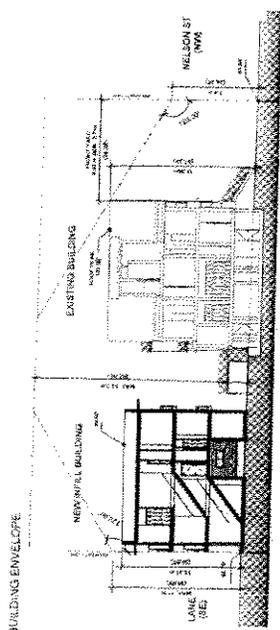
Mult-Family Dwellings Infill  
Issued for Development Permit - May 28th, 2014

## STATISTICS

**EXISTING BUILDING:**  
Per 4.3.1(4) based on total residential area of 42,402 SF (384 m<sup>2</sup>)  
Min. 1 per floor = 144 m<sup>2</sup> (14,400 SF) = 2.8 x 3 units  
Max. 4.3.1(5) based on total residential area of 42,402 SF (384 m<sup>2</sup>)  
Min. 1 per floor = 144 m<sup>2</sup> (14,400 SF) = 2.8 x 3 units  
Max. 4.3.1(5) based on total residential area of 42,402 SF (384 m<sup>2</sup>)  
Min. 1 per floor = 144 m<sup>2</sup> (14,400 SF) = 2.8 x 3 units

**NEW BUILDING:**  
Per 4.3.1(4) based on total residential area of 37,138 SF (344 m<sup>2</sup>)  
Min. 1 per floor = 144 m<sup>2</sup> (14,400 SF) = 2.1 x 2 units  
Max. 4.3.1(5) based on total residential area of 37,138 SF (344 m<sup>2</sup>)  
Min. 1 per floor = 144 m<sup>2</sup> (14,400 SF) = 2.1 x 2 units

**TOTAL PARKING REQUIREMENTS FOR THE INFILL BUILDING: 8 units**  
Total parking requirements for the site: 15 units



Room	Area (m <sup>2</sup> )	Area (SF)
Unit 1	144	1553
Unit 2	144	1553
Unit 3	144	1553
Unit 4	144	1553
Unit 5	144	1553
Unit 6	144	1553
Unit 7	144	1553
Unit 8	144	1553
Unit 9	144	1553
Unit 10	144	1553
Unit 11	144	1553
Unit 12	144	1553
Unit 13	144	1553
Unit 14	144	1553
Unit 15	144	1553
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Room	Area (m <sup>2</sup> )	Area (SF)
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Unit 100	144	1553

Room	Area (m <sup>2</sup> )	Area (SF)
Unit 1	144	1553
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Unit 100	144	1

Project: 146

1646 NELSON INFILL

1548 NELSON ST. VANCOUVER, BC

Drawing:

CONTEXT PLAN

Project Status:

SUBMISSION

Date:

Description:

3/23/2010

REVISION

No.:

Date:

Description:

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Scale: 1/16" = 1'-0"

Sheet No. A030



Appendix C ; page 3 of 28



Project:  
 1342

1645 NELSON MILL  
 1645 NELSON ST, UNICOVEN BC  
 Drawing:  
**STREETSCAPE**  
 Project Status

SUBMISSION  
 Date: Description:  
 27.10.2010

REVISION  
 No Date Description

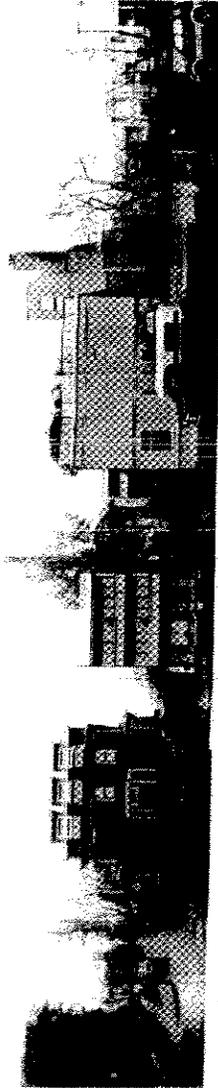
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Scale:  
 1/16" = 1'-0"

DWG. NO:  
**A035**



EXISTING STREETSCAPE PLANE



PROPOSED STREETSCAPE PLANE













Project: 1546

**1546 NELSON INFILL**  
300 NELSON ST. VANCOUVER, BC  
Drawing: **FLOOR PLANS**

Project Status:

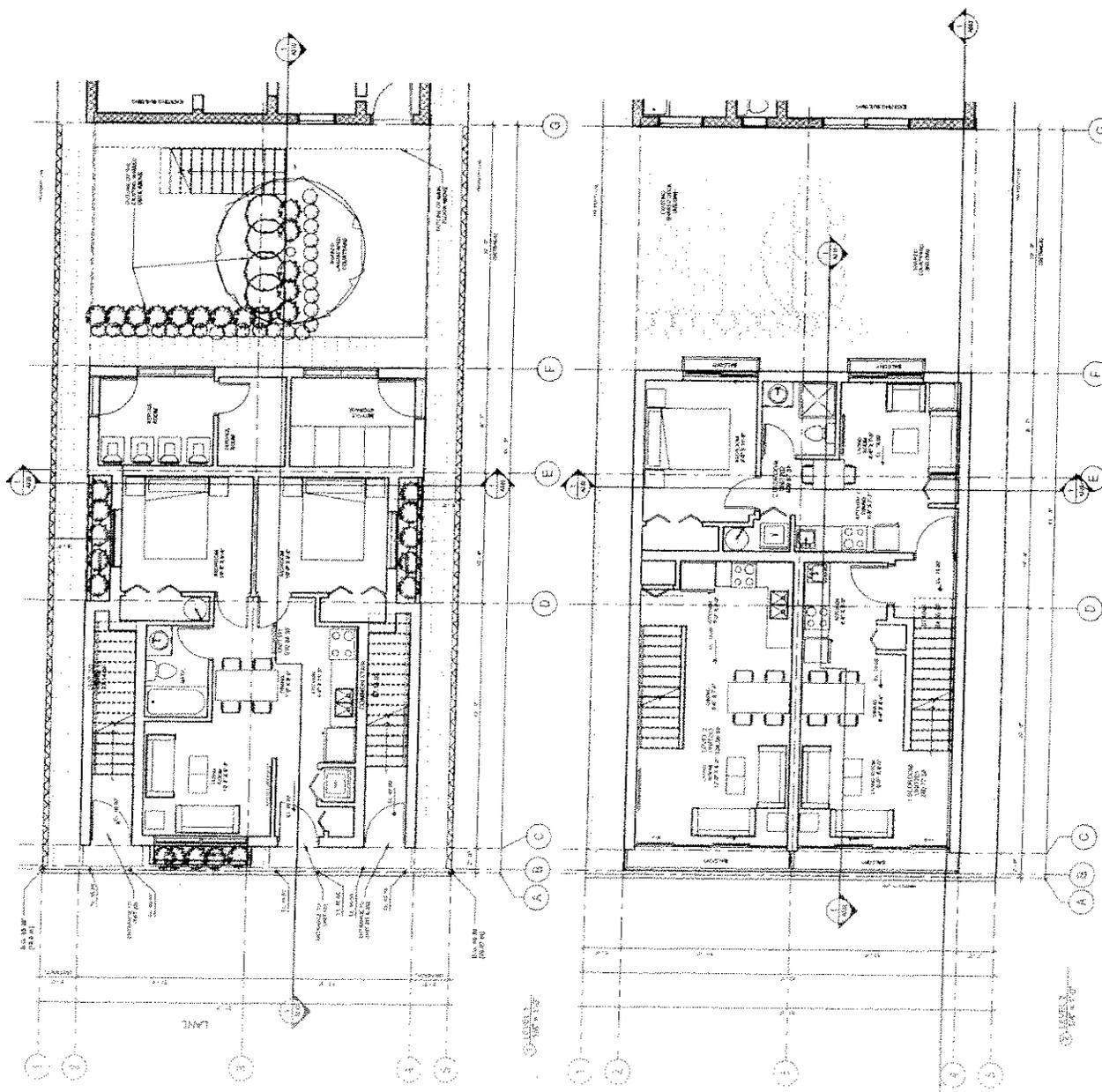
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2		REVISION
3		REVISION
4		REVISION
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30		REVISION

REVISION

No. Date Description

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Scale: 1/4" = 1'-0"  
DRAWING NO. **A110**



Appendix C ; page 11 of 28











Project  
1342

1646 NELSON INFILL  
1646 NELSON ST, VANCOUVER BC

Drawing  
**SECTIONS**

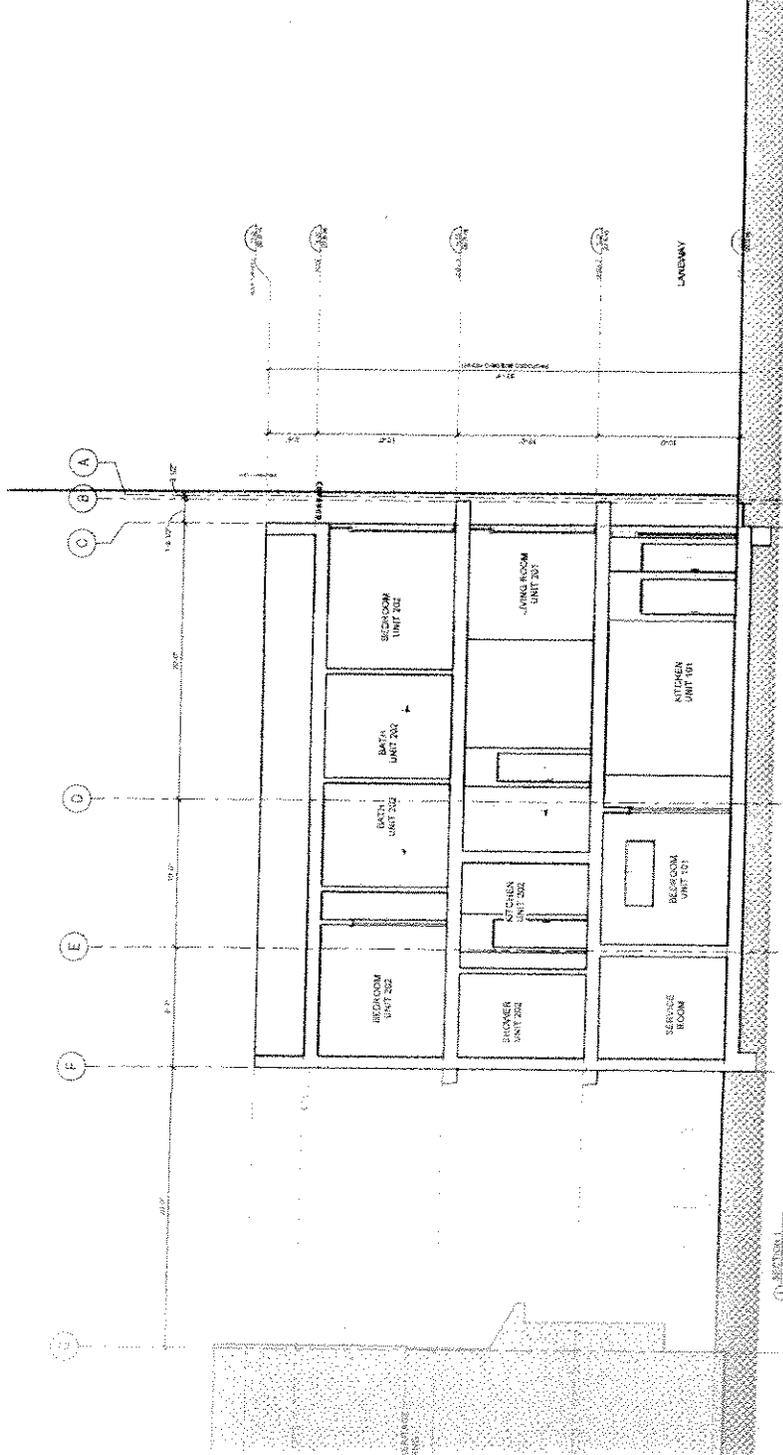
Project Status

DATE  
21.08.2014  
DESCRIPTION  
21.08.2014

REVISION  
No. Date Description

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Sheet  
1/4" = 1'-0"  
DWG. NO.  
**A310**



Appendix C ; page 17 of 28

Project: 1546

**1546 NELSON INFILL**  
1546 NELSON ST, VANCOUVER, BC

Drawn: SECTIONS

Project Status

SUBMISSION

Date Description

1546 NELSON INFILL

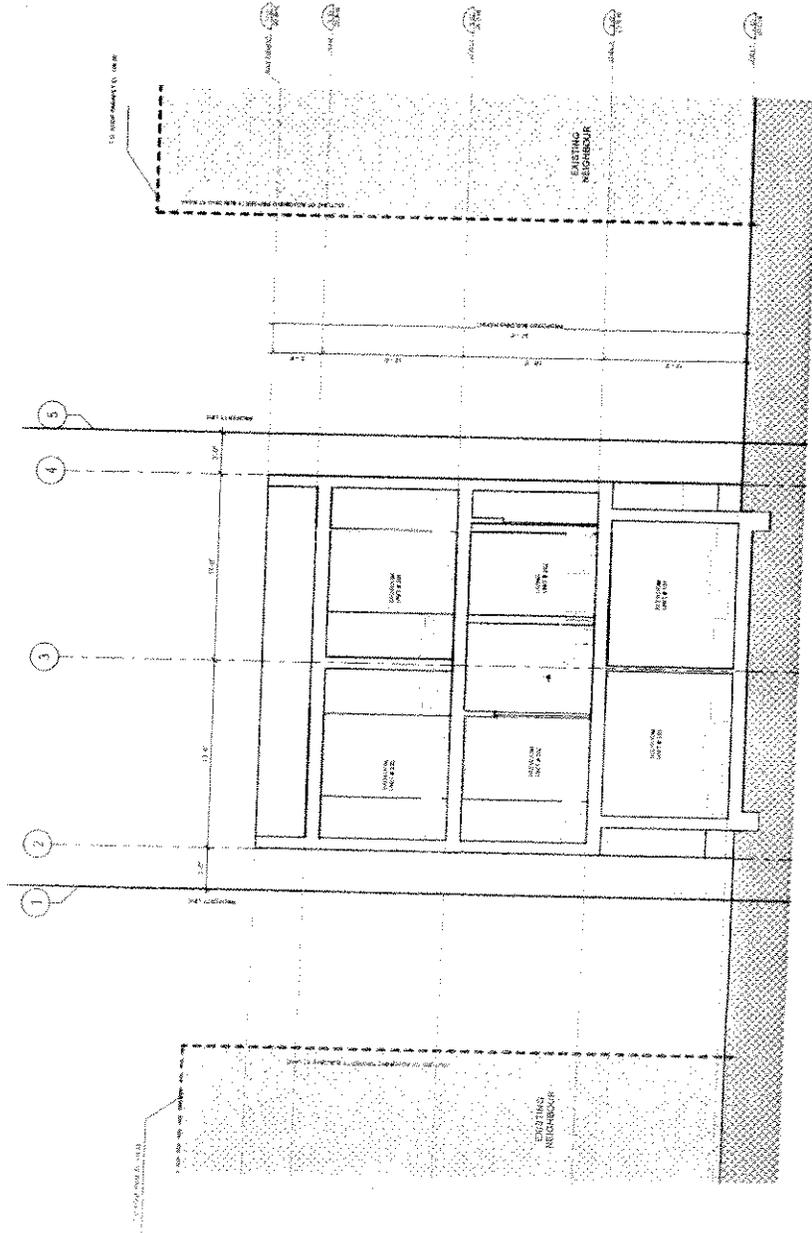
REVISION

No. Date Description

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Scale: 1/4" = 1'-0"

**A320**











Project:  
1342

1546 NELSON INFILL  
1546 NELSON ST. VANCOUVER, BC

Drawing:  
**PERSPECTIVES**

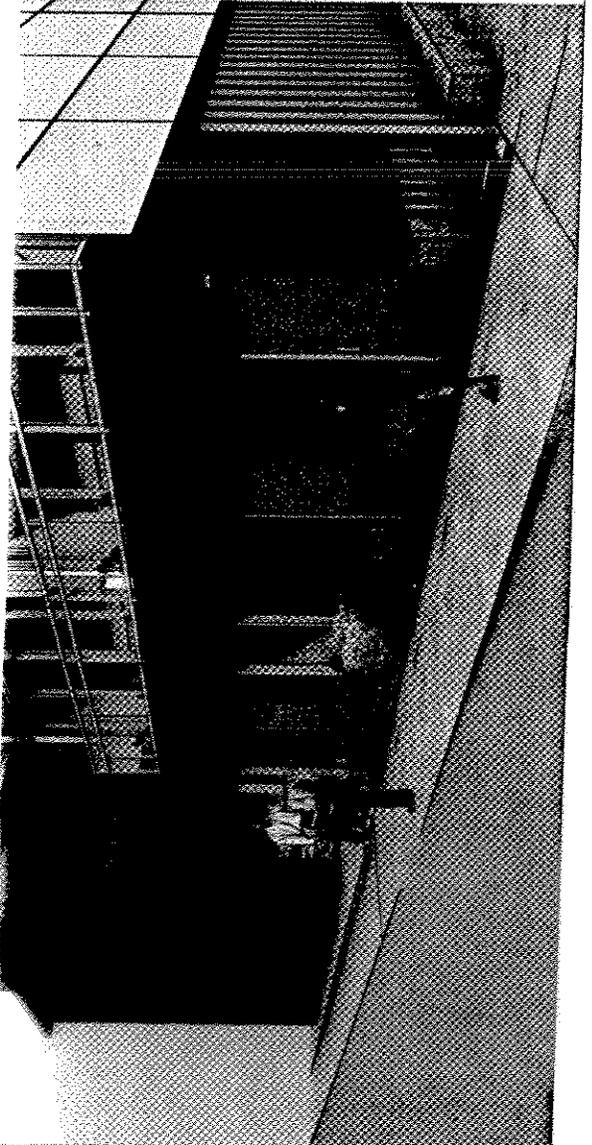
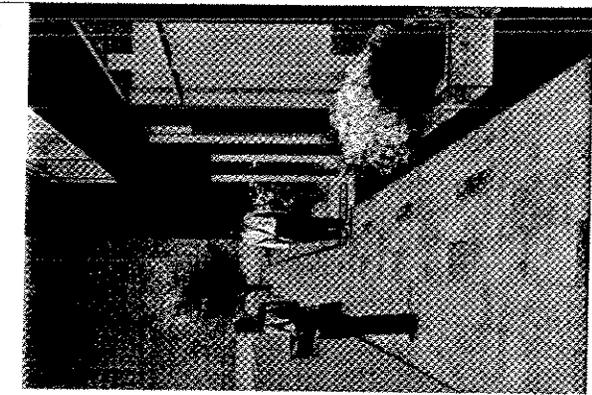
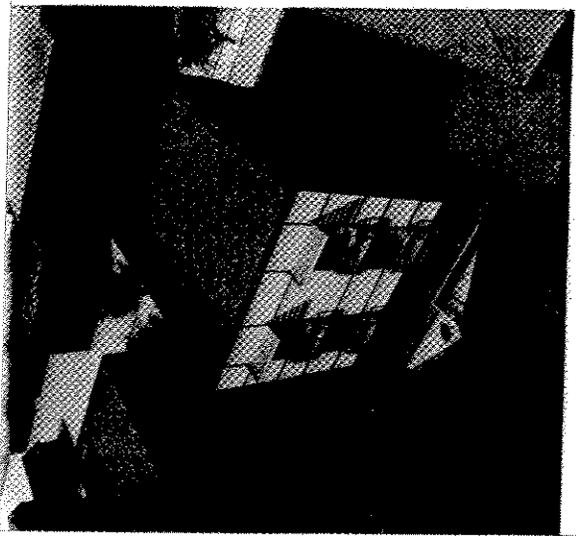
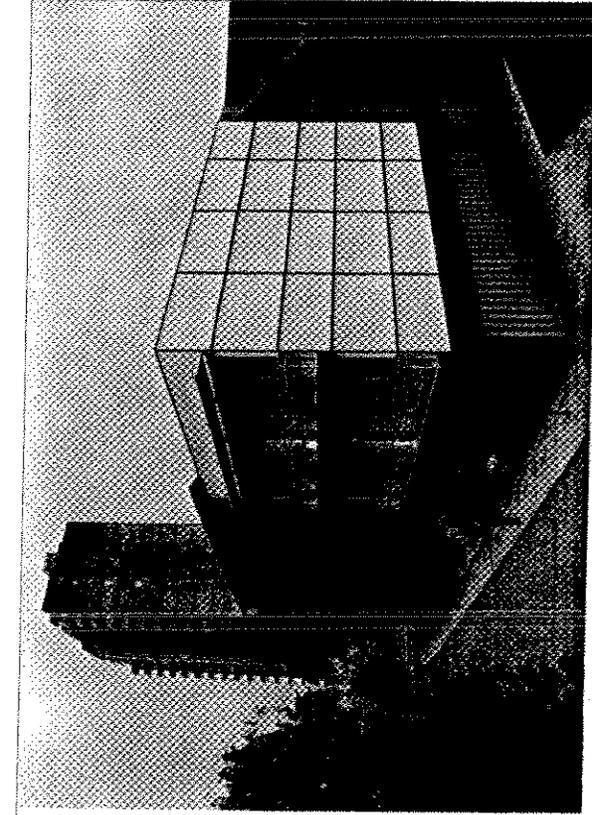
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SUBMISSION  
Date: Description:  
2018.03.20 1342

REVISION  
No. Date Description

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Scale:  
DWG. NO. **A710**





Project:  
1482

1648 NELSON INFILL  
1648 NELSON ST, VANCOUVER, BC

Drawing:  
AREA OVERLAYS

Project Status:

3/11/2015

DATE

DESCRIPTION

NO.

DATE

DESCRIPTION

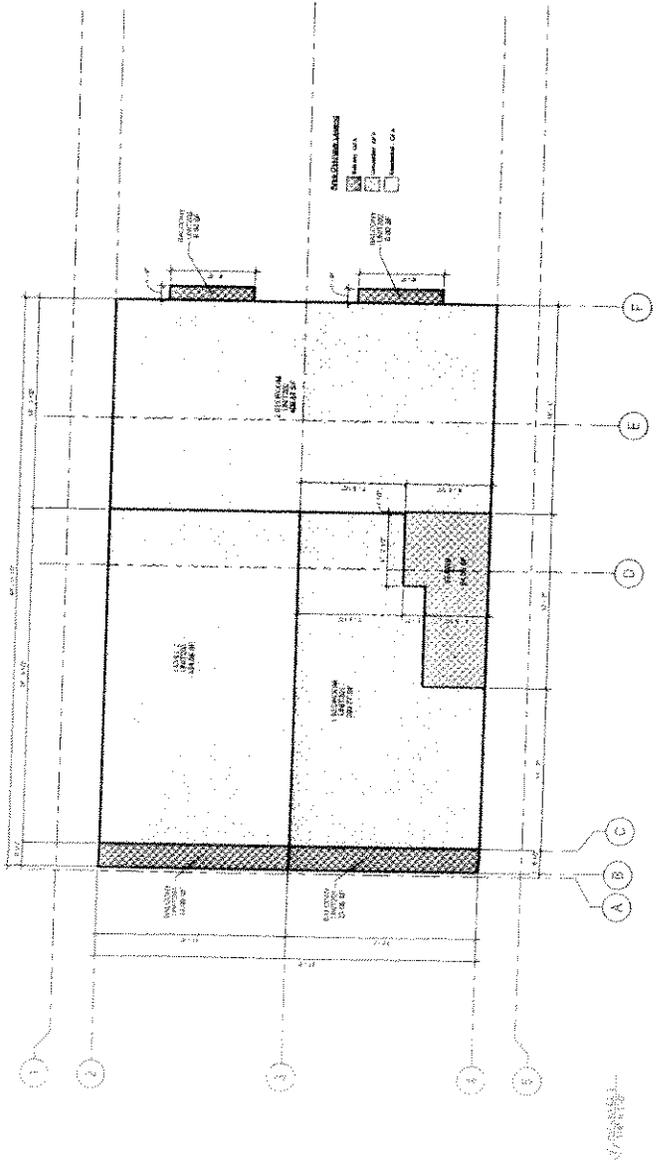
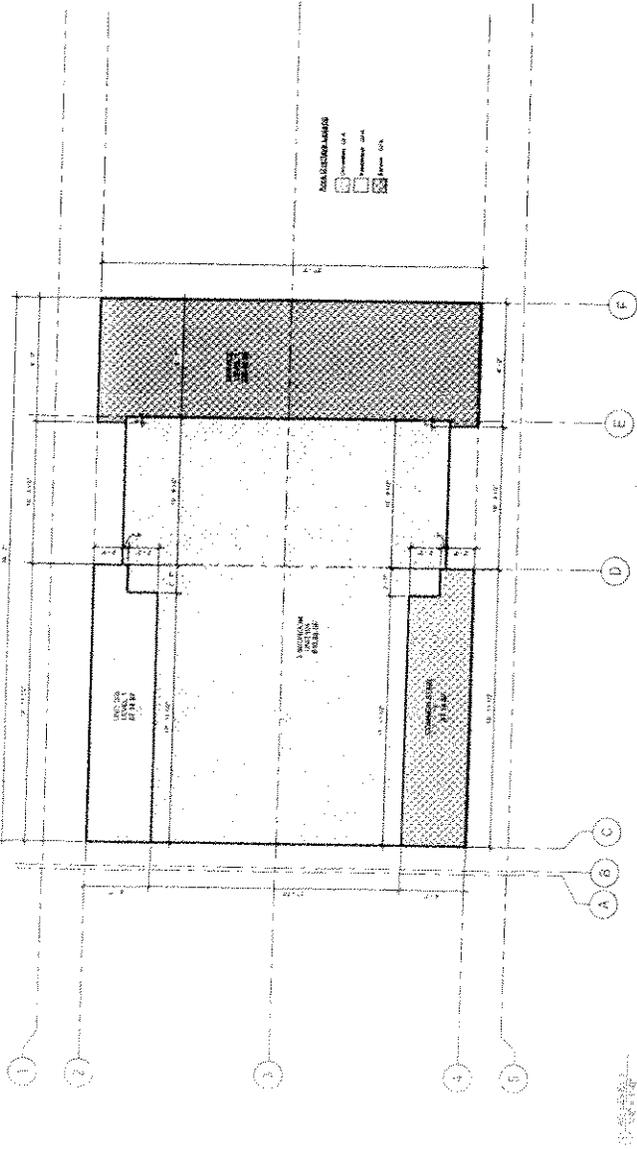
All drawings in this set to be read in  
conjunction with the project program  
or descriptions to be reported to the  
Authority before commencing work.  
Contractors shall be responsible for  
checking all work is in accordance with the  
requirements of the appropriate  
Authority.  
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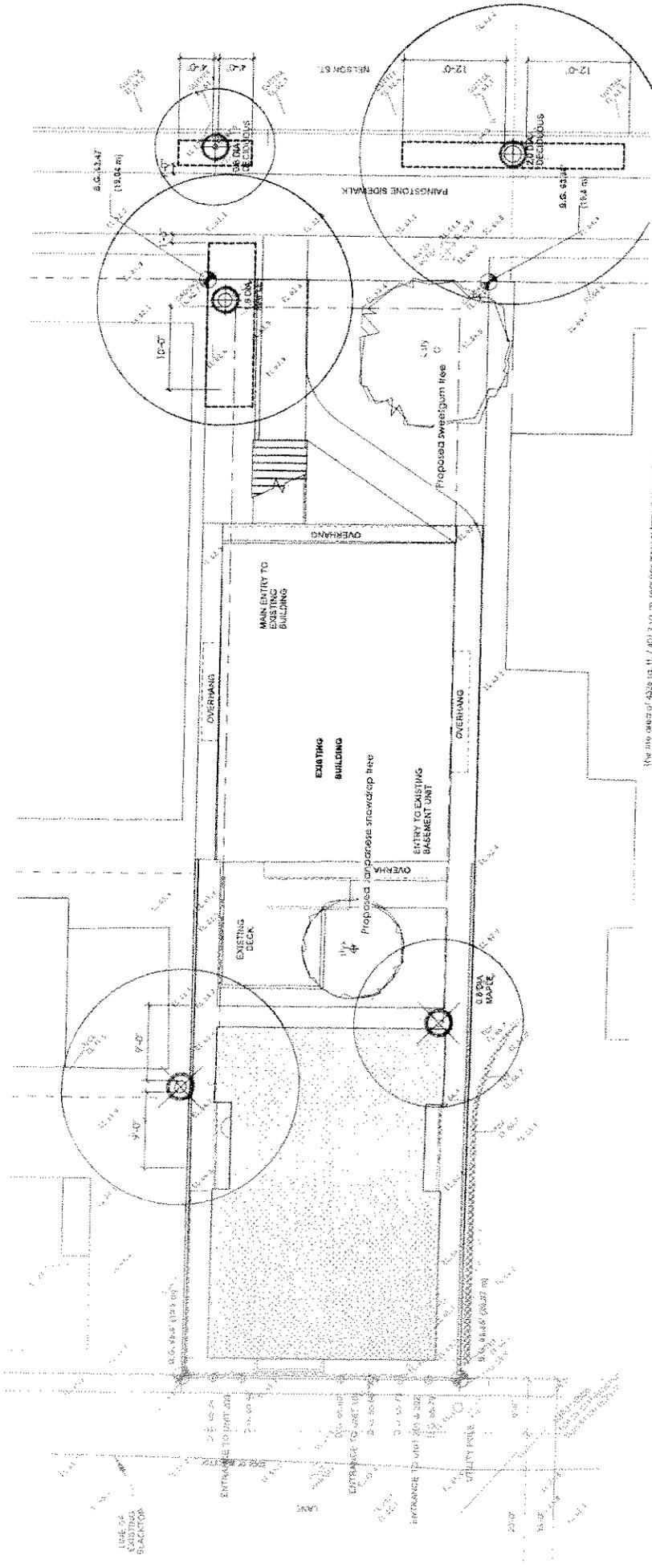
AO-1

SCALE:

1/4" = 1'-0"







The site area of 4233 sq. ft. / 4077 sq. ft. (regular area retained or new trees) tree below trees are located on the site. A maple tree will be removed. A maple in the front yard of the existing house will be retained.  
 The plan proposes two new trees, for a total of three trees.

Q	Quantity	Tree Name	Tree Size	Tree Location	Comments	Species	Planting Date	Notes
1	1	Japanese Snowdrop	12'-0"	Proposed	Proposed	Japanese Snowdrop	2018	See Part 1
2	1	Sweetgum	12'-0"	Proposed	Proposed	Sweetgum	2018	See Part 1



Indicated retained tree and dimensioned tree protection fencing



Indicated existing tree to be removed



**1546 Nelson Infill**  
**DESIGN RATIONALE - 1546 Nelson Street**

**Introduction**

This contemporary incumbent infill, to be located at 1546 Nelson Street, will be situated at the rear of the site, subordinate to its original historic sister building, known as the "Urquhart Residence". The existing, historic two and one-half storey wood-frame house was built in 1907 and is now sub-divided into 6 rental suites.

This under-utilized site, located in Vancouver's coveted West End and bordered by a 33' laneway at the rear, is a prime contender for the City's laneway housing model. This proposed infill building; a 3 storey, four unit multi-family residence - has been conceived as a contemporary, family-oriented rental residence that neither overshadows, nor replicates the architectural style of the existing heritage home.

By capitalizing on the wider laneways of Vancouver's West End, where separate unit entrances are to be located, this building design will encourage improved utilization of the laneway itself. In addition, it will provide much-needed affordable rental units in the area, at a humble scale and subordinate location to the existing wood frame house. This ground-oriented, multi-family residence shall provide 7,378 SF of additional density to the property.

**Context, Planning & Sustainability**

Located in an area of both low- and high-rise rental properties, dotted with sub-divided heritage houses, this site has potential for infill development through following the West End RM Guidelines for infill housing, which emphasizes sensitive and creative design. As such, the AMA team and client undertook a collaborative approach with the City planners, site residents and neighbors.

Through public consultation, the development team discovered a strong public desire to retain the original building whilst "cleaning up" the laneway and injecting the area with much needed rental housing. The results of feedback surveys revealed the public was in favor of infill building height being no higher than 3 levels, within suggested West End RM Guidelines for infill housing setbacks. Both wishes have now been achieved in this well-considered, humble design.

**Laneway Revitalization**

The overall site design shall bring new life to the laneway and create a streetscape through facade design (including by varying the street level finishes). As such, traditional notions of the "back alley" are being challenged. The new suite entrances are to be from the lane, to cultivate a pedestrian use. Indeed this design shall visually "clean up" this under-utilized alleyway, to promote safety and be re-occupied by neighbors.

**Architectural Design - New Infill**

The new infill building has a decidedly different architecture style from the original Urquhart residence. The new infill building is architecturally designed in a contemporary style, including a flat roof. To integrate the proposed building into the lane streetscape, the three-story building is massed to align with those of neighboring structures. The boxy mass of the building is subdivided by the contrast of the colors of the materials. The upper two levels are a light beige color in contrast to the ground floor mass that has dark color treatment. Along the building's south side facing the laneway, it is as transparent as it can to bring interaction with the neighborhood and bring daylight to the living space. Metal sunshades are provided to protect from sun overheating in summer and for privacy. All main entrances to the units are directly accessible from the laneway.

Building materials, such as metal and glass are combined to add contrast, particularly at the streetscape. The outdoor spaces will create a n enjoyable human-scale residence that encourages a sense of community between the existing and incumbent residents and the neighbors.

The new infill design is distinguished by:

- 3 stories high building with total of four rental units
- Ground-oriented family housing (separate units with street-level entrances)
- Distinctively modern architecture & facade materials
- Small, human scale suite entries; encourage community atmosphere between the existing and new residents.
- Sustainable considerations, with a long-term approach, such as a recycling area and bicycle storage, sunshades, natural ventilation.
- Exterior - shared inter-building courtyard and sun deck

Unit counts in the Infill Building are as follow:

- 3 x Two bedroom units
- 1 x One bedroom unit

### HEIGHT

The heights of the existing and the new infill buildings are both within the allowable building envelope according to the requirements in RM-5 zoning by-law. Existing Building roof peak is 37.23' (11.4 m) high. Proposed new infill building is 33.5' (10.2 m) high.

### SEATBACKS

Existing building meets the zoning bylaw required setbacks on the front (facing Nelson Street) and back (facing the laneway) of the site. Setbacks from the side yards are 2.4' (0.7m) on the North-West property line and 3.3' (1m) on the South-East property line that is less than the current zoning requirements: 6.9' (2.1m).

The new infill building setbacks are as follows:

- Courtyard (from Existing Building): 20' (6 m), within the "West End RM Design Guidelines for Infill Housing" (3.1.6).
- Courtyard (from Existing Building overhang at Main floor): 18' (5.5 m) (Seeking Relaxation of 2' the "West End RM Design Guidelines for Infill Housing" (3.1.6)).
- Side yard (New Infill from NW): 3' (0.9 m) (Seeking Relaxation of 3.9' by RM-5 zoning by-law otherwise within recommended setbacks according the "West End RM Design Guidelines for Infill Housing" (3.1.6)).
- Side yard (New Infill from SE): 3' (0.9 m) (Seeking Relaxation of 3.9' by RM-5 zoning by-law otherwise within recommended setbacks according the "West End RM Design Guidelines for Infill Housing" (3.1.6)).
- Rear yard (facing Lane): 2' (0.6 m) (Seeking Relaxation of 4.9' by RM-5 zoning by-law otherwise within recommended setbacks according the "West End RM Design Guidelines for Infill Housing" (3.1.6)).

### PARKING:

Existing site has a garage with two parking places that is proposed to be demolished to create space for the new infill building.

Required parking spaces for the existing building are 9 stalls by current RM-5 zoning by-law.

Required parking spaces for the new infill building are 6 stalls by current RM-5 zoning by-law.

Taking in consideration that this site is very small (only 33' wide) and following the instructions of the city planner to allow direct access to the dwelling units from the laneway by the "West End RM Design Guidelines for Infill Housing", we are not providing any parking on this site and seeking relaxation of 15 parking stalls.

The tenants can use the shared vehicles service from the parking that are proposed on the neighboring site just across the lane.

**BICYCLE PARKING**

Required bicycle parking for the existing building based on 6 units as per RM-5 (6.2.1.2) is 8 Class A stalls.

Required bicycle parking for the proposed infill building based on 4 units as per RM-5 (6.2.1.2) is 5 stalls.

Provided bicycle parking in the proposed infill building is 5 vertical stalls.

We are seeking relaxation for 8 stalls and for the required locker (as per 6.3.13.a) and the ratio of vertical and horizontal stalls (as per 6.3.13).

Alternative bicycle rack can be provided on site under the common sun deck at common courtyard for the additional 8 bicycles.

**REFUSE SPACE**

The required and proposed refuse space for the 6 existing and 4 new units is located in the refuse room in the new proposed infill building as per "Garbage and recycling storage facility design supplement".