

Grandview-Woodland Area Council
c/o Britannia Community Centre
1661 Napier Street
Vancouver
BC V5L 4X4

Michelle Au,
Project Facilitator,
Development Services,
City Hall – East Wing,
3rd Floor,
2675 Yukon Street,
Vancouver,
BC V5Y 3P9

Thursday 24 February 2011

Dear Ms Au:

Re: Development Application No. DE414450: 1298 Salsbury Drive (1240 Salsbury Drive and 1841 Charles Street)

Grandview-Woodland Area Council (GWAC) wrote letters about 1240 Salsbury/1841 Charles on 17 October 2010 (to Development Planner Bob Adair) and 28 October 2010 (to architect Tim Ankenman).

On the 4th or 5th of February 2011, development application signs were posted at the site. Those signs reported:

DEVELOPMENT APPLICATION NO. DE414450

1298 Salsbury Drive (intersection Charles Street)

0877671 B.C. Ltd (C/O James Evans) has applied to the City of Vancouver for permission to relocate and rehabilitate the existing 3 storey and basement multiple dwelling (Jeff's Residence) to create 7 multiple conversion dwelling units and to develop three new 2 ½ storey multiple dwelling buildings consisting of 15 row house units.

The application includes:

- A total area of 24,685 sq. ft.
- A total floor space ratio (fsr) of 1.2
- Building height of 35.1 ft for the row houses
- 22 underground parking spaces to be accessed from the lane

The application became available online on Monday 7 February at <http://vancouver.ca/commsvcs/developmentservices/devapps/1298salsburydr/index.htm>. The deadline for e-mail and letter submissions was set at Friday 25 February 2011.

GWAC understands that because a Heritage Revitalization Agreement (HRA) is part of the development application, staff will be preparing a report about the application, and that the report will be heard at a Regular Meeting of Council, on a Tuesday afternoon likely in late March or April. The report will assess the application

and recommend whether the application does or does not go to public hearing. Citizens will be able to express their views to Mayor and Councillors in the window between the publication of the staff report on the City of Vancouver's website and the Regular Council Meeting. (Citizens can check the agendas for upcoming meetings, which are published between seven and three days ahead of meeting dates, at http://vancouver.ca/ctyclerk/councilmeetings/meeting_schedule.cfm.)

If Council votes to send the application to public hearing, then citizens will not be able to express their views to Council until the public hearing takes place.

Please consider this letter as GWAC's submission about Development Application No. DE414450: 1298 Salsbury Drive before the Friday 25 February deadline.

1. Please review GWAC's past two letters and web page about 1298 Salsbury Drive

Here are references for the two letters including URLs for them:

Grandview-Woodland Area Council [GWAC] (2010a). GWAC letter about proposed development of 1240 Salsbury Drive/1841 Charles Street. 17 October 2010. www.vcn.bc.ca/gwac/1240Salsbury/10-10-17GWAC_1240Salsbury.pdf

Grandview-Woodland Area Council [GWAC] (2010b). GWAC letter 2 about proposed development of 1240 Salsbury Drive/1841 Charles Street. 28 October 2010. www.vcn.bc.ca/gwac/1240Salsbury/10-10-28GWAC_1240Salsbury2.pdf

The GWAC web page about 1240 Salsbury Drive/1841 Charles Street is at www.vcn.bc.ca/gwac/1240Salsbury/index.html

2. Please consider what GWAC learned from City Hall staff in 2010 about the unencumbered site

GWAC understands that, when considering an HRA, staff in the City's Real Estate Services division look at the site "encumbered" and "unencumbered." The encumbered site is the developer's proposal (pro forma) for the site, which is not available to the general public. The unencumbered site is what could be built on the site under the existing zoning — in this case RT-5 (<http://vancouver.ca/commsvcs/BYLAWS/zoning/rt-5&5n.pdf>) — if all the buildings are demolished. The City produces its own pro forma for the unencumbered land. The City then looks at the two pro formas, assesses the difference in land value described in the two, and figures out the amount of extra density to be allowed under the HRA.

In section 3 of its 28 October 2010 letter, GWAC reported a difference in the assessment of what could be built on 1298 Salsbury as an unencumbered site. Mr Ankenman, the developer's architect, challenged the claim in GWAC's 17 October letter that 10 units could be built on the unencumbered site. Mr Ankenman claimed that 26 units could be built on the unencumbered site. In its 28 October 2010 letter, GWAC reported that it had consulted with City staff who had confirmed that indeed 10 units can be built on the unencumbered site. Here is a quote from that letter.

When I spoke with a City staff person in Subdivision & Strata, that person, unprompted by me, said that 1240 Salsbury Drive/1841 Charles Street as a vacant site could take five duplexes (ten units), like it says in the GWAC letter.

Here is the staff person's explanation. The site is 155 feet wide. The minimum width lot allowed for the site is 30 feet. Someone could subdivide the site by splitting it into five 31-foot lots. (I understand that Subdivision & Strata tend to go with "typicalness" when determining lot sizes in a subdivision application and 33-foot lots are typical of the area.) Someone can do just a duplex on each of the lots. This should be considered the base development case for the site — what can be done outright, with the co-operation of Subdivision & Strata — to be used in calculating compensation to the developer, should a Heritage Revitalization Agreement (HRA) go ahead.

GWAC asks that Real Estate Services, when compiling the City's pro forma for the unencumbered site, bear in mind what GWAC learned from the City's own staff about the unencumbered site.

3. Continuing concerns about access to parking, garbage, and recycling

In both its 17 and 28 October 2010 letters, GWAC expressed concerns about using the north-south lane to William Street for access to underground parking and garbage pickup. Picking up recycling will also seem to be a problem. Here are excerpts from the later GWAC letter.

When I spoke with the City staff person in Subdivision & Strata, that person, again unprompted by me, noted problems with the lane access. As reported in section 2 of this letter, the north-south lane to William Street is 12 feet wide, and that the width of a standard City of Vancouver lane is 20 feet. The first GWAC letter noted that the north-south lane is bounded by the property lines of adjacent properties, so there is no immediate opportunity to widen the lane.

Please also note that Schedule B of the Subdivision By-law (No. 5208), "Standards for Street Configurations" (<http://vancouver.ca/commsvcs/BYLAWS/SUBDIV/schedb.pdf>) requires that access lanes be 20 feet wide.

GWAC understands the applicant has pointed out that the 12-foot wide lane is already used for pickup of garbage and recycling. GWAC can confirm that the lane indeed contains garbage and recycling carts. GWAC would ask Engineering, which is responsible for streets and lanes issues, to confirm that trucks actually go down the lane to do the pickup, and that residents don't wheel the carts out to William for pickup. Could this information be included in the staff report.

If trucks actually enter the lane, could Engineering establish how the trucks access the lane. Do trucks back in or out? Could this information also be included in the staff report.

Note that the property on William to the east of the lane has a garage at the end of the lane. There is also a garage to the west of the lane at its end, with doors that apparently open into the lane. If those doors do open into the lane, then the width of the lane will be further reduced when they are open. It is not known if actively-used vehicles are kept in those garages. Can Engineering establish this information about the garages and their use, and include it in its report.

Even if trucks do access the lane, there are several differences between the current situation and what is being proposed. First, the proposal is to add to the lane access to a 22-vehicle parkade, with vehicles (and probably motor bikes and bicycles) actively using that lane. Second, a 22-unit building will presumably have a dumpster for its garbage. So that would mean three different trucks would be using the lane: City of Vancouver garbage pickup, City of Vancouver recycling pickup, and the private company that empties the dumpster.

Third, the spot where garbage and recycling pickup is proposed is a relatively confined space. The noise from hoisting garbage and recycling into the trucks is a concern. (A 35 foot by 10 foot area is being set aside. GWAC understand that the idea is that trucks might turn there. It is seriously doubted that in practice trucks will use that space to turn. Instead, it is expected that the trucks to back in or out.)

GWAC would ask that its questions about lane access to the site for parking, garbage pickup, and recycling pickup be addressed in staff's report.

Sincerely,

Dan Fass on behalf of

The Directors of Grandview-Woodland Area Council (GWAC)

(Graham Anderson, Annwen Davies, Tom Durrie, Dan Fass, Brenda "Poesy" Koch, Craig Ollenberger, Richard Penneway, Petronella Vander Valk)

GWAC website: www.vcn.bc.ca/gwac