

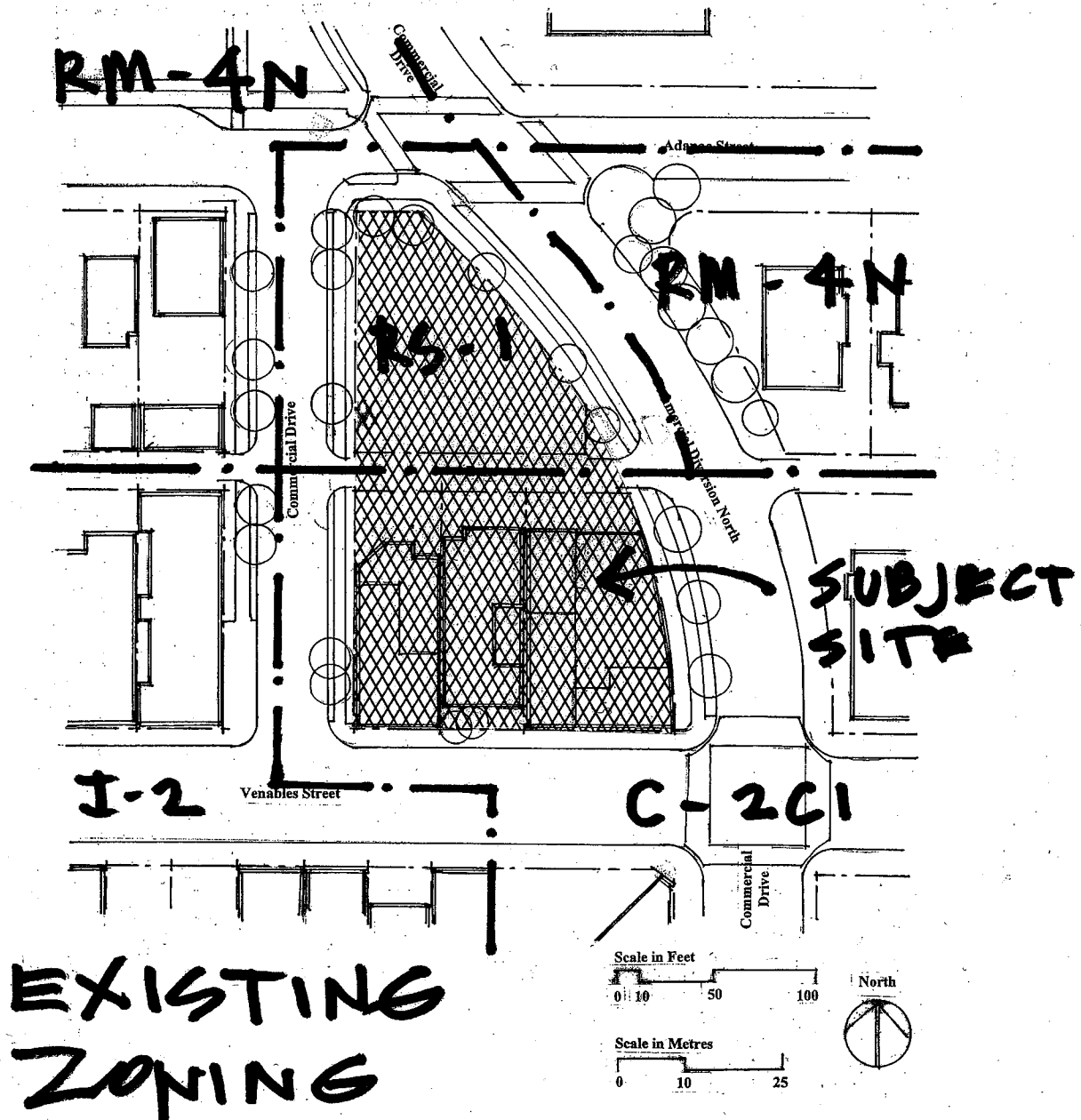
The No-Tower Coalition Venables and Commercial Site Design Principles

1. Inclusive Zoning Mandatory with Spot Zoning

The subject site is located in an area with a variety of existing zonings.

Spot rezoning of this single block site is supported, only as long as non-market housing and public open space amenities are delivered with the rezoning.

Note: Generally, it is highly preferred that any new development that does not follow the dictates of existing zoning, be delivered in the context of a new overall Local Area Plan and new zoning and design guidelines for all of Grandview Woodlands.



2. Include an expanded Kettle with Supportive Housing in the Project

The Kettle Friendship Society has been our neighbor for 40 years, delivering valued mental health services for consumers, including the homeless. We support an expanded Kettle facility, with a mandate to provide much-needed supportive housing.

- 30 units of large Studio type housing for singles, approximately 400 sq.ft. in size, with self-contained bathroom and kitchenette. [Say, 15,000 sq.ft. of floor space].
- expanded "Clubhouse" facilities, with commercial kitchen food services. [Say, 7,500 sq.ft.]
- expanded administrative and storage spaces. [Say, 5,000 sq.ft.]
- courtyard entry green space for Kettle users. [Say, 500 sq.ft.]



The Kettle Society

Strength through mental health

MENTAL HEALTH DROP-IN **MISSION STATEMENT**

Mental Health Drop-Ins strive to provide a safe, barrier free environment where consumers/survivors have opportunities to build human connections and find support, assistance and encouragement in enhancing quality of life.

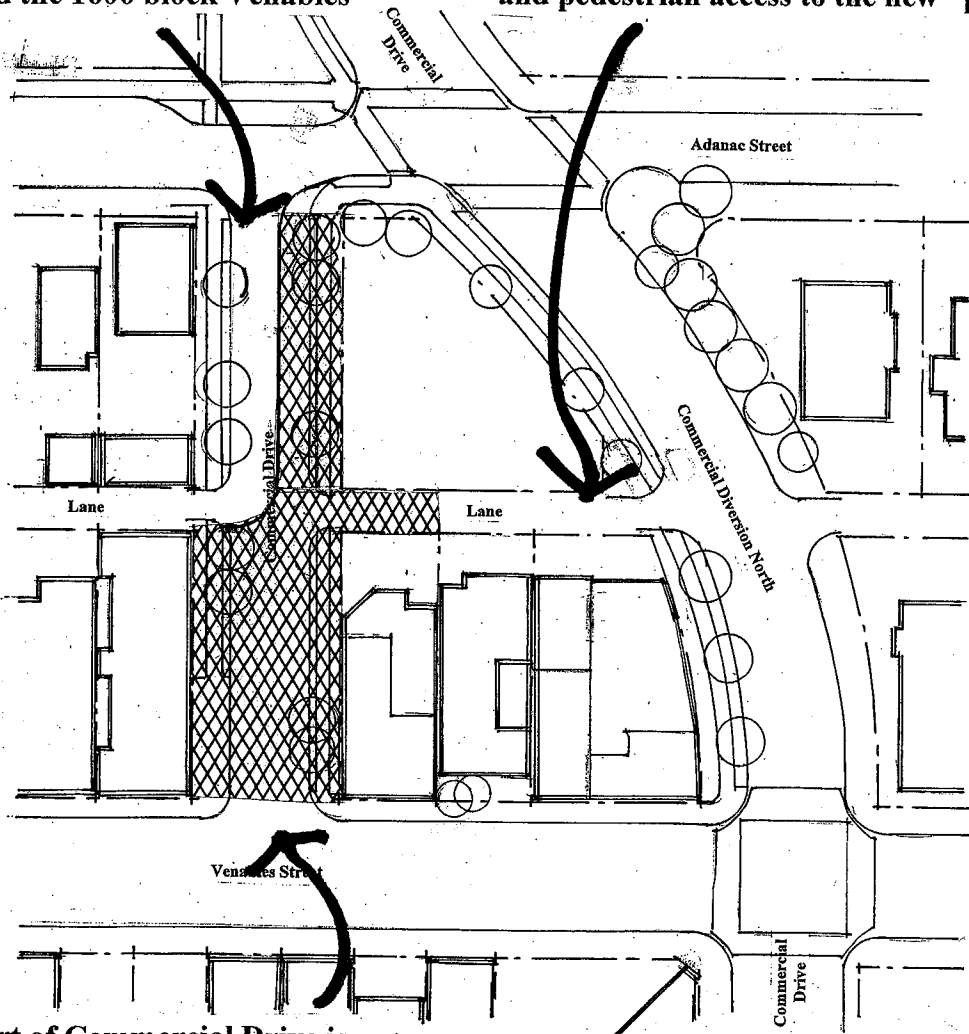
3. Include City-Owned Lands in the Project in Exchange for Non-Market Housing and Open Space Public Benefits

Encourage the City to dedicate the City Lane and City-owned parking lot on the northern part of the block, and selected parts of Commercial Drive to the west, to expand the proposed development site.

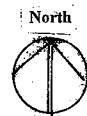
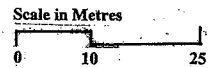
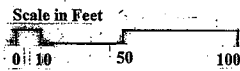
Use the dedication of City sites for the project to leverage public housing and open space benefits, including a new public "piazza" on a partial closure of the 800 block of Commercial Drive.

Northerly part of Commercial Drive becomes a connecting lane for service access behind the 1600 block Venables and Adanac.

East-West Lane is partially closed, allowing for vehicle and service access to new buildings, and pedestrian access to the new "piazza".



Southerly part of Commercial Drive is closed to traffic, to create a pedestrian "piazza".



**POSSIBLE
OPEN SPACE**

4. New Development Proposals and the Existing C-2C1 Zoning

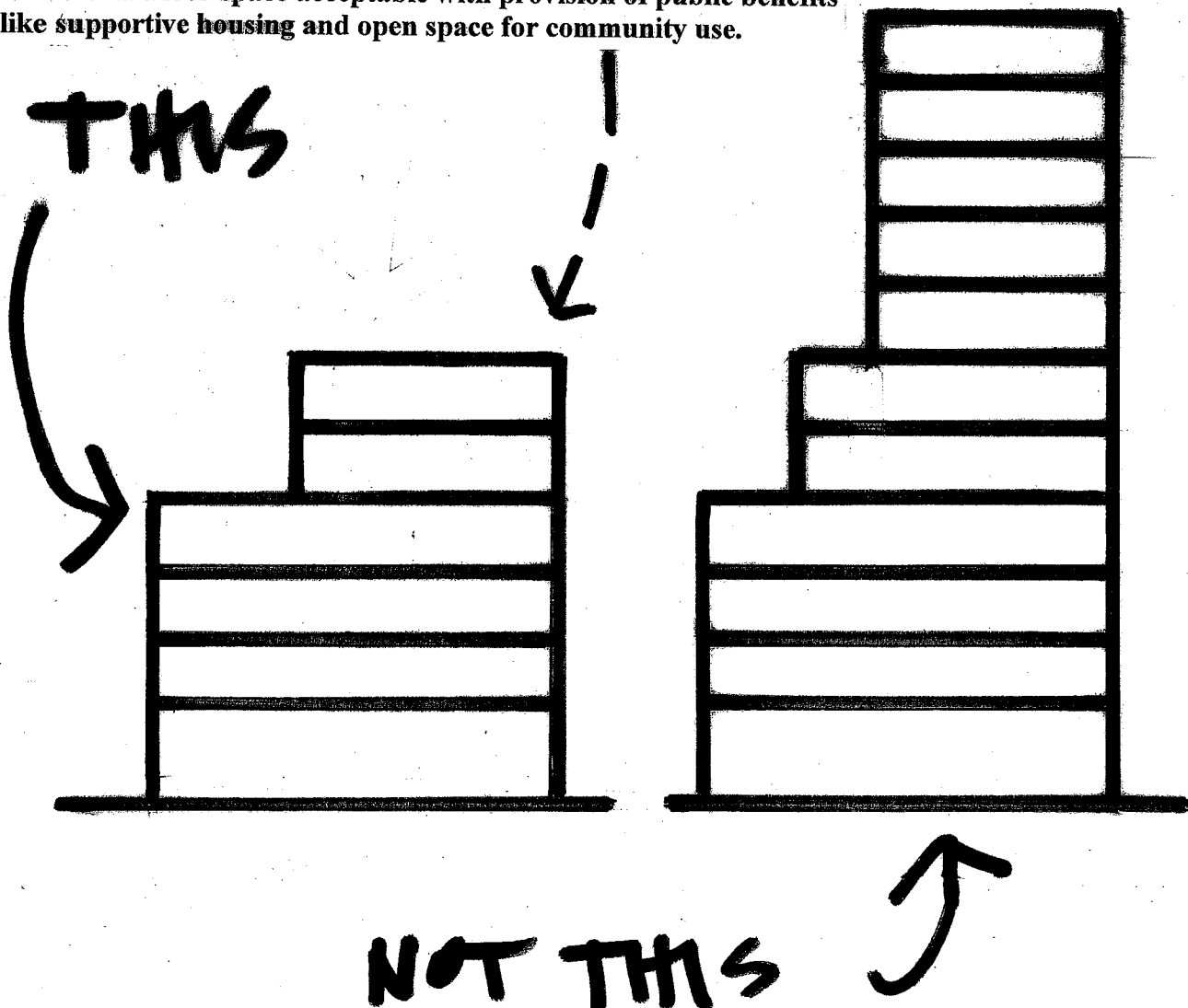
The existing C-2C1 zoning encourages the creation of district shopping areas with accompanying residential development.

Building height is restricted to 35 feet, which can be relaxed to 45 feet by the Director of Planning. [45 feet is equivalent to one high ceiling commercial floor plus 3 typical residential floors over].

Floor space is conditionally limited to a maximum of 3.0 times site coverage, and commercial frontages are limited to encourage greater variety of retail opportunities.

Our group wants new development to respect the existing character and scale of Grandview Woodlands and Commercial Drive, and would support new projects that exceed the parameters of the existing zoning, as long as public benefits such as non-market housing and enhanced public open space are delivered. However, departures from existing allowed zoning should be of an "incremental" type, so that basic neighbourhood scale and character is maintained.

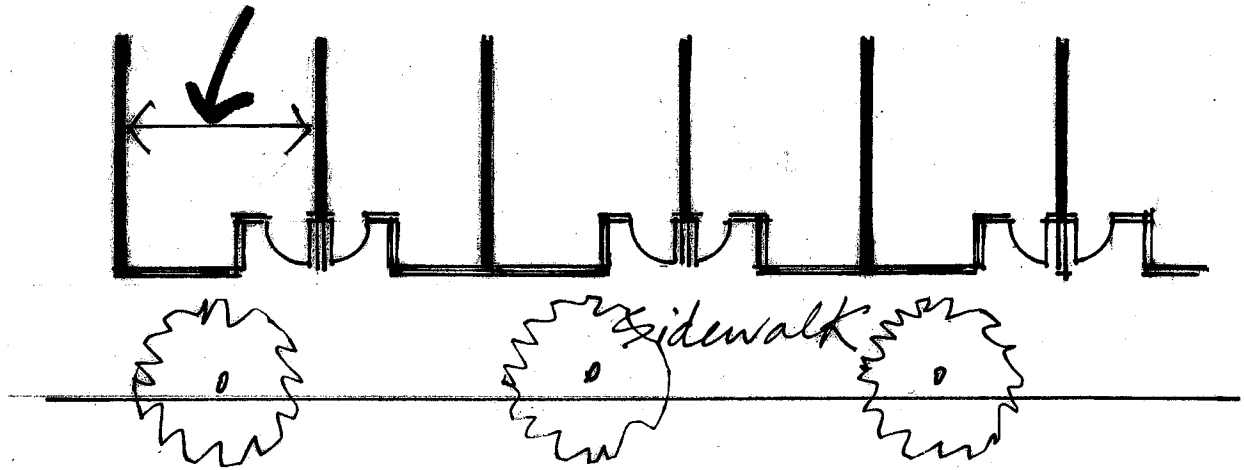
Additional Floor space acceptable with provision of public benefits like supportive housing and open space for community use.



5. Preserve the Existing Commercial Character of "The Drive"

Commercial Drive is well-loved in Vancouver as a special street, with a unique character and ambience. Much of the success of Commercial Drive is due to its low-rise, traditional shopping street character, and the wide variety of specialty retail and restaurant uses found there. New development should respect and emulate the existing commercial character of "The Drive", by providing small frontage storefronts on an active commercial ground floor. Visual variety and a singular character for each narrow frontage storefront is preferred, to extend the existing eclectic commercial character that makes "The Drive" a special place.

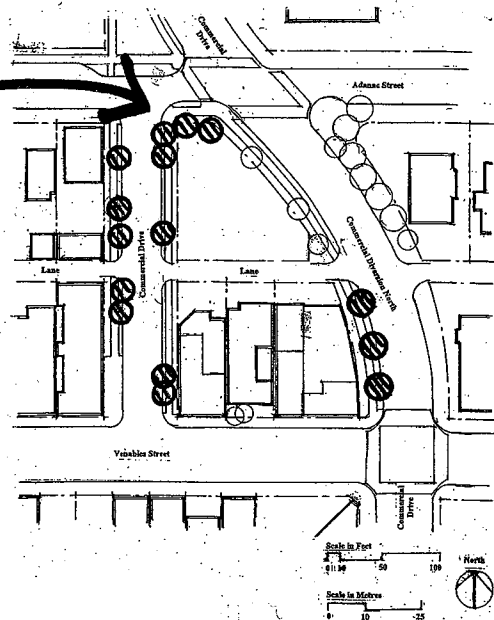
Narrow frontage street fronts promote visual variety, and also enhance affordability for small business.
Smaller shop sizes promote greater numbers of local businesses.



6. Retain Existing Street Trees and the Green Space at the Southwest Corner of Adanac and Commercial Diversion.

Generally, retain existing street trees and this green space, and expand the number of street trees into the new open space opportunities on the site.

Retain existing green space



7. Housing Tenure

Besides the 30 units of non-market supportive housing for the Kettle, allow for a variety of housing types and tenures on the development site. Market rental is a preferred tenure, and larger 2 and 3-bedroom units suitable for family housing are encouraged, in addition to 1-bedroom and studio units.

8. Form of Development

a) Building Setbacks

Maintain the setbacks as per the existing C-2C1 zone to encourage generous widths for the public sidewalks.

Consider setting back upper residential storeys over the commercial uses at grade, to visually reflect the existing height of buildings on "The Drive".

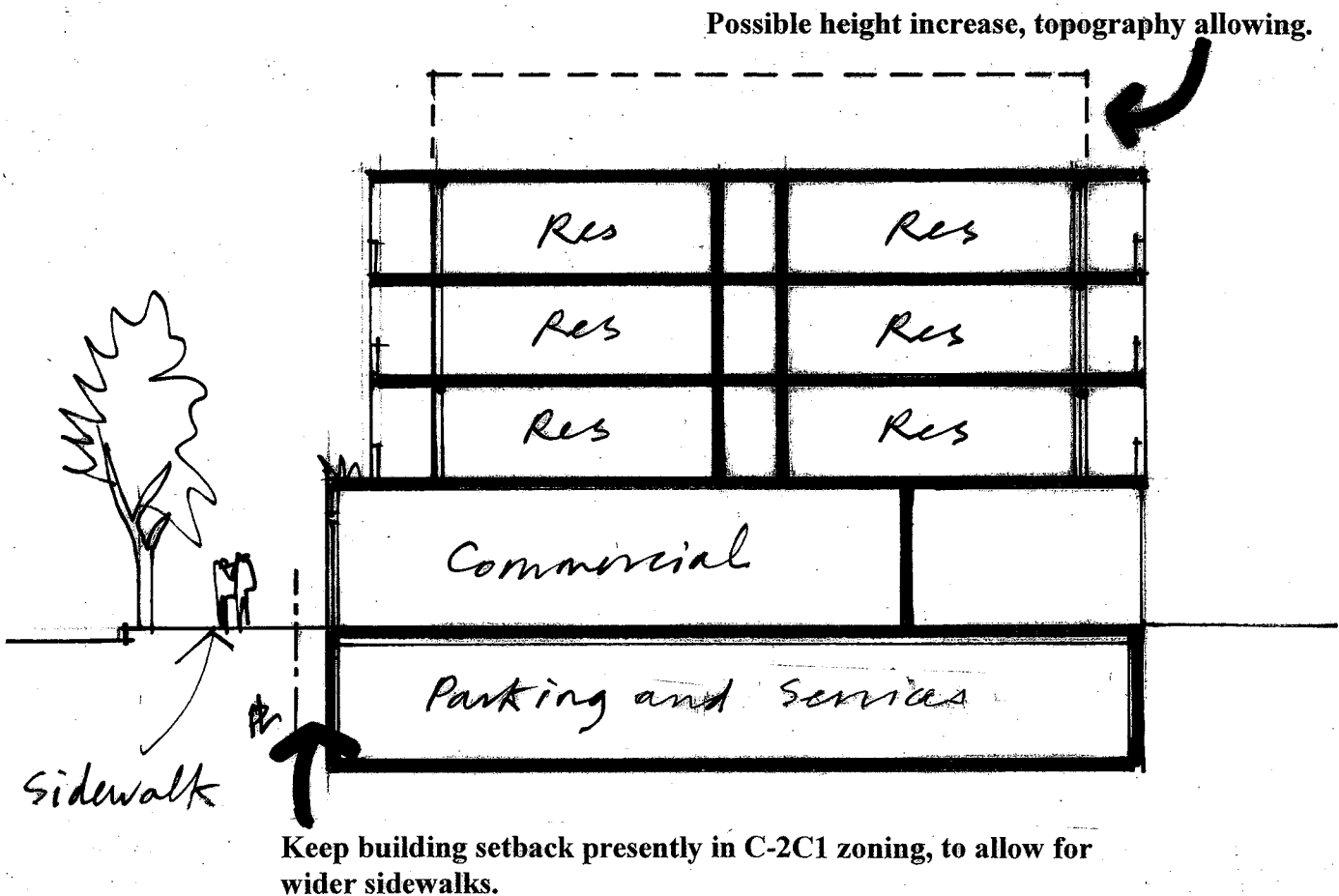
b) Building Height

Maintain the four storey height envelope reflected in existing zoning, but allow for one or two storeys of additional height on the northern parcel, which has a lower topography, to enhance the viability of non-market housing or public open space opportunities.

c) Floor Space

Allow for some incremental increase in floor space over the 3.0 FSR conditional presently allowed in C-2C1.

Massive increase in allowable floor space, over say 3.75-FSR, should not be contemplated.



9. Parking

Relaxation of City parking standards for new development is appropriate for this site, especially in relation to enhancing the viability of delivering the non-market and preferred rental housing components of the project.

Consider developing some public parking, if feasible and economically viable, to enhance long-term revenue potential for the project.

10. Development Economics and Project Feasibility

a) *Not viable to insist on a market project delivering 100% of the cost of the non-market components*

Typically in Vancouver, market projects do not deliver non-market project components without the funding participation of public agencies.

It is not appropriate that this project incorporate the Kettle without the various levels of government participating in the project as financial partners.

Without government participation, the form of development is simply too massive and too much of a departure from the existing character of "The Drive".

b) *Possible Public Involvement in the Development*

As it does on so many other non-market sites, the City could provide land at no cost, and fund open space improvements that might accompany new development.

The Federal and Provincial levels of government have recently committed to funding more non-market and health-related housing projects across the Province, and should be encouraged to support this specific project opportunity.

One scenario to contemplate is developing the Kettle on free City land on the parking lot, and helping to finance construction with proceeds from the sale of the Kettle property on Venables. Boffo Construction or another developer would be free to develop the southern portion of the site on Venables.

This project is best suited to a public-private undertaking, not one where a private sector entity develops the entire project.

