

DATE OF MEETING | JULY 9, 2018 |

AUTHORED BY | LAUREN WRIGHT, PLANNER, CURRENT PLANNING AND  
SUBDIVISION

SUBJECT | **DEVELOPMENT PERMIT APPLICATION NO. DP1088 –  
3425 UPLANDS DRIVE**

## **OVERVIEW**

### **Purpose of Report**

To present for Council's consideration a development permit for a 28-unit multiple-family development at 3425 Uplands Drive. |

### **Recommendation**

That Council issue Development Permit No. 1088 at 3425 Uplands Drive with the following variances:

- increase the maximum allowable height for Building A from 9m to 10.21m;
- increase the maximum allowable height for Building B from 9m to 9.88m;
- increase the maximum allowable height for Building C from 9m to 10.87;
- increase the maximum permitted projection of the eaves into the east side yard setback from 0.75m to 1.12m;
- reduce the Minimum Landscape Treatment Level 2d buffer width along the west property line from 1.8m to 1m; and
- reduce the required onsite parking from 46 to 17 parking spaces.

## **BACKGROUND**

A development permit application, DP1088, was received by John Jessup and Associates Ltd., on behalf of the Nanaimo Association for Community Living (NACL) to permit the development of a 28-unit multiple-family development including a mix of affordable rental housing and housing for developmentally disabled NACL clients.

Council approved Rezoning RA000349 on 2016-OCT-03 to rezone the subject property from Single Dwelling Residential (R1) to Townhouse Residential (R6) in order to facilitate the proposed development. At that time, the applicant anticipated building 46 units, including a fourth building near the wetland. This building is not part of the current proposal, so the total number of units is now 28. As a condition of rezoning approval, NACL registered a Housing Agreement that requires a NACL manager to live onsite and reserves at least 10 of the proposed units to NACL clients. The remaining units will be provided as affordable rental housing. It was also noted at the time of rezoning that a parking variance would be required as part of the development permit process.

There is an existing dwelling on the property that will be demolished prior to redevelopment. |

## Subject Property

<i>Zoning</i>	R6 – Townhouse Residential
<i>Location</i>	The subject property is located on the south side of Uplands Drive, approximately 200m northwest of the Emerald Drive and Tunnah Road intersection.
<i>Total Area</i>	6,640m <sup>2</sup>
<i>Official Community Plan (OCP)</i>	Map 1 – Future Land Use Plans – Neighbourhood; Map 3 – Development Permit Area No. 1 – Watercourses; Development Permit Area No. 9 - Commercial, Industrial, Institutional, Multiple Family and Mixed Commercial/Residential development.
<i>Relevant Design Guidelines</i>	General Development Permit Area Design Guidelines

## DISCUSSION

### Proposed Development

The project is to be developed and operated by the non-profit Nanaimo Association for Community Living (NACL) with capital funding from BC Housing through the Innovation and Housing Investment Program. The proposed development will be comprised of 28 one-bedroom townhouse units (approximately 52m<sup>2</sup> each) and will allocate 12 units for NACL clients, 1 unit for a NACL onsite manager and 15 affordable rental housing units. An operating agreement with BC Housing will require that the 16 units not occupied by NACL clients be rented at no more than what BC Housing refers to as “low end of market” (LEM) rent. This is equal to 90% of appraised market rental value of the units being rented to market renters. The project will be provincially funded by BC Housing.

The proposed development is a campus of three residential buildings with provision for an amenity space for the tenants that includes a multi-purpose room, laundry area, common kitchen, and an office.

The lower half of the site is a wetland forested area and will remain natural as a site amenity for the residents.

### Site Context

The subject property is an infill project within an older established neighbourhood. The two flanking lots are comprised of similarly sized residential properties with development potential. The north side of Uplands Drive features smaller lots with one- and two-storey dwelling units.

The sloping site contains a topographic bench, and a watercourse is located within the rear portion of the property. No development is proposed within the wetland area.

The property is located approximately 1.4km from Country Club Mall, and is adjacent to a bus stop that is serviced by the Number 1 bus that runs between Woodgrove Mall and the Downtown bus exchange. The Nanaimo Transportation Master Plan has identified Uplands Drive as a future core transit route and cycling route.

### Site Design

The site design for the sloping lot is guided by three constraints:

- a City sewer right-of-way located approximately mid-way through the site;
- the requirement to accommodate future access to lands beyond (through a reciprocal access agreement) approximately mid-way through the site; and
- the applicant's desire to retain the urban forest and wetland as a site amenity.

The three buildings are situated to work with the site topography and are connected by walkways to foster a sense of community among residents. Ground floor units (Building A) have direct access to the internal sidewalk network and to Uplands Drive, to provide a strong street presence.

There are two on-site parking areas: one located in the courtyard area behind Building A and the other located behind Building C. A long-term bicycle storage facility for six bikes is located adjacent to the parking lot behind Building C and short-term bicycle parking is located near the front entry of Building B.

### Building Design

The building form meets the intent of the General Development Permit Area Design Guidelines with units clustered into two- and three-storey buildings. The buildings are well articulated with varied roof lines, front entry stairs and unit balconies, and outdoor covered walkways on the above-grade units.

The proposed floor area ratio for this development is 0.27, which is below the maximum allowable floor area ratio of 0.45. Building A is three storeys and has front doors that allow direct access onto Uplands Drive, Building B is two storeys adjacent to the neighbouring single-family lot, while Building C is three storeys and steps down the slope toward the urban forest.

The materials used are typical of a contemporary residential neighbourhood and includes horizontal fiber cement siding with units differentiated through a mixture of horizontal wood siding panels and colour accent fiber cement panels.

### Landscape Design

The landscape plan has a woodland theme that retains much of the existing urban forest and utilizes scale-appropriate conifers, deciduous trees, and low-growing shrubs and groundcovers.

An internal walkway connects the buildings, parking areas and amenity spaces. Each unit has a private patio or balcony. The forested area at the back of the property provides additional open space.

Defined bio-swales, pools, and waterfalls create a strong site aesthetic for the required on-site storm water utility along the east side of the property.

For more information, see the Attachments.

## Design Advisory Panel Recommendations

At its meeting held on 2018-FEB-08, the Design Advisory Panel accepted DP001088 as presented with support for the proposed variances, and provided the following recommendation:

- Consider adding weather protections over the front doors of the building.

The applicant addressed the recommendation by adding a new roof detail over the front doors of the units in Building A facing Uplands Drive.

## Proposed Variances

### *Maximum Building Height*

Variances to the maximum building height are proposed as follows:

Building	Maximum Permitted Height	Proposed Height	Proposed Variance
A	9m	10.21m	1.21m
B	9m	9.88m	0.88m
C	9m	10.87m	1.87m

The height variances allow portions of the pitched roofs to articulate the rooflines and fit into the residential neighbourhood.

Buildings A and C are oriented east-west across the site and slightly angled away from the east property line to minimize the over-height portions of the buildings that face the neighbouring property. Building B parallels the property line but is only two storeys, and additional trees will be planted on this side for improved screening.

### *Projection into Required Side Yard Setback*

The permitted projection for eaves into the side yard setback on the east property line is 0.75m. The proposed projection is 1.12m, a proposed variance of 0.37m.

Building B is sited along the east property line to maximize the internal common area, including a small parking court, walkways, and the driveway access for the site. The proposed variance allows a roof overhang to provide weather protection to the units with balconies. The abutting property has an access drive running parallel to Building B, so it is not anticipated to negatively impact the neighbouring lot.

### *Minimum Landscape Treatment Level 2d*

The Minimum Landscape Treatment Level 2d requires a landscape width of 1.8m along the west property line. The proposed variance reduces the buffer width to 1m, a proposed variance of 0.8m.

Due to the narrowness of the site, the retaining wall and road configuration running down the west property line do not allow enough room to accommodate the planting width required. Wild grasses, woodland plantings, and six 6cm caliper trees and a board fence will be placed along

the width, and the remaining plantings have been relocated to the east of the road. The remaining thirteen 6cm caliper trees will be placed to screen the buildings from the neighbour on the west. The east property line is well landscaped with trees, a board fence, and raingarden features.

### *Parking*

The required off-street parking is 46 parking spaces. The proposed parking is 17 spaces, a proposed variance of 29 parking spaces.

The 12 NACL clients are developmentally-disabled singles who do not typically own or drive vehicles. NACL clients will be provided group transportation by the society. Bus stops are also located on Uplands Drive within 30m of the property and secure long- and short-term bike parking options are provided onsite, which will reduce the parking demand on the property.

The remaining 16 units will be used by one NACL staff member (onsite manager) and low-income renters. Considering the parking demand will primarily be generated by 16 affordable housing units, the 17 spaces proposed would functionally provide one space per unit and include an additional visitor parking space.

In order to ensure the financial sustainability of this development and meet BC Housing requirements, market rental units will be set at 90% of market rental rates, as determined through appraisal. The rate will be secured through an agreement with BC Housing for the term of the mortgage. At this income level, it is expected that one parking space per unit will meet or exceed the onsite parking demand.

### **SUMMARY POINTS**

- Development Permit No. DP1088 proposes variances for building height, eave projections into a side yard setback, minimum landscape treatment, and parking requirements to accommodate a 28-unit multiple-family development that will provide a mix of affordable rental housing and housing for NACL clients.
- The proposed development meets the intent of the General Development Permit Area Design Guidelines.
- A Housing Agreement has been registered to reserve units for NACL clients and low-income rental units.

### **ATTACHMENTS**

- ATTACHMENT A: Permit Terms and Conditions
- ATTACHMENT B: Location Plan
- ATTACHMENT C: Site Plan
- ATTACHMENT D: Building Elevations
- ATTACHMENT E: Exterior Materials
- ATTACHMENT F: Building Renderings
- ATTACHMENT G: Landscape Plan and Details
- ATTACHMENT H: Aerial Photo

**Submitted by:**

L. Rowett  
Manager, Current Planning and Subdivision |

**Concurrence by:**

D. Lindsay  
Director, Community Development |