

DATE OF MEETING April 23, 2018

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**SUBJECT DEVELOPMENT PERMIT APPLICATION NO. DP1051 – 548 STEEVES ROAD**

## OVERVIEW

### **Purpose of Report**

To present for Council's consideration, a development permit application for a 24-unit strata townhouse development at 548 Steeves Road.

### **Recommendation**

That Council issue Development Permit No. DP1051 at 548 Steeves Road with the following variance:

- increase the maximum building height from 9m to 10.5m.

## BACKGROUND

A development permit application, DP1059, was received from Ellins Architect Inc. on behalf of 0948423 BC Ltd., Alan Steeves, to permit a 24-unit triplex and fourplex strata townhouse development on a previously disturbed parcel of land.

The subject property is located in a newly-established neighbourhood. The parcel was previously rezoned from Steep Slope Residential (R10) to Townhouse Residential (R6) and a conceptual site plan was provided through the rezoning process. The Character Protection Zone is located on the southwest side of the property.

### **Subject Property:**

<i>Zoning</i>	R6 – Townhouse Residential
<i>Location</i>	The subject property is located at the corner of Steeves Road and Marisa Street, and east of the Nanaimo Parkway.
<i>Total Area</i>	7,735 m <sup>2</sup>
<i>Official Community Plan</i>	Map 1 – Future Land Use Plan – Neighbourhood Map 3 – Development Permit Area No. 2 – Environmentally Sensitive Areas Map 3 - Development Permit Area No. 4 – Nanaimo Parkway Design; Development Permit Area No. 9 -Commercial, Industrial, Institutional, Multiple Family and Mixed Commercial/Residential Development.
<i>Relevant Design Guidelines</i>	Nanaimo Parkway Design Guidelines General Development Permit Area Design Guidelines Harewood Neighbourhood Plan

## **DISCUSSION**

### **Proposed Development**

The proposed development consists of a 24-unit, multi-family development including four triplexes and three four plexes all in a townhouse built form. The proposed units have a total floor area of 4,068m<sup>2</sup> and a floor area ratio (FAR) of 0.55. The maximum allowable FAR is 0.45. The applicant proposes to achieve Tier 1 of Schedule D in Zoning Bylaw 4500 for additional density of 0.1 by incorporating elements of pedestrian connectivity, storm water management, and affordable housing to be secured through a Housing Agreement.

In accordance with Schedule D, Category 7, the Housing Agreement will ensure the following conditions are met:

1. At least 10% of the units sold will be sold for at least 20% less than the medium sell price for condominiums, as provided by the Vancouver Island Real Estate Board for the current year, and the units cannot be sold for greater than the original sale price for a period of ten years; and
2. Where the units are strata titled or otherwise sold separately, the strata corporation will not restrict the rental of individual residential units.

A future application and bylaw will require Council consideration for approval of the Housing Agreement; and the agreement will be required to be registered on the property title prior to the issuance of a building permit.

Each of the units have three bedrooms, and the 24-unit townhouse composition is as follows:

- Eight “outside” end units 170.6m<sup>2</sup>
- Six “inside” end units 169.17m<sup>2</sup>
- Ten “internal” units 168.8m<sup>2</sup>

### *Site Design*

The proposed site design works with the 15m Rural Parkway – Wooded Character Protection Zone (Nanaimo Parkway Design Guidelines) as well as the 20m Nanaimo Parkway setback for structures in the Zoning Bylaw. The existing urban forest inventory along the Nanaimo Parkway property line meets the landscape material requirements of Rural Parkway – Wooded Zone and actually extends a further 5m in width to correspond with the 20m Nanaimo Parkway setback.

The 20m Tree Protection Zone is not a requirement in the site design or building siting as this width of the site along the Nanaimo Parkway property line has no tree cover.

The “T” internal vehicle access road determines the building clusters’ siting. The site design is consistent with the urban design guidelines in the Harewood Neighbourhood Plan. The units are side by side and the architecture achieves a higher density and uses less land with the cluster housing. The proposed units also feature individual ground level rear patios with wooden screens for privacy.

A proposed 3m paved trail connection to the Parkway Trail along the southeast property line provides pedestrian access from Steeves Road to the internal access road (in Phase 1).

An additional 1m-wide walkway for the residents extends from the internal road to the Parkway Trail between Triplex Type A and Fourplex Type C1 (in Phase 3) and to the onsite amenity space. The proposed development includes a children's play area, multiple pedestrian paths, raised planters for resident gardens, and a rain garden at the northeast side.

### *Building Design*

The proposed clustered units include a mix of three-storey triplex and four plex townhouse forms with a residential architectural vocabulary. There are two building designs for each type of housing. The unit massing is broken up and articulated by the clustering of units with staggered building faces and a variety of roof slopes. The articulation continues to the upper floors with changes in colour and materials on the building exteriors. There are three different unit designs that share design elements, but have variations that create unique distinctions and a neighbourhood streetscape. The units are complementary to the character of the adjacent single-family residential homes. Each unit has a single car garage. With the exception of two triplexes, each unit has a driveway apron treated with permeable pavers to accommodate an additional vehicle.

The off-street parking requirement is 39 parking spaces (1.66 parking spaces per unit). The proposed development provides 48 parking spaces, including six visitor parking spaces located at the sides of the triplexes. Given that the proposed units are larger (three-bedroom) units, the excess parking will provide a more appropriate supply of onsite parking.

### *Landscape Design*

Street trees at regular intervals provide a rhythm and canopy for the internal streetscape. Plantings at the front of each unit provide individual entrance displays. The proposed plant palette is both native and ornamental.

The site slopes approximately 2m toward the eastern portion of the site. The building clusters in close proximity to the 20m parkway setback cut into the slope. The cut in the northwest corner of the site requires a stepped retaining wall system to allow for flat at-grade patio areas for individual units. A 1.8m-high solid fence will define the edge of the 20m parkway setback and provide screening from the Nanaimo Parkway.

The proposed landscape plan includes the following key features:

- Storm water retention and non-potable irrigation storage;
- Onsite pedestrian connectivity and to the Parkway Trail; and
- An entrance arbour to the children's play area.

The landscape plan includes features for Tier 1 requirements including public art, a children's play area, and a dedicated garden space. The rain garden addresses storm water management as well as acting as an onsite feature.

## Design Advisory Panel Recommendations

The Design Advisory Panel, at its meeting held on 2017-AUG-24, accepted DP001051 as presented, with support for the proposed variance, and provided the following recommendations:

- Consider ways to enhance individual unit entrance ways;
- Consider providing additional site lighting, which will in turn create an improved ambience to the streetscape;
- Find a way to ensure the pedestrian pathway design has priority over site design for vehicle circulation;
- Consider the proposed plantings (trees versus shrubs) along the edge of the pedestrian pathway;
- Look at the proposed tree palette for scale and variety;
- Consider alternatives to enhance the aesthetic of the garage door(s); and
- If the play area is relocated, look at ways to rework the internal site circulation to the new location.

The applicant has provided design solutions to address all of the Design Advisory Panel recommendations.

## Proposed Variances

### *Principal Building Height*

The maximum allowable principal building height is 9m. The proposed building height is 10.5m, a proposed variance of 1.5m.

Due to the location of the property and the orientation of the units, it is not anticipated that the proposed height variance will negatively impact surrounding properties.

### **SUMMARY POINTS**

- Development Permit Application No. DP001051 is for a 24-unit strata townhouse development at 548 Steeves Road.
- The proposed development meets the intent of the Nanaimo Parkway Design Guidelines, General Development Permit Area Design Guidelines, and the Harewood Neighbourhood Plan Urban Design Guidelines.
- Staff support the proposed building height variance.

## **ATTACHMENTS**

- ATTACHMENT A: Permit Terms and Conditions
- ATTACHMENT B: Location Plan
- ATTACHMENT C: Site Plan
- ATTACHMENT D: Site Sections
- ATTACHMENT E: Building Elevations

ATTACHMENT F: Exterior Materials  
ATTACHMENT G: Landscape Plan and Details  
ATTACHMENT H: Building Renderings  
ATTACHMENT I: Schedule D – Amenity Requirements  
ATTACHMENT J: Aerial Photo

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