

DATE OF MEETING | April 23, 2018 |

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SUBJECT | **DEVELOPMENT PERMIT APPLICATION NO. DP1083 – 6975 ISLAND HIGHWAY NORTH** |

OVERVIEW

Purpose of Report

To present for Council's consideration, a development permit application for three four-storey multi-family development. |

Recommendation

That Council issue Development Permit No. 1083 at 6975 Island highway with the following variances:

- increase the maximum building height of Buildings A, B, and C from 14m to 15.4m; and,
- reduce the required off-street parking from 250 parking spaces to 160 parking spaces. |

BACKGROUND

A development permit application, DP1083, was received from District (North Nanaimo) Limited Partnership on behalf of 0911872 BC Ltd to permit the development of three four-storey multi-family buildings with a total of 151 residential units. The proposed development is Phase 1 of a two-phased development.

Site Context

The vacant subject property is located at the northern boundary of the City in the Woodgrove Urban Node and is framed by two highways – Nanaimo Parkway on the south property line and Island Highway on the north property line. Woodgrove Crossing, a commercial mall, abuts the east property line.

The subject property is within the Urban Parkway designation in the Nanaimo Parkway Design Guidelines.

The Ministry of Transportation and Infrastructure has approved the proposed site access from the Island Highway with a right-in, right-out egress and a left-turn lane for vehicles travelling north on the Island Highway.

Subject Property:

<i>Zoning</i>	CC4 – Woodgrove Urban Centre
<i>Location</i>	The vacant subject property is a through-lot located at the north boundary of the city and is bounded by the Nanaimo Parkway on the west property line and Island Highway (19A) on the east property line.
<i>Total Area</i>	2.48ha
<i>Official Community Plan (OCP)</i>	Map 1 – Future Land Use Plans – Woodgrove Urban Node; Map 3 – Development Permit Area No. 4 – Nanaimo Parkway Design – Urban Parkway (Aulds Node); Map 3 – 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 Nanaimo Parkway Development Permit Area Guidelines

DISCUSSION

Proposed Development

The proposed development of three four-storey buildings is Phase 1 of a two-phased multi-family development. The three buildings, A, B and C have a total of 151 residential units. The following table outlines the residential unit mix and unit numbers for each of the three buildings (3,579.5m² in floor area per building):

Unit Type	Building A (51 units)	Building B (49 units)	Building C (51 units)
Studio	4	3	4
One Bedroom	31	29	31
Two Bedroom	16	17	16

The allowable FAR is 1.25; the proposed FAR is 0.43, which permits further development of the parcel in Phase 2.

Site Design

The location of the site access allows for an internal road that bisects the property into two developable portions (Phase 1 and Phase 2). The internal road is a core site feature with sidewalks on both sides, treed edges, and pockets of parallel parking (16 parking spaces). The sidewalks lead to a proposed pedestrian roadside trail that runs along the south side of the Island Highway and extends from the site entrance to the controlled intersection at Mary Ellen Drive.

There is also an informal network of onsite pathways, including a pathway along the east property line, which provides additional pedestrian connectivity to the Island Highway, the adjacent Woodgrove Crossing mall, and in between the buildings onsite.

The proposed off-street parking, 160 parking spaces, and additional loading spaces are clustered at-grade between and to the side of the three buildings. The required visitor and disabled persons parking spaces are organized within the parking layout.

The site design options within the boundaries of Phase 1 are constrained by the need to provide a 20m setback from the Nanaimo Parkway for building siting. The siting of three buildings is in a pattern almost parallel to the Island Highway property edge with convenient resident at-grade parking courts between the buildings. Building A has the recommended street presence along the Island Highway to meet the General Development Permit Area Design Guidelines.

A 680m² park area is strategically located mid-site on the west side of the internal road so residents of both Phase 1 and 2 can access the site amenity.

Building Design

Buildings A, B, and C have similar building mass and articulation. A different design strategy for each building provides variety to the building form as follows:

Building A

The raised parapet of the central building bay with the building entrance and the raised framed panelled building corners divides the roof parapet into five parts so the roof parapet is not a long horizontal plane.

The main building entrance features a two-storey open panelled “L”-shaped frame that highlights the main building entrance. Exterior cladding organization, panels, and planking adds articulation to the building facades.

Building B

The raised flat roof detail over the upper storey corner balconies instead of the framed panelled corners divides the otherwise long horizontal roof parapet into three planes.

A two-storey canopy with two vertical columns with a two-storey brick façade backdrop emphasizes the main building entrance. A two-tone exterior cladding regime of panels adds a defined horizontal articulation of the building facades.

Building C

The raised shed roof over the balconies at the building corners and the extended raised parapet of the central building bay with the main building entrance divides the roof parapet into five parts to avoid a long horizontal roof parapet plane.

An unsupported angled second-storey structural awning emphasizes the main building entrance. The two-tone exterior cladding of both panels and planks articulates the building both horizontally and vertically.

The site design and building design of the three buildings meets the General Development Permit Area Design Guidelines.

Landscape Design

The proposed landscape uses trees and lawn to create a residential setting around the three buildings.

The park amenity has a resident gathering focus with a natural play structure and outdoor furniture. The amenity space uses trees for edge definition.

Urban Parkway Character Protection Zone (south property abutting Nanaimo Parkway)

The recommended width of the Character Protection Zone is 5m. The parking demand and layout on the subject property requires a width reduction to 3m. In order to compensate for the width reduction, there is greater planting with more than the required trees resulting in one tree per two parking spaces. The space between trees is infilled with an evergreen hedge. The planted area also supports a bio-swale for required onsite storm water management. The proposed development meets the intent of the Nanaimo Parkway Development Permit Area Guidelines.

See Attachments for more information.

Proposed Variances

Maximum Allowable Building Height

The maximum allowable building height is 14m. The proposed building height of each of the three buildings is 15.4m, a proposed variance of 1.4m.

The additional building height on each of the three buildings allows for the roof parapets to be varied and allows for three different roof designs.

Required Off-Street Parking

The required parking for multi-family developments is 1.66 parking spaces/unit, or 250 parking spaces. The proposed development has 160 parking spaces, or 1.05 parking spaces per unit, which meets the proposed rate in the draft Parking Bylaw. The proposed parking variance is 90 parking spaces. Within the 160 spaces provided:

- 6 spaces include electric vehicle charging stations;
- 5 required accessible parking spaces are located within the parking layout to allow easy access to the three buildings; and,
- 8 visitor parking spaces are provided.

The property is centrally located within the Woodgrove Urban Node in the OCP and the Woodgrove Mobility Hub in the Nanaimo Transportation Master Plan and it is in close proximity to a broad range of services, amenities, and a transit exchange (at Woodgrove Mall). The proposed development achieves increased residential densities in this mobility hub as supported by City policy to encourage the use of alternative modes of transportation and reduce automobile reliance.

Two pedestrian trail connections are proposed, one along the Island Highway connecting the site entrance to the controlled intersection at Mary Ellen Drive, and another to provide a direct pedestrian connection to Woodgrove Crossing.

In addition, the proposed buildings are designed to include 78 secure bicycle parking spaces and 18 short-term bicycle parking spaces.

Staff support the proposed variances.

SUMMARY POINTS

- Development Permit Application No. DP1083 is a 151 unit multi-family development in three buildings at 6975 Island Highway North.
- The proposed multi-family development meets the intent of both the General Development Permit Area Design Guidelines and the Nanaimo Parkway Development Permit Area Guidelines.
- Staff support the proposed variances.

ATTACHMENTS

ATTACHMENT A: Permit Terms and Conditions
ATTACHMENT B: Location Plan
ATTACHMENT C: Site Plans
ATTACHMENT D: Site Data
ATTACHMENT E: Building Elevations
ATTACHMENT F: Building Perspectives
ATTACHMENT G: Exterior Materials
ATTACHMENT H: Landscape Plan and Details
ATTACHMENT I: Aerial Photo
ATTACHMENT J: BC Company Summary – 0911872 B.C. Ltd.

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