

DATE OF MEETING July 8, 2019

AUTHORED BY CALEB HORN, PLANNER, CURRENT PLANNING

**SUBJECT DEVELOPMENT PERMIT APPLICATION NO. DP1126 –  
560 THIRD STREET**

## OVERVIEW

### **Purpose of Report**

To present for Council’s consideration, a development permit application for a mixed-use development with 181 residential units and commercial space located at 560 Third Street.

### **Recommendation**

That Council issue Development Permit No. DP1126 at 560 Third Street with the following variances:

- increase the percentage allocated for residential use in order to be eligible for a shared parking reduction from 75% to 96%;
- increase the maximum permitted building height from 14m to 15m; and
- increase the maximum permitted height of a retaining wall outside of the required yard setback area from 3m to 4.1m.

## BACKGROUND

The subject property is the site of the former Armishaw Farm, one of Harewood’s historic Five Acre Farms. In 2012, the parent parcel was removed from the City’s Heritage Register, rezoned, and subsequently subdivided to facilitate development of the site. The lots to the north were subdivided and developed with single residential dwellings and the subject property was rezoned with the intent of constructing student housing. The present proposal is for a market multi-family residential development, which is also permitted by the zoning.

### **Subject Property:**

<i>Zoning</i>	COR 2 – Mixed Use Corridor
<i>Location</i>	The proposed development fronts on Third Street, with Lambert Avenue and Howard Avenue flanking the subject property.
<i>Total Area</i>	1.3ha
<i>Official Community Plan (OCP)</i>	Map 1 – Future Land Use Plan – Corridor; Map 3 – Development Permit Area DPA No. 9 – Commercial, Industrial, Institutional, Multi-family and Mixed Commercial / Residential Development
<i>Relevant Design Guidelines</i>	General Development Permit Area Design Guidelines; Harewood Neighbourhood Plan Urban Design Guidelines

The site is located on Third Street, between Howard Avenue and Lambert Avenue, in the University District. The lot is rectangular in shape and slopes down towards the north, with a

significant grade change from west to east. The lot is currently vacant with an orchard of mature fruit trees remaining from the lot's historic use as a farm.

The property is surrounded by residential uses, including single residential dwellings to the north and west, and townhouses across Howard Avenue to the east. To the south, on the other side of Third Avenue, are single residential dwellings and a new development under construction at 525 Third Street containing student housing, multi-family units / townhouses, and ground-level commercial units along Third Street.

## **DISCUSSION**

### **Proposed Development**

The applicant proposes to construct two four-storey buildings with a total of 181 residential condominium units and a ground-level commercial space (551m<sup>2</sup>) within Building B. The unit sizes range from 30m<sup>2</sup> to 102m<sup>2</sup>. The residential unit composition is as follows:

<b>Unit Type</b>	<b>Building A</b>	<b>Building B</b>	<b>Total</b>
Studio	35	51	<b>86</b>
1-Bedroom	37	32	<b>59</b>
2-Bedroom	12	14	<b>26</b>
<i>Total</i>	<i>84</i>	<i>97</i>	<b><i>181</i></b>

### *Site Design*

The proposed buildings are configured to build a streetscape along Third Street, with Building A located at the corner of Howard Avenue, and Building B on the corner of Lambert Avenue. A plaza is proposed between the two buildings extending from Third Street adjacent to the commercial space. The plaza provides an outdoor amenity space and a public connection through the site to Armishaw Road via an existing walkway.

Because of the lot's sloping topography, retaining walls are proposed to create three tiered parking areas. There are 188 parking spaces are proposed, with 166 surface parking spaces and 22 under-building parking spaces (beneath Building A). Each building has a loading space, and a total of 100 bicycle parking spaces are provided. Parking is located to the rear of the apartment buildings. An access drive aisle is located along the north property line providing a through-route from Lambert to Howard Avenues. No vehicle access is provided to Third Street. Access to the garbage enclosures will be from the drive aisle.

### *Building Design*

The two buildings are four storeys in height with a rectilinear form and a series of "white boxes" intended to break up the building mass and add visual interest. Finishing materials include stucco, Hardie panel, corrugated metal cladding, and concrete. Steel and glass awning and storefront glazing differentiate the commercial use. Balconies are included on most building elevations and either ground level or raised patios are included with pedestrian connections to Third Street. Building A is located on a significant slope and has been broken into two sections to follow the grade change. Building entrances are provided on all street frontages and to the parking areas.

The buildings also include vertical circulation towers with corrugated metal cladding and windows into the stairwells. The towers extend over the roof to accommodate the stairs, elevator, and enclosed mechanical equipment space.

The units in Building B fronting on Lambert Avenue present a townhouse form of loft units with substantial glazing, increased ceiling heights, and individual patio spaces with stairs to connect to the street. The upper storeys of these units are stepped back to transition the form to adjacent single residential dwellings.

The proposed building forms address the City's design guidelines with strong street presence and building articulation.

### *Landscape Design*

Street trees are proposed along Third Street and Howard Avenue frontages with additional landscape planters at the building corners.

The landscape design includes trees and plantings in islands and atop the retaining walls throughout the parking area. In addition to curving the drive aisle alignment, hedging and other landscaping is used to create separation and screening between the proposed development and single residential dwellings to the north. The applicant has selected warmer-hued, single-lamp, pole-mounted lights, with lower bollard lights along the northern property line to further mitigate off-site illumination impacts.

The plaza includes trees with decorative grates, interlocking paving stones, shrub-filled planters, picnic tables, benches, and bollard lights. The space in front of the commercial unit has been designed to accommodate patio seating, both in front of the entrance from the plaza, and wrapping around the street-facing building elevation.

Certain landscape features have been selected to celebrate the site's heritage significance as a former farm. An area of fruit trees is proposed between the north drive aisle and adjacent single residential dwellings, and a raised bed to function as a "kitchen garden" is provided within the plaza area for use by the future commercial tenant. A plaque recognizing the site's historical significance is also proposed to be located in the central plaza.

### **Proposed Variances**

#### *Shared Parking*

Where a multiple-family dwelling utilizes a shared parking reduction, the residential use must occupy between 25% and 75% of the total gross floor area of all buildings on the lot. The proposed residential use comprises 96% of the total gross floor area.

Developments with both multi-family residential and commercial (retail or restaurant) uses are eligible for a parking reduction equal to 90% of the cumulative required parking, provided that the multi-family residential component of the development is between 25% and 75% of the total gross floor area. Allowing the shared parking rate to be used provides more space onsite for increased landscaping, a better transition in grading, and a larger setback between the drive aisle and the neighbouring properties to the north. There are opportunities to share parking between uses on the property, as the two proposed uses have different peak parking hours.

The subject property is located within the Corridor future land-use designation of the OCP and is located within a 600m buffer of a mobility hub identified by the Nanaimo Transportation Master Plan. Public transit stops are located along Third Street and Howard Avenue, near the site.

### *Building Height*

The maximum height in the COR2 zone is 14m, and the applicant proposes a height of 15m for a portion of Building B. This represents a proposed variance of 1m.

The height variance is proposed in order to accommodate an appropriate ceiling height in the commercial unit, allow the townhouse units to feature loft spaces, and to allow for the proposed architectural features.

### *Retaining Wall Height*

The maximum height of a fence or retaining wall outside of the required yard setbacks is 3m. The highest proposed retaining wall is 4.1m; a proposed variance of 1.1m.

There is a significant grade change across the subject property, with a drop of approximately 13m in elevation from the southwest to the northeast. In order to accommodate the drive aisle's connection with Howard Avenue in the northeast, a retaining wall of 4.1m is proposed directly adjacent to the first floor of Building A. The retaining wall will appear as a continuation of the north elevation for Building A.

Staff support the proposed variances. |

### **SUMMARY POINTS**

- Development Permit Application No. DP1126 is for a mixed-use development with 181 residential units and a 511m<sup>2</sup> commercial space, located at 560 Third Street.
- Variances are requested to allow a shared parking reduction, and to allow increased building height and retaining wall height.
- The proposed development addresses the City's design guidelines and Staff support the proposed variances.

## **ATTACHMENTS**

ATTACHMENT A: Permit Terms and Conditions

ATTACHMENT B: Location Plan

ATTACHMENT C: Site Plans

ATTACHMENT D: Building Elevations

ATTACHMENT E: Building Renderings

ATTACHMENT F: Sections

ATTACHMENT G: Shadow Study

ATTACHMENT H: Landscape Plans

ATTACHMENT I: Aerial Photo

### **Submitted by:**

L. Rowett  
Manager, Current Planning

### **Concurrence by:**

D. Lindsay  
General Manager of Development Services

||