

DATE OF MEETING | December 2, 2019 |

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SUBJECT | **DEVELOPMENT PERMIT APPLICATION NO. DP1132 –
4474 WELLINGTON ROAD** |

OVERVIEW

Purpose of Report

To present for Council's consideration a development permit application for a three-storey mixed-use development with 1,642m² of office space and eight residential units. |

Recommendation

That Council issue Development Permit No. DP1132 at 4474 Wellington Road with the following variances to:

- increase the maximum permitted building height from 14.0m to 14.15m;
- reduce the minimum rear yard setback from 7.5m to 3.18m;
- reduce the minimum landscape buffer for a garbage enclosure adjacent to a property zoned for residential use from 3m to 0m;
- allow surface parking to the front of a building; and
- reduce the minimum dimensions of a loading space from 10m long and 3m wide to 5.8m long and 2.75m wide. |

BACKGROUND

A development permit application, DP1132, was received from 0927199 BC LTD. in order to permit a three-storey mixed-use development at 4474 Wellington Road. A previous development permit application for a mixed-use development, DP783, involving 4474 Wellington Road and adjacent 4462 Wellington Road was submitted in 2012 and cancelled in 2015.

Subject Property and Site Context

<i>Zoning</i>	COR3 – Community Corridor
<i>Location</i>	The subject property is located on the east side of Wellington Road, between Jordan Avenue and Jingle Pot Road.
<i>Lot Area</i>	3,126m ²
<i>Official Community Plan (OCP)</i>	Map 1 – Future Land Use Plan – Corridor Map 3 – Development Permit Area DPA No. 9 – Commercial, Industrial, Institutional, Multiple Family, and Mixed Commercial / Residential Development

The subject property is a panhandle lot located on Wellington Road adjacent to the E&N Railway corridor. The Island Highway and Long Lake are on the opposite side of the railway from the subject property. The property slopes downhill from Wellington Road to the highway. The surrounding neighbourhood is a mix of industrial, commercial, and residential

uses. The current zoning of properties along the east side of Wellington Road is Community Corridor (COR3), which could allow for redevelopment for a wide range of uses.]

DISCUSSION

Proposed Development

The applicant proposes to construct a three-storey mixed-use building with offices on the first two floors and residential units on the third floor. An under-the-building parking level is below-grade on the west elevation and above-grade on the east elevation. Additional surface parking is proposed to the west of the building.

The building's gross floor area is 2,388m² and includes 1,642m² for office use and 746m² for residential use. The unit composition includes:

- Fourteen office units that range in size from 67m² to 166m²;
- Three two-bedroom residential units ranging in size from 86m² to 102m²; and
- Five one-bedroom residential units ranging in size from 64m² to 73m².

The maximum allowable Floor Area Ratio (FAR) is 1.25 within the COR3 zone for mixed-use buildings where the residential use occupies between 25% and 75% of the total gross floor area. The proposed building's residential component occupies 31.2% of the total gross floor area and the proposed FAR is equal to 0.76, within the maximum permitted density.

As a mixed-use development, the project is eligible for a shared parking reduction equal to 90% of the cumulative required parking for both the residential and office use. There are opportunities to share parking between uses on the property, as the two proposed uses have different peak parking hours. The applicant is proposing 62 parking stalls, the total required amount. As a condition of the shared parking reduction, 80% of the parking spaces will remain unassigned.

Site Design

The proposed building is sited towards to the rear of the lot, making the building more visible from the Island Highway than from Wellington Road. Due to the panhandle nature of the lot, building presence along Wellington Road is not possible. However, the applicant proposes to incorporate an entry sign parallel to the to the driveway access to provide interest and wayfinding from Wellington Road.

A surface parking lot with 21 spaces and a loading space is proposed to be located between the building and the neighbouring lot in front of the subject property. The garbage enclosure is located adjacent to the surface parking lot. An additional 41 parking spaces are provided below the building with a sloped drive aisle entering from the south.

A concrete sidewalk is proposed along the north side of the driveway to connect the building with Wellington Road.

Building Design

The building design reflects its mixed-use nature as it transitions from office use at the ground level to residential use on the top floor. The exterior of the first floor appears commercial in character, while the second floor offices possess large balconies that are replicated by the balconies for the residential units on the third floor. The offices and residential units share a common lobby on the ground floor and an overhead entry feature. Building materials generally include concrete, HardiePlank siding, metal cladding, and culture stone veneer.

The massing of the building takes advantage of views towards Long Lake to the east, and the staggered façades on the east and west elevations optimize corner units while providing visual interest. Despite being sited to the rear of the property, the east elevation acts as a 'front' façade since it is most directly visible from the public realm, along the Island Highway and E&N Trail.

Landscape Design

The landscape design includes a 3m-wide spruce hedge along the north property line, a terraced landscaped area along the east property line, two outdoor patio areas in the southeast corner of the property, and a ±1m-wide landscaped buffer along the west property line and to the north of the driveway access. There is no landscaping proposed along the south property line as the driveway access abuts the lot line; however, a 1.8m-high solid wood fence is proposed along the property line. The existing retaining wall and vegetation along the west property line will be retained.

Design Advisory Panel

The Design Advisory Panel (DAP), at its meeting held on 2019-MAY-09, accepted DP001132 as presented with support for the proposed variances and provided the following recommendations:

- Consider a pedestrian connection with textural change from the drive aisle;
- Consider lighting along the sidewalk and within the parking area;
- Consider ways to blend the utility doors to the exterior colour palette and provide additional landscape screening in front of the exposed parking area wall (rear elevation);
- Consider ways to enhance the front entrance way;
- Consider relocating the loading bay away from the front entrance way; and
- If rooftop mechanical units are to be used, they are to be screened.

The applicant has adequately addressed the DAP recommendations through design revisions.

Proposed Variances

Building Height

The maximum building height in the COR3 zone is 14.0m, and the applicant is proposing a building height of 14.15m; a proposed variance of 0.15m.

The building has a multi-peaked roofline and the individual units have separate shed roofs. The requested height variance allows for these architectural features rather than a flat roof. As the subject property is downhill from neighbouring properties, no negative impacts are anticipated.

Rear Yard Setback

The minimum rear yard setback in the COR3 zone is 7.5m, and the applicant is proposing a rear yard setback of 3.18m; a proposed variance of 4.32m.

The intent of rear yard setback is to maintain adequate separation between buildings and to provide sufficient yard space. The subject property's rear lot line abuts the E&N rail corridor where no future buildings are anticipated. As the grades in the rear yard are steep, outdoor amenity space is proposed in the southeast corner of the lot.

Garbage Enclosure Landscape Buffer

The minimum setback for a garbage enclosure adjacent to a property zoned for residential use is 3.0m, and the applicant is proposing a garbage enclosure setback of 0m; a proposed variance of 3.0m.

The garbage enclosure will be adjacent to and below an existing retaining wall along the west property line. This wall will be kept and the change of grade between properties will screen the garbage enclosure from the adjacent property.

Location of Parking

For multi-family residential developments consisting of five or more units, off-street parking shall be located only to the rear of the front line of the building. The applicant is proposing to locate surface parking to the front of the proposed building.

The front of the building is considered facing Wellington Road; however, the building will not have any street frontage due to the panhandle shape of the lot. The rear of the building will be more visible to the public; therefore, it is not desirable to have surface parking to the rear.

Loading Space Dimensions

The minimum dimensions of a loading space are 10.0m in length and 3.0m in width, and the applicant is proposing a loading space 5.8m in length and 2.75m in width. This represents variances of 4.2m and 0.25m respectively.

The proposed building does not contain any retail units and no large commercial deliveries are expected. Instead, the proposed office units will utilize small deliveries that can be accommodated in the proposed loading space with standard parking stall dimensions.

Staff support the proposed variances.

SUMMARY POINTS

- Development Permit Application No. DP1132 is for a three-storey mixed-use development with 1,642m² of office space and eight residential units, located at 4474 Wellington Road.
- Variances are requested to increase building height, reduce rear yard setback, reduce landscape buffer for the garbage enclosure, allow surface parking to the front of the building, and reduce the dimensions of a loading space.
- 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: Landscape Plans
ATTACHMENT G: Aerial Photo

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