

DATE OF MEETING July 20, 2020

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SUBJECT DEVELOPMENT PERMIT APPLICATION NO. DP1158 –
2126 MEREDITH ROAD

OVERVIEW

Purpose of Report

To present for Council's consideration, a development permit application for a proposed multi-family residential development at 2126 Meredith Road.

Recommendation

That Council issue Development Permit No. DP1158 at 2126 Meredith Road with the following variances to:

- reduce the front yard setback from 6.0m to 3.5m;
- reduce the rear yard setback from 7.5m to 3.25m; and
- increase the percentage of small car spaces from 40% to 48%.

BACKGROUND

A development permit application, DP1158, was received from Daryoush Firouzli Architecture Inc., on behalf of Brian and Johanna McCullough, in order to permit a multi-family residential development at 2126 Meredith Road.

Subject Property and Site Context

<i>Zoning</i>	COR1 – Residential Corridor
<i>Location</i>	The subject property is located at the northeast corner of the intersection of Meredith Road and Tulsa Road.
<i>Lot Area</i>	1,083.7m ²
<i>Official Community Plan (OCP)</i>	Map 1 – Future Land Use Plan – Urban Corridor Map 3 – Development Permit Area DPA No. 9 – Commercial, Industrial, Institutional, Multiple Family, and Mixed Commercial / Residential Development

The subject property is located in the Northfield neighbourhood and is currently occupied by an older single residential dwelling. The residence is listed on the City's Heritage Register, although it does not have protected status.

The adjacent property to the east is a religious institution and to the north is a single residential dwelling. Across Meredith Road to the south and southeast are single residential dwellings and multiple-family dwellings. Across Tulsa Road to the west and northwest is a predominately low-density residential neighbourhood. The surrounding area is primarily residential. Commercial uses are nearby on Bowen Road and industrial uses are located to the south along Boxwood Road.

DISCUSSION

Proposed Development

The applicant proposes to relocate or demolish the existing house and construct a four-storey, 21-unit apartment building with under-building parking. All three floors above have identical floorplans and each floor consists of three studio units, each 42m²; two one-bedroom units, each 47m²; and two one-bedroom plus den units, each 70m².

The COR1 zone permits a base floor area ratio (FAR) of 1.00 with an additional 0.25 FAR available by achieving Tier 1 of the Schedule 'D' Amenity Requirements for Additional Density in "Zoning Bylaw 2011 No. 4500" (the "Zoning Bylaw") for a total allowable FAR of 1.25. The proposed FAR is 1.25. The proposed development will include the following amenities:

- retention of at least 50% of the site's impervious surface;
- provision of a bioswale, a living wall, street trees, and a water-efficient irrigation system;
- provision of educational signage identifying the plant and animal habitat installed and the sustainable energy and water management measures employed;
- plumbing features that use 35% less water than the BC Building Code standard; and
- the proposed development will meet at least Step Two of the BC Energy Step Code and exceed the requirement specified in the "Building Bylaw 2016 No. 7224" by one step.

Site Design

The site is a corner lot, relatively flat, rectangular in shape and has no lane access. The building fronts Meredith Road with vehicular access from Tulsa Road into the at-grade, under-building parking area. The majority of the parking spaces are beneath the building, but the spaces along the north side extend into the rear yard and flanking side yard. Pedestrian access to the main lobby is from the southwest corner of the property. A grass pathway accesses a stairwell at the rear of the building. A landing and stepping stones are provided for the stairwell. Secured long-term bicycle parking is provided on the ground floor along with a refuse storage area. Short-term bicycle parking is provided near the front entrance.

The proposed site configuration requires variances for the front yard setback, rear yard setback, and the maximum allowable percentage of small car spaces.

Building Design

The proposed building is articulated on all four sides with bay projections and recessed areas that help break up the building mass. The roof is broken up into separate angled forms that also help reduce building mass. The entrance lobby is a separate building volume and is orientated at an angle to the main building. In this way, it addresses both the Tulsa Road and Meredith Road frontages. Balconies on the north side of the building are given privacy by angled fin projections. Balconies for the east corner units project beyond the east wall, thereby strengthening the corners. Cladding materials (Hardie plank and Hardie panel) of different colours are applied in a manner that emphasizes projections and recesses. The west façade is clad in an abstract pattern of multi-coloured squares and rectangles that enliven the Tulsa Road frontage. Window sizes and placements add variety and rhythm to the façades. Vertical slat screening is proposed for the ground floor on the Meredith Road frontage, providing security for the bicycle storage area and screening the parking area from view. Horizontal trim is proposed

to be applied to the ground floor ceiling perimeter to prevent light overspill from the parking area.

Landscape Design

The landscape plan is coordinated with the onsite storm water management plan. A sinuous bioswale along the Meredith Road frontage helps retain water during storm events, but can be used as an informal amenity space when dry. It forms the central landscape design element and the dense planting and the boulders and cobbles soften the building's angularity. The landscaping continues around the corner and gives emphasis to the building entrance with a wide walkway and a seating area. Landscaping continues along the Tulsa Road frontage where space allows. The design has a West Coast theme with both indigenous and exotic species, and deciduous and coniferous plant selections. The design is meant to mimic a small forest ecosystem.

Design Advisory Panel

At its meeting held on 2019-OCT-24, the Design Advisory Panel accepted DP001158 as presented with support for the proposed variances and provided the following recommendations:

- Carry the planting from Meredith Road around to Tulsa Road into the boulevard;
- Consider ways to improve the windows in the stair tower;
- Continue the wall material to the roof,
- Look at ways to improve weather protection at the front entry way;
- Consider security and weather protection for the bike storage area; and,
- Consider adding a hardscape surface to the landing area of the north side stairs.

The applicant responded by adding landscaping to the Tulsa Road frontage, adding windows to the stair tower, simplifying the cladding, adding roof overhangs at the front entry way, changing the position of the bike storage area so that it was out of the weather and secured, and adding a landing and pavers at the rear stairwell.

Proposed Variances

Front Yard Setback

The minimum front yard setback in the COR1 zone is 3.5m. Meredith Road is a major road where dedication has not taken place and an additional 2.5m front yard setback is required, making the minimum front yard setback 6m. The proposed front yard setback is 3.5m; a proposed variance of 2.5m.

The City Engineering Department has confirmed there is sufficient road right-of-way existing to accommodate the future road standard in this location and the variance will not impair any future road improvements. The front yard landscape design supports the variance request by providing an eco-friendly interface with the street that pedestrians can enjoy.

Rear Yard Setback

The minimum rear yard setback in the COR1 zone is 7.5m. The proposed rear yard setback is 3.25m; a proposed variance of 4.25m. The variance applies to the rear stairwell portion of the building. The rear face of the remainder of the building is set back 7.18m.

The single residential dwelling to the north is approximately 38m from the lot line and the view of the stairwell is buffered by trees on the neighbouring property. In addition, the rear stairwell will be infrequently used as it is designed as an emergency exit and has few windows providing overlook.

Parking Spaces

The subject property is in Area 3 of the “Off-Street Parking Regulations Bylaw 2018 No. 7266”, and 21 off-street parking spaces are required for the proposed development. Twenty-one spaces are proposed with ten spaces identified as small car spaces. This is equivalent to 48% of the total and is 8% more than the maximum percentage of small car spaces allowed. A variance to allow 48% of the spaces to be small car spaces is requested. No material impacts of the variance are anticipated – small car spaces can typically accommodate medium-sized vehicles.

Other mobility options are available. The Transportation Master Plan identifies Meredith Road as a Bicycle Lane and nearby Bowen Road is identified as a Frequent Transit Network bus route. The subject property is within the 600m buffer distance of the Nanaimo Regional General Hospital Hub and shopping amenities, an elementary school, and daycares, are within walking distance.

SUMMARY POINTS

- Development Permit Application No. DP1158 is for a four-storey, multi-family building with twenty-one residential units at 2126 Meredith Road.
- Tier 1 of the Schedule ‘D’ Amenity Requirements for Additional Density is proposed.
- Variances are requested to reduce the front yard setback, reduce the rear yard setback, and to allow an increase in the maximum allowable percentage of small car spaces.
- Staff support the proposed variances.

ATTACHMENTS

ATTACHMENT A: Permit Terms and Conditions
ATTACHMENT B: Location Plan
ATTACHMENT C: Site Plan
ATTACHMENT D: Building Elevations
ATTACHMENT E: Building Renderings
ATTACHMENT F: Landscape Plan
ATTACHMENT G: Schedule D - Amenity Requirements for Additional Density
ATTACHMENT H: Aerial Photo

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