

DATE OF MEETING | May 3, 2021 |

AUTHORED BY | CALEB HORN, PLANNER, CURRENT PLANNING |

**SUBJECT** | **DEVELOPMENT PERMIT APPLICATION NO. DP1184**  
**– 558 MEDEA WAY** |

## **OVERVIEW**

### **Purpose of Report**

To present for Council's consideration a development permit application for a multi-family residential development at 558 Medea Way.

### **Recommendation**

That Council issue Development Permit No. DP1184 at 558 Medea Way with the following variances to:

- reduce the minimum front yard setback from 6.00m to 1.09m;
- reduce the minimum front yard landscape buffer from 1.80m to 1.09m
- increase the maximum lot coverage from 40.0% to 43.4%;
- reduce the minimum required parking from 9 parking spaces to 8 parking spaces; and
- increase the maximum percentage of small car parking from 40% to 50%.

## **BACKGROUND**

A development permit application, DP1184, was received from Kenco Enterprises (1982) Ltd., to permit a multi-family residential townhouse project at 558 Medea Way.

### **Subject Property and Site Context**

<i>Zoning</i>	R15 – Old City Medium Density Residential
<i>Location</i>	The subject property is located on the north side of Medea Way, west of Hecate Street.
<i>Total Area</i>	873m <sup>2</sup>
<i>Official Community Plan (OCP)</i>	Map 1 – Future Land Use Plan – Neighbourhood Map 3 – Development Permit Area DPA No. 8 – Old City Neighborhood; and Development Permit Area DPA No. 9 – Commercial, Industrial, Institutional, Multiple Family and Mixed Commercial / Residential Development
<i>Old City Neighbourhood Plan</i>	Sub Area 4 – Multi-Family Medium Density Residential
<i>Relevant Design Guidelines</i>	General Development Permit Area Design Guidelines; and Old City Multiple Family Residential Design Guidelines

The subject property is located on Medea Way, a short no-through street in the Nob Hill neighbourhood, connected to Hecate Street. The property also abuts a lane to the north and Asteria Place, a private road to the west. The site slopes slightly downhill from north to south.

Surrounding properties include a three-unit multi-family development to the southeast, the Chinese Freemasons Centre on Hecate Street to the east, single residential dwellings across the lane to the north, a 15-unit townhouse development along Asteria Place to the west, and undeveloped City-owned lands surrounding the Cat Stream across Medea Way to the south.

## **DISCUSSION**

### **Proposed Development**

The applicant is proposing a six-unit townhouse development with two 2-storey buildings and three units in each building. Building 1 will face an at-grade parking area to the north and Building 2 will face Medea Way to the south, with a courtyard separating the two buildings. Each building will contain two 2-bedroom units and one 1-bedroom unit with den.

The total proposed gross floor area of 565m<sup>2</sup> equals a Floor Area Ratio (FAR) of 0.65, which is less than the maximum permitted FAR of 0.85 in the R15 zone.

#### *Site Design*

Vehicle access to the proposed parking area will be from the lane in the rear. Covered carports are proposed for six of the eight parking stalls. The three units in Building 2 will have front doors with access directly to Medea Way. The three units in Building 1 will have front doors facing the parking area and will be connected by a 1.5m-wide concrete walkway to Medea Way along the east side of the property. Each unit is designed to include an outdoor patio facing the central courtyard to promote social interaction between residents. Utility rooms, bicycle parking, storage, and garbage/recycling rooms will be provided along the east side of each building, facing the walkway. Bollard lighting is also proposed along the walkway.

#### *Building Design*

The proposed building design reflects the City of Nanaimo's Old City Multiple Family Residential Design Guidelines (the "Old City Design Guidelines") with heritage design elements to reflect the building's residential nature, including gabled rooflines, projecting second-floor windows, and covered front entryways.

An alternating material composition and colour scheme will create unique exteriors for each unit with a mix of vinyl shingles and siding.

#### *Landscape Design*

A mix of vine maple trees and smaller shrubs are proposed along the Medea Way frontage. Rows of Oregon grape, holly, and snowberry will be provided along the east and west property lines. A new solid-wood fence is proposed to screen the east property line, and an existing wood fence will be retained on the west property line.

Small individualized front and rear gardens are proposed for each unit. The central courtyard will be primarily lawn with landscape buffers between common lawn and private patios. A dogwood tree is proposed at each end of the courtyard. The carports will feature green roofs with a mix of small groundcover species.

## Design Advisory Panel

The Design Advisory Panel (DAP), at its meeting held on 2020-JUN-11, accepted DP1184 as presented and provided the following recommendation:

- Consider providing further detailing on gable ends and/or window trims, as recommended by the Old City Design Guidelines.

The applicant subsequently revised the proposed building elevations to include references to heritage elements on the gable ends.

## Proposed Variances

### *Minimum Front Yard Setback and Landscape Buffer*

The minimum front yard setback is 6m in the R15 zone and the minimum front yard landscape buffer is 1.8m. The proposed front yard setback and landscape buffer is 1.09m; requested variances of 4.91m and 0.71m respectively.

The applicant is proposing to site Building 2 closer to the street in order to maximize the area of the courtyard between the two proposed buildings. While no front yards are proposed, sufficient outdoor amenity space is provided to the rear of each unit. The proposed siting of the building is consistent with the siting of existing residences along the street, and a modified boulevard will act as a buffer between the street edge and the front property line. No negative impacts are anticipated.

### *Maximum Lot Coverage*

The maximum lot coverage is 40% in the R15 zone. The proposed lot coverage is 43.4%; a requested variance of 3.4%.

The additional lot coverage is requested for the covered carports that will feature green roofs and will increase the area of permeable surface on site. Excluding the carport structures, the proposed lot coverage would be 34.4%. The proposed variance will reduce the amount of hardscape surface on the site, and no negative impacts are anticipated.

### *Off-Street Parking*

The minimum required off-street parking for the proposed development is nine parking spaces. The proposed development includes eight parking spaces; a requested variance of one parking space.

The maximum allowable amount of small parking spaces is 40% of the required parking (three spaces). The applicant is proposing 50% small car parking (four spaces); a requested variance of 10% (one space).

The City of Nanaimo “Off-Street Parking Regulations Bylaw 2018 No. 7266” requires 1.44 spaces per 1-bedroom unit and 1.62 spaces per 2-bedroom unit at this location. The proposed parking would equal a rate of 1.33 spaces per bed. In accordance with the City’s Policy for Consideration of a Parking Variance, the following rationale has been provided:

- The constrained nature of the lot would not allow for an additional parking space on site, and the width of the lot hinders the ability to provide full-length stalls on both sides of a drive aisle.
- The proposed development is consistent with the City’s Old City Design Guidelines.
- The subject property is within the 600m buffer of the Downtown Mobility Hub as identified by the Nanaimo Transportation Master Plan, where more alternative transportation trips are anticipated. Walking and cycling routes to services exist nearby, and the property is approximately 250m away from public transit bus stops on Albert Street to the west and Victoria Road to the east.

There will be additional opportunity for short-term parking off-site as frontage works at the time of building construction will formalize on-street parking in front of the property on Medea Way.

Staff have reviewed and support the proposed variances.

#### **SUMMARY POINTS**

- Development Permit Application No. DP1184 is for two 2-storey multi-family residential buildings with a combined total of six residential units in townhouse form.
- Variances are requested to reduce the minimum front yard setback and landscape buffer, to increase the maximum lot coverage, to reduce the minimum required parking, and to increase the maximum allowable percentage of small car parking.
- Staff have reviewed and support the proposed variances.

#### **ATTACHMENTS**

ATTACHMENT A: Permit Terms and Conditions  
ATTACHMENT B: Context Map  
ATTACHMENT C: Location Plan  
ATTACHMENT D: Site Plan  
ATTACHMENT E: Building Elevations  
ATTACHMENT F: Landscape Plan and Details  
ATTACHMENT G: Aerial Photo

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