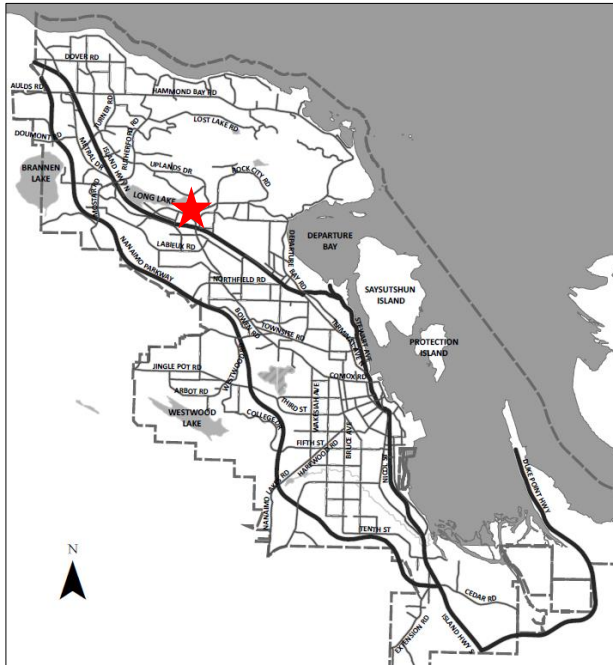


DATE OF MEETING | February 5, 2024

AUTHORED BY | KRISTINE MAYES, PLANNER, CURRENT PLANNING

SUBJECT | **DEVELOPMENT PERMIT APPLICATION NO. DP1306 – 3201 ROSS ROAD**



Proposal:

Accessory parking structure for an existing seniors congregate housing facility



Zoning:

COR1 – Residential Corridor

City Plan Land Use Designation:

Neighbourhood

Development Permit Area:

DPA8 – Form & Character

Lot Area:

1.248 ha



OVERVIEW

Purpose of Report

To present for Council's consideration a development permit application to amend DP97-23 to add an accessory parking structure to an existing senior's congregate housing facility at 3201 Ross Road.

Recommendation

That Council issue Development Permit No. DP1306 for an accessory parking structure at 3201 Ross Road with variances as outlined in the "Proposed Variances" section of the Staff Report dated 2024-FEB-05.

BACKGROUND

A development permit application, DP1306, was received from Low Hammond Rowe Architects Inc., on behalf of Berwick Investments Ltd., to amend Development Permit 97-23 approved on 1998-FEB-16, to replace the existing parking area with an accessory parking structure to service an existing seniors congregate housing facility at 3201 Ross Road. The applicant has noted the proposed development is intended to provide additional parking to address increased demand from mobile residents, for visitors, and to alleviate offsite parking.

Subject Property and Site Context

The subject property is located in the Long Lake Neighbourhood and contains a seniors' congregate facility with an existing parking area between the building and road. The irregular shaped lot slopes moderately down toward Long Lake. A public path within a road dedication connects Ross Road to the pedestrian trail along Long Lake.

The surrounding neighbourhood primarily consists of multi-family, single-family dwellings and commercial developments. The subject property is within walking distance to active transportation routes and commercial services.

DISCUSSION

Proposed Development

The applicant is proposing to reconfigure the existing parking area to construct a two-level accessory parking structure to serve the existing 158-unit seniors' congregate facility. The lot coverage, including the existing and proposed building, is 32.6% (an increase of 0.8%). The maximum permitted lot coverage is 60%.

Site Design

The proposed parking structure is oriented from south to north with a secure entrance at the southwest corner of the structure. The existing vehicle access via a driveway from Ross Road at the northeast corner of the site will remain the same. There are 48 parking spaces required for

the existing 158-unit seniors' congregate facility – the current parking lot contains 57 parking spaces. There are 109 parking spaces proposed which represents a parking rate of approximately 0.7 spaces per sleeping unit. Of the proposed parking spaces, 65% are small car parking spaces. Electric vehicle parking spaces will also be incorporated into the redeveloped parking area.

Building Design

The parking structure is two levels with the lower level partially underground due to the slope of the area, as such, the upper level appears visually at grade with Ross Road. The structure is concrete, with board form detailing on the visible surfacing, aluminum guardrails on the top level and aluminum picket screens for secured parking.

Landscape Design

Facilitation of the proposed development includes removing 21 existing trees (on the subject property and the adjacent road dedication which encompasses a pedestrian pathway) and replacing them with 11 deciduous trees, shrubs, and ground covers. Landscaped islands and strips are proposed through the redeveloped area with a landscape buffer provided adjacent to Ross Road to screen the parking area. A pedestrian walkway is located to the south of the parking structure, which provides egress from the building entrance to the upper parking area and bus shelter (the existing bus shelter is to be removed and replaced to facilitate the proposed development). Light poles are proposed throughout the surface parking areas and ceiling lights are provided within the secured building parking levels. The ceiling lights have been designed to mitigate spillage into the residential units.

The proposed development meets the intent of the General Development Permit Area Design Guidelines including screening from the street, utilization of the existing grade to reduce visibility of the parking area from Ross Road, use of low planting to minimize the extent of hard surfacing, and incorporating underground parking.

Design Advisory Panel

The Design Advisory Panel (DAP), at its meeting held on 2023-MAY-25, accepted DP1306 as presented and provided the following recommendations:

- Consider textural changes for a pedestrian pathway between the parking structure and building; and,
- Consider adding cascading plantings to the west elevation of the parking structure.

The applicant subsequently submitted revised plans in response to the DAP recommendations, including the following key design revisions:

- A stamped concrete crossing was incorporated in front of the vehicle access for the parking structure; and,
- Climbing vines have been added along concrete columns at west elevation.

Proposed Variances

Siting of an Accessory Building

The minimum required front yard setback in the COR1 zone is 3.5m. The proposed front yard setback for the parking structure along Ross Road is 0.0m, a variance of 3.5m. Staff support the

proposed variance as the portion of the parking structure adjacent to Ross Road is partially underground and appears visually at grade with Ross Road; as the required landscape buffer has been accommodated (with the exception of a small portion of one parking space); as no future road widening is required; and as the protection of existing infrastructure will be determined at time of Design Stage Acceptance.

The minimum required flanking (north) side yard setback in the COR1 zone is 4.5m. The proposed flanking (north) side yard setback along an unnamed road dedication along the north lot line is 0.0m, a variance of 4.5m. Staff support the proposed variance as the portion of the parking structure adjacent to the unnamed road dedication is located underground, as the pedestrian pathway can still be accommodated, and as the location of the new parking area is constricted by the existing building and watercourses to the west and Ross Road to the east.

Landscape Buffer

The minimum required landscape buffer width is 1.8m. A variance is proposed to reduce the landscape buffer width along a small portion of the front lot line from 1.8m to 1.45m (to accommodate one parking space) and to reduce the landscape buffer width along the flanking side lot line from 1.8m to 0.0m (and reducing the minimum landscape treatment level from one to zero), a variance of 0.35m and 1.8m respectively. Staff support the proposed variances as the front yard parking space variance is relatively minor in nature, as well, the applicant will be replanting new trees and shrubs along the pedestrian walkway adjacent to the flanking side lot line.

SUMMARY POINTS

- Development Permit Application No. DP1306 proposes to add a new accessory parking structure to an existing seniors congregate housing facility at 3201 Ross Road.
- Variances are proposed to reduce the front yard and flanking side yard setbacks, and landscape buffers.

ATTACHMENTS

ATTACHMENT A: Permit Terms and Conditions
ATTACHMENT B: Subject Property Map
ATTACHMENT C: Site and Parking Plan
ATTACHMENT D: Building Sections and Details
ATTACHMENT E: Building Perspectives
ATTACHMENT F: Landscape Plan and Details

Submitted by:

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Concurrence by:

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