

Request for Decision



To: Committee of the Whole
From: **Development & Engineering Services**
Date: February 11, 2019
Subject: Development Permit No. DP1905 Proposed 52 Unit Multi-Family Development on the 0.925 Hectare (2.29 Acre) Parcel at 6895-19th Street
Recommendation: **THAT the Committee of the Whole recommends that Council approves Development Permit No. DP1905 for a 52 Unit Multi-Family Development to be located on 19th Street on the lot legally described as Lot 1, District Lot 380, Similkameen Division Yale District, Plan KAP85777, generally in accordance with the site layout and development drawings contained in Appendix A.**

Background

The applicant is proposing to move forward with phase 2 of the development of this property which entails the construction of a 52 Unit Multi-Family Development on the 0.925 Hectare (2.29 Acre) site. The applicant has applied for a development permit for this development (See Appendix C).

This phase of the development entails construction of the following:

1. Two, five unit, two storey townhouses for a total of ten (10) units.
2. A three storey, Forty-Two (42) unit apartment building.

Phase 2 of this development which entailed the construction of a 450 square meter transition house, is scheduled for completion in 2019.

Ownership:

Owner:
PROVINCIAL RENTAL HOUSING
CORPORATION
INC.NO.BC0052129
1701-4555 Kingsway
Burnaby, BC
V4H 4V8

Agent:
Brock Elliot
Horizon North
540 Athabasca Street West
Kamloops, BC, V2H 1C4

Zoning and Policy Context

The property is 0.925 Hectares (2.29 Acres) in size.

The property is zoned R3 (Multi-Family Residential 3) in Schedule A of the Zoning Bylaw. As shown in Table 1 below, the south portion of the property is designated MR (Medium Density Residential) and north portion of the property is designated LR (Low Density Residential) in schedule B of the Official Community Plan (OCP).

Table 1 Property Zoning & OCP Summary			
	Current Zoning	OCP Designation Sch. B	OCP Development Permit Area Sch. C
6895 – 19 th Street	R-3 ¹	MR – Medium Density Residential and LR- Low Density Residential	MP – Multiple Housing Residential DPA
1. The property is incorrectly shown as R3A on the application submitted.			

Dwelling units is a permitted use in the R-3 zone.

Excepting the requirement in subsection 40.7 of the Zoning Bylaw, all bylaw regulations (building & structure setbacks, building heights, etc.) are met. At the January 28, 2019 regular meeting Zoning Bylaw Amendment Bylaw No. 2309-A3, 2019 received 1st and 2nd reading. If the bylaw amendment is passed, this proposed construction would be compliant with Zoning Bylaw 2039 and consistent with the affordable housing initiatives in Part 2, Section 4.0 of the Official Community Plan.

The lot area coverage shown on the drawings submitted by the applicant is incorrect as it includes only one of the two town house buildings. The corrected Lot Area Coverage is 24.4% which is well within the maximum permitted of 50%.

This site is in the Multiple-Housing Residential (MP) Development Permit Area (DPA) in the OCP and is subject to the DPA guidelines respecting site design, and building form and character as identified in the OCP. The objective is to ensure that multiple-housing developments are attractive and compatible with the surrounding area.

As per the OCP Multiple-housing residential includes all developments with three or more dwelling units per building or lot.

The DPA guidelines are intended to ensure that developments enhance the area.

Table 2 contains the list of DPA Guidelines applicable to this proposal and how the project responds to these guidelines.

Table 2 Multiple-Housing Development Permit Area (“DPA”) Guidelines for Development	
Development Permit Area Guideline	Project Response
1. The scale, siting and shape of buildings should be consistent with the adjacent development and prevailing neighbourhood character;	<p>The proposed building fits in with existing adjacent development. The adjacent developments include:</p> <p>North: Apartment building(s) with hip roofs and stucco facades. South: Residential, Multi-family and Neighbourhood commercial. East: Neighbourhood Commercial and Residential single-family homes with a mix of building styles. Under construction multi-family residential on the same parcel. West: Existing single family residential</p>
2. Monolithic structures and long expanses of straight walls should be avoided.	Long expanses of straight walls are broken up by strategic placement of balconies and decks as well as the placement of building jobs, windows and railings.
3. Large buildings should be designed in a way that creates the impression of smaller units and less bulk through the use of building jogs, irregular faces and architectural features such as gables, dormers, balconies, chimneys, special window features, canopies, verandas, porches and railing.	See 2 above.
4. Clustering and other creative spatial arrangements with common open areas and facilities are encouraged. These types of housing should be designed to promote visual quality and efficient use of land and building materials	<p>The townhouse units are clustered in two 5-unit clusters while the 42-unit apartment building forms another cluster.</p> <p>This placement of the townhouses provides some transition from residential to multi-family.</p>

Table 2
Multiple-Housing Development Permit Area (“DPA”)
Guidelines for Development

Development Permit Area Guideline	Project Response
	The placement of the apartment building on the site allows for the possibility of a future laneway to the west and in the interim affords a special separation between multi-family and residential.
5. All multiple-housing development should be connected to a community water system and community sewer system.	This multi-family development is connected to the community water system and the community sewer system.
6. Parking lots shall be landscaped to provide shade and to enhance the appearance of the overall development. Parking areas with greater than 10 stalls should be broken into smaller groups, divided by landscaping.	As shown in drawing LDP 1, the parking lot is landscaped to provide shade and enhance the appearance of the overall development. The parking arrangement balances the need for efficient emergency vehicle (fire, ambulance and police) access with the guideline to break up the parking into smaller groups divided by landscaping.
7. Safe and efficient vehicle entrances and exits, and on-site circulation should be provided.	There is one entry and one exit from the site. The entry/exit will accommodate the largest anticipated emergency vehicle that will be entering the site.
8. Consideration should be given to safe and efficient pedestrian and bicycle access. Provision shall be made for such features as pedestrian sidewalks or pathways, bicycle lanes and bicycle racks.	Drawing DP1.00 and LDP 1 show the provision of bicycle racks for the development. Pedestrian walkway to be incorporated into the design.
9. The site should be provided with screening in the forms of walls, fencing, hedging, planting and other screening materials or a combination of materials in the following areas: <input type="checkbox"/> Around outdoor storage areas and waste containers, heating and cooling equipment and other service areas;	As shown on drawing DP1.01 the screening is provided for the outdoor waste containers. The parking area is well away from the closest street of 19 th Avenue. The building under construction that fronts 19 th street, provides screening for the parking areas for this phase of the development.

Table 2 Multiple-Housing Development Permit Area (“DPA”) Guidelines for Development	
Development Permit Area Guideline	Project Response
<input type="checkbox"/> Between parking areas and the street; and <input type="checkbox"/> Between parking areas and neighbouring properties.	Landscaping is proposed to screen the parking from neighbouring properties.
10. The site should be provided with landscaping in the following areas: <input type="checkbox"/> Along the property edge next to roadways; <input type="checkbox"/> Between buildings and parking areas; <input type="checkbox"/> Along the sides of the buildings; <input type="checkbox"/> And in other open space areas not required for parking, access roads or walkways.	These elements are addressed in plan LDP 1.
11. Freestanding signage should be low, front lit or unlit, with a landscaped base.	No additional signage is shown for the site.
12. The general character of signs should be similar in design to the associated building.	No additional signage is shown for the site.

The number of offstreet parking spaces required for this development is outlined in Table 3.

Table 3 Parking Requirements for Phase 2 (Multi-Family)					
Land Use	Number of Units	Floor Area (estimate)	Parking Requirement as per Zoning Bylaw	Parking spaces Required	Parking spaces Available
Multi-Family (Existing)		Parking spaces from existing development allocated to new development			6
Multi-Family (proposed)	10	Dwelling unit (greater than 90 sq. m.)	Two (2) spaces per unit	20	20
Multi-Family (proposed)	42	Dwelling unit (equal to or under 90 sq. m.)	One (1) space per unit	42	36
Total provided with site development:				62	62

Staff have asked the applicant to consider relocating the composting facility to allow some separation from the neighbour.

Modifications were made to the design based on fire department requirements.

Material schedules, elevation renderings, and landscape plans are shown on Appendix A attached. Building Development Permit Plan Set is attached as Appendix B.

Referral comments received will be included in a memo to council.

Benefits or Impacts

General

The construction method used for this development will be factory construction of major components offsite and assembly and finishing onsite to allow for a compressed construction timeframe.

Strategic Impact



Community Engagement

- The zoning for the property is compliant with the proposed development and the development is consistent with the Official Community Plan.



Community Livability

- These units fill a need identified by local, and provincial organizations.
- There are provisions for bicycle parking.
- This development is adjacent to major transportation routes (19th Street and 68th Avenue) and near schools, recreation facilities and at least one major grocery store.
- Providing quality affordable housing to the citizens of Grand Forks.



Economic Growth

- It is anticipated that there will be opportunity during construction for local businesses and workers to participate in the onsite construction of these buildings.



Fiscal Responsibility

- No offsite infrastructure upgrades are triggered by this development.

Policy/Legislation

Zoning Bylaw, Subdivision Servicing Bylaw, Official Community Plan.

Attachments

Appendix A

Page 1 – 4: Material Schedule, elevation renderings, and landscape plan

Appendix B

Page 1 – 16: Building Development Permit Plan Set

Appendix C

Page 1-3: Development Permit Application.

Recommendation

THAT the Committee of the Whole recommends that Council approves Development Permit No. DP1905 for a 52 Unit Multi-Family Development to be located on 19th Street on the lot legally described as Lot 1, District Lot 380, Similkameen Division Yale District, Plan KAP85777, generally in accordance with the site layout and development drawings contained in Appendix A.

Options

1. THAT Committee of the Whole accepts the report.
2. THAT Committee of the Whole does not accept the report.
3. THAT Committee of the Whole refers the matter back to staff for further information.