



The following points were considered in assessing this application:

- the proposal is generally consistent with the Design Guidelines for Development Permit Area 16: General Form and Character, which seeks to integrate new development in a manner that compliments and enhances established place character
- the proposal is generally consistent with the *Rockland Neighbourhood Plan, 1987*, which encourages new development that is compatible with the traditional architectural character of the area
- the parking variance is considered supportable as the applicant is proposing Transportation Demand Management (TDM) measures to mitigate the potential impacts from this variance which would be secured by legal agreement in conjunction with the concurrent Rezoning Application.
- the variances related to height and number of storeys are considered supportable because the proposed building is similar in scale and character to adjacent buildings
- the variance to permit roof decks is considered supportable as the decks present as upper storey balconies and would have minimal impact on adjacent properties in terms of overlook.

## **BACKGROUND**

### **Description of Proposal**

The proposal is to construct three multiple dwellings (houseplexes) with approximately 24 dwelling units. The proposal includes the following major design components:

- traditional architectural form and character that takes design cues from adjacent buildings
- 24 dwelling units in three buildings (Building A: 6 units, Building B: 9 units and Building C: 9 units)
- individual at-grade entrances for each unit
- clustered surface parking for ten vehicles located behind the street fronting building (Building A) accessed via the public portion of the laneway
- bike parking rooms within each building
- shared exterior garbage and recycling enclosure adjacent to Building A.

Exterior building materials include:

- fiber cement shingles (light tan, light grey and dark grey colour)
- fiber cement horizontal siding (dark tan, slate and cream colour)
- wood trim (white colour)
- fiberglass roof shingles (charcoal colour)
- wood stairs, guards and exterior doors (white colour).

Landscape elements include:

- vegetated swale for on-site storm water management
- private outdoor space for the majority of units in the form of a balcony or patio
- shared gardening area with raised planters and fruit trees
- common outdoor amenity space with outdoor fireplace, pergola and seating
- metal grate boardwalk providing access to the buildings across the swale
- perimeter landscaping and fencing for privacy.

The proposed variances are related to:

- reducing the vehicle parking from 23 stalls to 10 stalls
- increasing the height from 7.6 metres to 10.08 metres
- increasing the number of storeys from 2.5 to 3
- allowing roof decks.

### Sustainability

As indicated in the applicant’s letter dated May 20, 2020 the following sustainability features are associated with this proposal:

- buildings would be designed and constructed to accommodate future solar panels and electric vehicle charging
- landscape design that incorporates storm water retention swales and infiltration areas, drought tolerant plants, permeable pavers and infiltration areas
- 30 new on-site trees
- relocation or recycling of the existing building.

### Data Table

The following data table compares the proposal with the existing R1-B Zone, Single Family Dwelling District. An asterisk is used to identify where the proposal does not meet the requirements of the existing zone.

Zoning Criteria	Proposal	Existing Zone	OCP Traditional Residential
Site area (m <sup>2</sup> ) – minimum	1738.22	460	-
Number of units – maximum	24	2	-
Density (Floor Space Ratio) – maximum	0.67:1	-	1:1

Zoning Criteria	Proposal	Existing Zone	OCP Traditional Residential
Total floor area (m <sup>2</sup> ) – maximum	<b>1156.15 *</b>	420	-
Lot width (m) – minimum	17.36	15	
Height (m) – maximum	<b>9.4 * (Building A)</b> <b>10.08 * (Building B)</b> <b>9.95 * (Building C)</b>	7.6	-
Storeys – maximum	<b>3*</b>	2	Up to 2-3
Site coverage (%) – maximum	31	40	-
Open site space (%) – minimum	56	-	-
Separation space between buildings (within the site) (m) – minimum	27.05 (Buildings A and B) 7.61 (Buildings B and C)	-	-
Roof deck	<b>Yes * (Buildings B and C)</b>	No	-
<b>Setbacks (m) – minimum</b>			
<b>Building A</b>			
Front	<b>7.09 * (building)</b> <b>4.80 * (stairs)</b>	7.5 (building) 5.0 (stairs)	-
Side (east)	1.84	1.74 (10% of lot width)	-
Side (west)	3.14 (building)	1.74 (10% of lot width)	-
Combined side yards	4.98	4.5	-
<b>Building B</b>			
Side (east)	1.81 (building)	1.74 (10% of lot width)	-
Slide (west)	3.13 (building) <b>1.47 * (stairs)</b>	1.74 (10% of lot width)	-
Combined side yards	<b>3.28 *</b>	4.5	-
<b>Building C</b>			

Zoning Criteria	Proposal	Existing Zone	OCP Traditional Residential
Side (east)	1.81 (building)	1.74 (10% of lot width)	-
Side (west)	3.09 (building) <b>1.29 * (stairs)</b>	1.74 (10% of lot width)	-
Rear	<b>9.35 *</b>	25.25 (25% of lot depth)	-
Combined side yards	<b>3.10 *</b>	4.5	-
Parking – minimum	<b>10 *</b>	23	-
Visitor parking included in the overall units – minimum	3	2	-
<b>Bicycle parking – minimum</b>			
Long Term	26	26	-
Short Term	18	18	-

## ANALYSIS

### Official Community Plan

The subject site is designated as Traditional Residential in the *Official Community Plan* (OCP, 2012), which supports ground-oriented residential buildings with front and rear yards, variable landscaping and units oriented to face the street.

### Rockland Neighbourhood Plan

The *Rockland Neighbourhood Plan* (1987) encourages the preservation of larger lots, architecture that relates to the traditional form and character of existing buildings, and retention and enhancement of landscape and streetscape features that contribute to the neighbourhood's heritage character. The proposal is generally consistent with these policies.

### Design Guidelines for Development Permit Area 16: General Form and Character

The OCP identifies the site within Development Permit Area 16: General Form and Character. The objectives of this DPA are to integrate new developments in a manner that compliments and enhances the established place character of an area through high quality architecture, landscape and urban design. Other objectives include providing sensitive transitions to adjacent properties with built form of three storeys or lower, and to achieve more liveable environments through considerations for human-scaled design, quality of open spaces, privacy impacts and safety and accessibility. Design Guidelines that apply to DPA 16 are the *Multi-Unit Residential, Commercial and Industrial Design Guidelines* (2012), *Advisory Design Guidelines*

for Buildings, Signs and Awnings (2006), and Guidelines for Fences, Gates and Shutters (2010).

The proposal complies with the guidelines as follows:

- the traditional building design and landscaping respects the character of the established area and incorporates exterior materials that are durable and will weather gracefully
- street-oriented entrances are prominent and include entry canopies and porches that provide a transition from the public realm of the street and sidewalk to the private realm of the proposed residences
- landscaped planting areas and communal outdoor spaces that foster community and contribute to the green character of the area
- pedestrian oriented site planning with clustered parking located behind the street fronting building and accessed via a shared driveway, which limits the visual impact of vehicle parking on the existing street character and reduces the amount of site area taken up by vehicle access and parking.

### **Advisory Design Panel**

The application was referred to the Advisory Design Panel (ADP) on November 27, 2019. The ADP was asked to comment on the overall building and landscape design, with particular attention to the transition with adjacent properties.

The ADP meeting minutes are attached for reference, and the following motion was carried:

*It was moved ... that Advisory Design Panel recommend to Council that Development Permit Application No. 000558 for 1224 Richardson Street be declined until further consideration of the following items:*

- *clarification of pedestrian use of the lane*
- *clarification of public and private site access*
- *adjustments to the character of units B and C to better fit the property*
- *accessibility of the units and accessibility within the site*
- *clarification of site functionality, including loading.*

The applicant provided a letter of response dated January 24, 2020, as well as revised plans to address the ADP comments and issues identified in the motion.

Four of the five issues identified by the ADP appear to relate to the site planning and building orientation as it relates to the adjacent lane. However, only the two ends of the lane are public right-of-way; the majority of the lane is located on private property. While access to the lane is not currently controlled and the general public continues to use the lane for vehicle and pedestrian access, the subject site does not have legal access to the privately-owned portion of the lane. Further, as noted in the applicant's letter dated January 24, 2020, several owners of the lane raised concern with the proposed development having access via the lane and have requested a fence be installed to limit the potential for occupants of Buildings B and C to utilize the lane for dropoff and loading. Therefore, the proposed development has not been designed to utilize the private lane nor have the buildings been oriented to face the private lane. Instead, consistent with the Design Guidelines, the buildings are oriented towards Richardson Street and the vehicle access is off the public portion of the lane as shown on the site plan. To better fit the

property, the applicant has modified Buildings B and C to reduce the “institutional character” of the entrances, which was a concern noted by the Panel.

## **Regulatory Considerations**

A number of variances related to height, setbacks, parking and roof decks are proposed as part of this application. This approach is recommended to ensure that reduced siting requirements are not entrenched in a new custom zone and that any future alternative development proposals would need to apply to Council to achieve these, or different variances.

### Height and Number of Storeys

In terms of height, the OCP envisions buildings up to approximately two storeys in most areas designated as Traditional Residential, with taller buildings up to approximately three storeys along arterial or secondary arterial roads. Generally consistent with this policy direction, the new zone would establish a maximum height of 7.6m and 2.5 storeys. The proposed buildings appear as two-storey buildings with a raised basement; however, the *Zoning Regulation Bylaw* considers the lower basement level as the first storey due to the ceiling height relative to average grade. Therefore, the proposed buildings are technically three storeys in height. The average grade is lowered by the sunken patios for the basement units. Staff consider the increase in number of storeys from 2.5 storeys to three, and increase in building height from 7.6m to 10.08m, as supportable because the building appears as a 2.5 storey building and the sunken patios contribute to the livability of the lower units, consistent with the Design Guidelines.

### Parking

A variance is requested to reduce the required number of parking stalls from a total of 23 to 10. To mitigate some of the potential impacts from this variance the applicant is proposing the following Transportation Demand Management (TDM) measures, which would be secured by legal agreement as a condition of the concurrent Rezoning Application:

- one car share vehicle
- one dedicated car share parking stall
- car share memberships for each unit
- \$100 car share credit per membership
- two over-sized bicycle parking stalls
- one bicycle repair station.

Given these measures, staff consider the parking variance as supportable.

### Roof decks

Consistent with the existing R1-B Zone, , in order to limit the potential negative impacts on adjacent properties in terms of privacy in the event a different design was advanced in the future, the new zone would not permit roof decks as a right. The proposed upper storey balconies, which are a typical design feature of traditional buildings in the area, are technically roof decks as they are located above the second storey of the building. However, these balconies are small in size and are oriented to the south and not towards the rear yards of adjacent properties. Staff therefore consider these roof decks supportable as they are

consistent with the character of the area, provide private outdoor space for the upper units and would have minimal impact on adjacent properties.

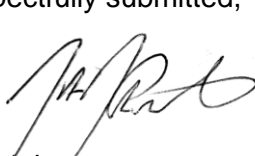
## CONCLUSIONS

The proposal to construct three houseplexes on one lot with 24 ground-oriented dwellings is considered consistent with the Design Guidelines for Development Permit Area 16: General Form and Character. The buildings and associated landscaping would integrate with the mix of single family dwellings, duplexes and house conversions and the associated variances have been mitigated through design and appropriate TDM measures. Therefore, staff recommend that Council consider approving the application.

## ALTERNATE MOTION

That Council decline Development Permit with Variances Application No. 00149 for the property located at 1224 Richardson Street.

Respectfully submitted,



Alec Johnston  
Senior Planner  
Development Services Division



Karen Hoese, Director  
Sustainable Planning and Community  
Development Department

Report accepted and recommended by the City Manager:



Date: June 23, 2020

## List of Attachments

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans date stamped June 8, 2020
- Attachment D: Letter from applicant to Mayor and Council dated May 20, 2020
- Attachment E: Community Association Land Use Committee Comments dated July 16, 2019, September 17, 2019 and October 10, 2019
- Attachment F: Arborist report dated May 13, 2019 updated August 19, 2019
- Attachment G: Advisory Design Panel minutes dated November 27, 2019
- Attachment H: Letter from applicant in response to Advisory Design Panel recommendation dated January 24, 2020
- Attachment I: Tenant Assistance Plan
- Attachment J: Correspondence.