

CITY OF PITT MEADOWS

ADVISORY DESIGN PANEL MEETING

To be held on Wednesday October 3, 2018 at 2:00 p.m.
in the Heron Room

A G E N D A

A. NEW BUSINESS

1. Review of Minutes from meeting held on February 14, 2018

C. APPLICATIONS

- 3060-20-2018-03-P Development Permit Application – 19696 Hammond Road –
95 Unit Townhouse Development

D. OTHER ITEMS

E. ADJOURNMENT



THE CITY OF PITT MEADOWS MEMORANDUM

OPERATIONS & DEVELOPMENT SERVICES

TO: Advisory Design Panel
FROM: Colin O'Byrne, Development Services Technician
DATE: September 26, 2018 **FILE:** 3060-20-2018-03
SUBJECT: **Development Permit Application – Bonson Townhomes –
19696 Hammond Road, Pitt Meadows, BC**

The City has received a Development Permit Application to redevelop the site of an existing 36 townhouse unit complex with a new 95 unit townhouse development at 19696 Hammond Road. The property is zoned Multi-Family Residential 1 (RM-1), designated Residential – Medium Density in the Official Community Plan, and located within Development Permit Area No. 9 (Multi-Family Development).

Application Background

Applicant: Adrien Herberts
Mosaic Avenue
Developments Ltd.
Owner: Mosaic Bonson Holdings
Ltd.
Civic Address: 19696 Hammond Road
Legal Description: Strata Plan NW927
Parcel Area: 2.03 ha (5.02 ac)



The existing 36 two-storey townhouse units were developed in 1976 under a Land Use Contract. The original units now require extensive repairs, particularly to the building envelopes. Rather than renovate the structures, the strata collectively sought a developer to purchase the property. The strata accepted an offer from the applicant in November 2017 to purchase the property and on December 15th, 2017 voted unanimously to wind up their corporation.

The applicant has applied to discharge the Land Use Contract regulating the original development of the site. Once discharged, the underlying zoning, OCP designation, and Development Permit Area guidelines will apply to the property. Both the zoning and OCP designation allow for approximately 100 townhouse units on a site this size.

Discussion

Neighbourhood Context

Hammond Road is a local arterial and frequent transit corridor that provides convenient access to local services and amenities.

The existing townhomes have one entrance off of N Wildwood Crescent and a pedestrian connection to Hammond Road at the northeast corner of the property. The entry from Wildwood Crescent will be retained as the primary access point, but an additional right-in/right-out vehicle and pedestrian access to Hammond Road is proposed for the northeast corner of the new development. The additional entrance will reduce traffic loads on Wildwood Crescent and provide a universally accessible entrance from Hammond Road for pedestrians.

The immediate neighbourhood consists primarily of single-family homes, a small commercial building on the corner of Hammond and Bonson Roads, and the Meadow Highlands mobile home park across the street from the proposed development.

The site lies within a natural amphitheatre that opens to the southeast and is separated from residential areas to the south and west by steep, wooded slopes. Combined with wooded edges on the north and east boundaries, these natural features reduce the impact of re-development on many of the neighbouring properties. The same natural features also mean the site will receive less sunlight than its neighbours.

Site Design

The proposed 95 townhouse units are distributed into 14 buildings, with up to eight units in each building. This helps break up the massing and accommodates a pedestrian network within the site. 36 units back onto retained forested areas along the eastern and Hammond Road edges, providing options for units with private outdoor space. The remaining 59 internally-oriented units look out onto both the internal strata lanes and shared open spaces, which enhances public safety and provides opportunities for community interaction.

All units have a two car garage for a total of 190 spaces, which is in excess of the required 166 parking spaces (of 1.75 per unit). 20 visitor parking stalls are distributed throughout the site, half of which (10) are clustered in the southern corner of the site.

Three public spaces have been incorporated into the south half of the proposed design. A central wedge-shaped park is located adjacent to the mail kiosk at the main entrance of Wildwood Crescent. This open space is bounded by pedestrian paths and the patios of 16 adjacent units. A children's playground is proposed for the southwestern corner of the site, with direct line of sight from eight units. The third public open space in the southern most corner of the site, overlooked by the side of one unit, provides an open forest setting that retains several mature trees.

The site entrances are well marked with decorative landscaping, textured paving, and gateway features creating a strong sense of arrival. Textured paving at the branching of each laneway and trees planted along the lanes will prompt drivers to keep their speeds lower as they drive through the development.

Pedestrian movement is well separated from vehicle traffic via a network of paths and sidewalks.

The path network connects the patios of the internal units to the wedge park, mail kiosk, and children's play area. The proposed paths are 1.2 m (4') wide and edged with 1.2 m tall hedges and fences to separate the patio areas.

Architecture

The shingle style architecture uses a combination of gables, bay windows, neutral coloured vinyl siding and fibre cement shingles, and stepped façades to differentiate connected units. Door and window overhangs, trim details, and window boxes add further interest to the façades.

At the pedestrian scale, the ground floor façades on the laneway side of the interior units consists of a single and double garage doors overhung by a second storey deck. For units fronting onto public streets, the DPA guidelines require the garage doors to include some glazing to improve the pedestrian experience; however, this is not a requirement for garages fronting onto internal strata lanes. On the pedestrian side of these units, the ground floor façade includes a front door with a protective overhang, and a window into the garage. Access to these front doors is through semi-private patio areas that can accommodate individual expression of the residents.

Ground floor façades on the laneway side of the perimeter units include a single or double garage door, plus a front door with a protective overhang. Perimeter units with ground floor patios at the back have a single door and a window from the garage. Those backing onto Hammond Road access the rear patio from the second storey, through a double glass door that opens from the kitchen.

Lighting and Signage

The applicant has not submitted a lighting plan or details of the site signage as of the writing of this memo, but these are required elements for a development permit application.

Zoning

The property is zoned RM-1 (Multi-Family Residential) and the proposed development is compliant with the regulations for height, lot coverage, setbacks and parking.

Official Community Plan

The property is located within Development Permit Area (DPA) No. 9 – Multi-Family Development, which provides guidelines for the form and character of development in this area. The majority of the guidelines are met by the proposed development.

In addition to general design feedback, City staff would appreciate observations and comments from the Advisory Design Panel on the following three items:

First, the DPA guidelines require buildings to front onto public roads and for ground floor units to have individual doors that are directly accessible and are visible from the street. This proposal has provided an articulated façade facing Hammond Road with ground level patios for each unit, but does not provide direct access from the street. Instead, the proposal seeks to retain existing healthy mature trees and augment this property edge with select new planting.

Second, the OCP guidelines indicate that all public spaces should be designed to receive sunlight all year. The proposed children’s playground and naturalized park at the south end of the site will be shaded more than the central wedge green space because the slopes adjacent to these areas have many mature trees that will be retained as part of the proposed development.

Third, OCP policies and guidelines promote planning for efficient circulation and developing facilities that encourage non-motorised transportation choices. The proposal includes car and pedestrian connections on the east and northeast boundaries of the site; however, the applicant has also been encouraged to explore options for a pedestrian connection from the site to the bus stop on Hammond Rd., at the northwest corner of the site.

Conclusion

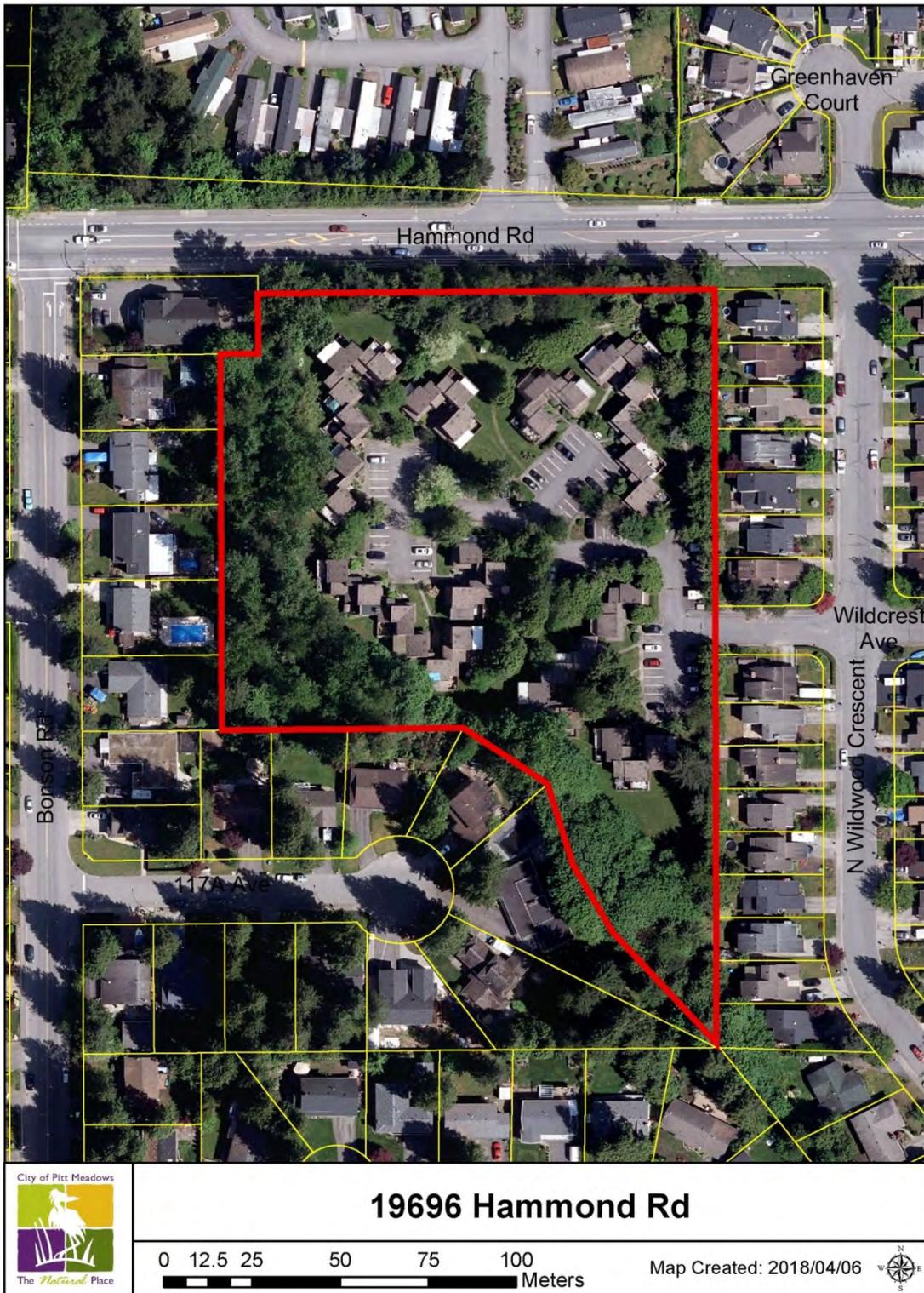
Staff is seeking recommendations and any comments from the Advisory Design Panel prior to proceeding to Council with a report and a draft Development Permit.

Attachments:

- A: Subject Property Map
- B: Development Permit Area #9 Guidelines
- C: Development Permit Plans

ATTACHMENT "A"

Subject Property Map





9. DEVELOPMENT PERMIT AREA NO. 9 - MULTI-FAMILY DEVELOPMENT

Purpose of this Part

This part creates Development Permit Area No.9 for the purpose of Section 919.1 (e) and (f) of the *Local Government Act* as it applies to all intensive and multi-family residential development for densities greater than 30 units per gross hectare with fee simple or strata lots.

The area shown on Schedule 12A is designated as a Development Permit Area No. 9 under Section 919.1 of the Local Government Act for the establishments and objectives and the provision of guidelines for the form and character of intensive residential and multi-family residential development.

Objectives

- To facilitate the orderly development of the area and encourage coordination of siting, form and volume of intensive residential and multi-family residential buildings and their areas for parking, storage, and landscaping;
- To provide for the construction of intensive and multi-family residential development that is of a form and character that is compatible and complementary to those of adjacent development including multi-family and other residential and mixed use development; and
- To encourage attractive residential streetscapes and landscapes, including through appropriate road design and landscape treatments of boulevards so as to minimize the impact of roadways, to the extent possible on the neighbourhood.

General Requirements

- All development applications must include a comprehensive design package and a letter of intent that demonstrates how the proposed development meets the requirements outlined in the Design Guidelines.
- The design package should include, in addition to the standard Development Application drawings required by the District, a landscape plan and a concept plan for signage design.



Guidelines

The guidelines respecting the manner by which the objectives of the form and character designation will be addressed are as follows:

Character of Buildings

- All buildings and structures and additions thereto shall be architecturally coordinated and should be planned in a comprehensive manner giving consideration to efficiency of circulation, relationship between buildings, visual impact and design compatibility with surrounding development;
- Planning of all buildings subject to this Development Permit shall be made with due consideration to the relationship between building height, site coverage, yard setbacks, architectural style and landscape character, in relation to surrounding properties, streets and other features;



- Buildings shall be designed with wall, roof and ground plane materials that are durable, authentic and of a high quality;
- Buildings of two or more storeys in height should express the individuality of units through vertical expression of façades.
- Main entrances to multi-family residential buildings should be clearly identified in the streetscape. Entrance definition may be achieved by canopies, gateways, landscaping, lighting, or special paving or entry walkways;
- Where the development faces the street, regardless of form or density, ground floor units should have individual front doors that access directly and are visible from the street. On elevations visible from the street, large expanses of blank wall should be avoided;



- Ground floor units located at or near grade on streets and public pathways should be raised a minimum of 0.6 metres (2 feet) to aid in the provision of privacy of the dwelling units;
- The presence of garage doors along roadways should be minimized. Where the siting of garage doors along a roadway can not be avoided the garage door should be recessed a minimum of 0.6 metres (2 feet) behind the main building façade. Garage entries should be considered as part of the overall design program and should include some glazing.

Siting and Access

- Buildings should not back onto public roads. Any fencing along public roads must provide for direct pedestrian access to the residential units;
- Articulation of the building façades through the use of variable setbacks is required for all front elevations regardless of the form, and all rear and side elevations for attached multi-family development;
- Roadways should provide efficient circulation, encourage appropriate speed through physical design, and the pedestrian realm should be clearly defined and acknowledged through the use of alternative materials and enhanced physical design;
- Parking is to be accommodated with garages/carports and driveways or discrete parking areas. Where visitor parking or common parking areas are required pursuant to Zoning Bylaw No. 2505, 2011 several small sites rather than a few large sites should be used wherever possible;
- Buildings may require articulation to reduce opportunities for households to overlook each other's private areas;
- Variation in unit size, design and siting within groupings of units should be provided;
- Public Spaces should be designed to receive sunlight all year;
- In order to ensure that a maximum number of units have been provided with good sun exposure all three storey and four storey proposals will be required to provide an analysis of the effects of solar orientation at the following times:

Summer solstice:	at 8am; noon; and 4pm
Equinoxes:	at 8am; noon; and 4pm
Winter solstice:	at 8am; noon; and 4pm

Two storey proposals may be requested to provide this analysis if overshadowing on adjacent land uses is suspected.

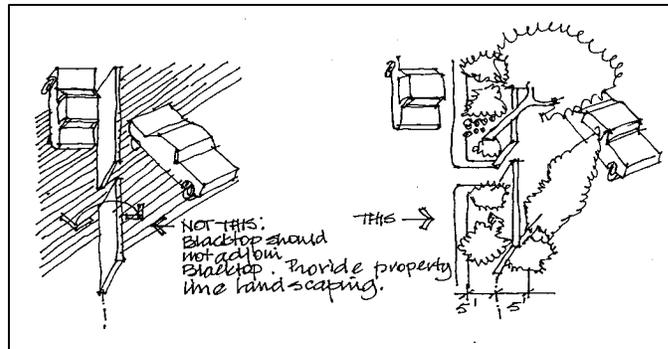


Landscaping and Recreation Spaces

- Parking areas visible from the streets and adjacent to residential buildings should be screened by substantial landscaping. Inter-planting of parking areas with trees is required at a minimum spacing of one tree per five parking stalls;
- Landscaping beds located next to parking stalls shall be designed to avoid impacts on plant material from the door swing or foot traffic associated with exiting or entering a vehicle, providing a hard surfaced “staging area” of not less than 0.8 metres within the landscape bed and adjacent to the parking stall;
- Retention of mature trees for integration into the overall landscaping theme is encouraged;
- Native trees and plants should be used for landscaping, where ever possible;
- Exterior illumination shall be provided as a means to provide aesthetic accent and to enhance personal safety through natural surveillance in low light conditions. Illumination should be designed to avoid light spill on adjacent properties;
- Neighbourhood Park recreation space should be available within a ten minute walking distance, or approximately 0.6 kilometres of a development. Development proposals outside of this 10 minute walking distance will need to provide recreation space for pre-school aged children;
- The recreation space should be located:
 - ◊ in areas where can be overlooked by dwelling units or communal adult activity areas;
 - ◊ next to pedestrian routes to facilitate casual supervision;
 - ◊ at or near the same level as the home unit;
 - and must:*
 - ◊ include seating for adults;
 - ◊ be protected from vehicle access; and
 - ◊ include one play structure.



For attached multi-family development, the minimum distance between any area of blacktop or other hard surface meant for vehicle parking or circulation and any project property line where shared parking is not planned, shall be 1.5 metres (5 feet) in order to provide for plant screening on the property lines. Only road or driveway crossings will be permitted to interrupt this setback;



- No front property line fencing along Harris Road will be permitted;
- Individual residential unit driveway access will not be permitted off Harris Road. Only common driveway access to projects comprising of at least 12 units will be permitted;
- Direct vehicle access should be encouraged to one side of the residential unit only. Where additional vehicle access is provided to the rear side of any townhouse unit, such access should be no closer that 6 metres (20 feet) to any building face or closer than 3 metres (10 feet) to any privacy area or patio;
- All applications should include an inventory of existing trees on the site that includes type, location, approximate caliper and heights;
- A tree/landscape screen is to be provided along the railway;



DEVELOPMENT PERMIT AREA EXEMPTIONS

Development Permits shall not be required in the following instances:

- Construction undertaken within the exterior walls of a principal building; (Bylaw No. 2432, 2009)
- Minor renovations to the exterior of a building that do not significantly impact the overall appearance of the exterior elevations. This would include repainting or refinishing of a building, roof repair, restoration or replacement of windows and doors at the same locations and replacement or addition of awnings. Minor renovations shall not exceed a value of \$75,000. (Major renovations to the exterior of a building involve the restoration or reconfiguration of a building's whole façade and development permit guidelines fully apply to them);
- Construction of a temporary sales centre less than 250 m² gross floor area incidental to a development for which a development permit has been granted;
- Placement of signage on a temporary sales centre incidental to development for which a development permit has been granted;
- Construction, building improvements or site improvements associated with approved temporary use permits;
- Replacement or alteration of existing signs and erection of new ones provided that they are in full compliance with the Sign Bylaw or an existing Development Permit;
- A proposed development is limited to subdivision;
- Site improvements such as addition of landscaping, walkways, bikeways, and permeable paving;
- Exterior building envelope repairs covered under the Homeowner Protection Act, SBC 1998;
- Construction or addition of not more than one building or structure with a floor area less than 20m² that is not visible from any road, public recreation area or path (Bylaw No. 2432, 2009)