

Application 2021-281-VP/DP for 22936, 22944, 22952, 22964, and 22974 Dewdney Trunk Road, Development Variance Permit and Multi-Family Development Permit

Recommendations:

THAT the issuance of Development Variance Permit 2021-281-VP for 22936, 22944, 22952, 22964, and 22974 Dewdney Trunk Road be approved.

THAT the issuance of Muti-Family Development Permit 2021-281-DP for 22936, 22944, 22952, 22964, and 22974 Dewdney Trunk Road be approved.

Report Purpose and Summary Statement:

Development Variance Permit 2021-281-VP and Development Permit 2021-281-DP for the subject properties at 22936, 22944, 22952, 22964, and 22974 Dewdney Trunk Road, to permit the construction of a 6-storey residential apartment building with 178 dwelling units, are being recommended for approval.

Previous Council Action:

Official Community Plan Bylaw:

First and Second Reading – July 26, 2022

Public Hearing – October 18, 2022

Third Reading – October 25, 2022

Zoning Bylaw:

First Reading – July 21, 2021

Second Reading – July 26, 2022

Public Hearing – October 18, 2022

Third Reading – October 25, 2022

Housing Agreement Bylaw:

First, Second and Third Reading – March 12, 2024

Proposed Variance:

Minimum Principal Structure Setback Variances

Zoning Bylaw No. 7600-2019, Part 4, Section 403.2.4(b)

- To vary the siting exemption for Balconies by allowing Balconies to encroach up to 1.1 m into the minimum setback to an adjacent Interior side lot line as permitted elsewhere in this Bylaw

Part 6, Section 618.7(a)

- To vary the minimum principal structure front lot line (northern) setback from 7.5 m to 4.45 m.

Part 6, Section 618.7(b)

- To vary the minimum principal structure rear lot line (southern) setback from 7.5 m to 3.0 m.

Part 6, Section 618.7(c)

- To vary the minimum principal structure eastern interior side lot line setback from 7.5 m to 6.65 m.

Part 6, Section 618.7 2(a)

- To vary the minimum off-street parking provided in an underground structure front lot line (northern) setback from 1.5 m to 0.23 m.

Maximum Principal Structure Height Variance

Part 6, Section 618.8(2)

- To vary the maximum principal structure height from 15 m / 4-stores to 21.29 m / 6-stores.

Private Outdoor Amenity Area Variance

Part 6, Section 618.11(3)

- To vary the requirement to provide a Private Outdoor Amenity Area for each Dwelling Unit. To allow three units not to have a Private Outdoor Amenity Space.

Minimum Off-Street Parking Space Variances

Off-Street Parking and Loading Bylaw No. 4350-1900, Part 3, Section 3.1 and Schedule A, Section 1(b)

- To vary the minimum residential tenant off-street parking spaces from 1.5 spaces per dwelling unit (267 spaces) to 1.28 spaces per dwelling unit (229 spaces).
- To vary the minimum residential visitor off-street parking spaces from 0.2 spaces per dwelling unit (36 spaces) to 0.18 spaces per dwelling unit (33 spaces).

Strategic Alignment:

Liveable Community

Communications:

Development Permit and Development Variance Permit notifications have been delivered to adjacent properties.

Applicable

Legislation/Bylaw/Policy:

- *Zoning Bylaw No. 7600-2019*
- *Off-Street Parking and Loading Bylaw No. 4350-1900*
- *Official Community Plan – Section 8.5 Multi-Family Development Permit Guidelines*

To: Mayor and Council

File number: 2021-281-VP/DP

Application 2021-281-VP/DP for 22936, 22944, 22952, 22964, and 22974 Dewdney Trunk Road Development Variance Permit and Multi-Family Development Permit

BACKGROUND:

Applicant:	Kerkhoff Construction	
Property Owner:	BT PROJECT 175 LTD., INC.NO. BC1298595	
Legal Description:	Lot 230 Section 17 Township 12 New Westminster District Plan 58011 Lot 218 Section 17 Township 12 New Westminster District Plan 56868 Lot 231 Section 17 Township 12 New Westminster District Plan 58011 Lot 223 Section 17 Township 12 New Westminster District Plan 57491 Lot 224 Section 17 Township 12 New Westminster District Plan 57491	
OCP Designation:		
Existing:	<i>Urban Residential</i>	
Proposed:	<i>Urban Residential</i> [with a text amendment for maximum permitted building height]	
Within Urban Area Boundary:	Yes	
Area Plan:	Not Applicable	
OCP Major Corridor:	Yes	
Zoning:		
Existing:	RS-1 (Single Detached Residential)	
Proposed:	RM-2 (Medium Density Apartment Residential)	
Surrounding Uses:		
North:	Use:	<i>Community Commercial</i>
	Zone:	C-2 (Community Commercial)
	Designation:	<i>COMM (Commercial)</i>
South:	Use:	RS-1 (Single Detached Residential)
	Zone:	Single Detached Residential
	Designation:	<i>Urban Residential</i>
East:	Use:	RS-1 (Single Detached Residential)
	Zone:	Single Detached Residential
	Designation:	<i>Urban Residential</i>
West:	Use:	RS-1 (Single Detached Residential)

	Zone:	Single Detached Residential
	Designation:	<i>Urban Residential</i>
Use of Property:		
Existing:	Single Detached Residential	
Proposed:	Apartment Residential	
Site Area:		
Existing:	5,011.2 m ² (1.24 acres)	
Proposed:	4,604.5 m ² (1.14 acres)	
Proposed Vehicular Access:	Dewdney Trunk Road/Lane	
Servicing Requirement:	Urban Standard	
Fraser Sewer Area:	Yes	
Flood Plain:	No	

SITE CHARACTERISTICS:

The subject property is located on Dewdney Trunk Road and has a total site area of 4,604.9 m² (1.14 acres) (*Attachments A and B*). The site is generally flat with some trees. The site is currently vacant, with all single-detached homes previously on the site demolished. Vehicular access is provided from Dewdney Trunk Road. Single detached units surround the subject property to the south and east, commercial uses to the north on the opposite side of Dewdney Trunk Road, and a vacant site to the west, which is currently going through the rezoning process to allow for the construction of a 6-storey mixed-use building.

PROJECT DESCRIPTION:

The proposed development comprises a 6-storey apartment building with 178 dwelling units. Out of 178 units, 1 unit is a studio, 54 units are 1-bedroom, 116 units are 2-bedroom, and 7 units are 3-bedroom. The parking is proposed to be in a 2-storey underground parkade. One outdoor amenity area will be provided in the courtyard of the building and another on the southern roof on the 5th floor. Vehicular access to the proposed development will be from Dewdney Trunk Road through temporary access that connects to the rear lane, which in turn connects to the parkade entrance. The temporary access will be closed once the lane is extended to Burnett Street or 230 Street through other developments to the east or west of the property. Other developments will also use the temporary access until a permanent lane access is established. The architectural and landscape drawings can be found in Attachments C and D.

After the road dedication for the lane, the proposed site area will be 4,604.5 m² (1.138 acres). Since the development proposes a gross floor area of 11,397.1 m² (122,677 sq. ft.), the density would be 2.48 FSR (Floor Space Ratio) based on the proposed lot area. The proposed development is within the RM-2 zone's maximum allowable density of 2.5 FSR.

PLANNING ANALYSIS:

Official Community Plan:

The subject property is designated *Urban Residential* (Major Corridor Residential category). An Official Community Plan (OCP) text amendment is required to permit a building height above four storeys. On October 25, 2022, Council gave third reading to *Official Community Plan Amending Bylaw No. 7865-2022* to increase the maximum height from 5 to 6 storeys. Staff support a text amendment allowing a building of six storeys in height since the subject property is on a major road corridor, just outside the town centre.

Zoning Bylaw and Off-Street Parking and Loading Bylaw:

On October 25, 2022, Council gave third reading to the associated *Zone Amending Bylaw No. 7766-2021* to rezone the property to RM-2 (Medium Density Apartment Residential). The proposed development is generally consistent with the City's Zoning Bylaw and *Off-Street Parking and Loading Bylaw* requirements, including those for the proposed RM-2 zone. However, some variances are required, as outlined in this report.

Parking Requirements:

The required and proposed parking for the development is summarized in Table 1.

Table 1. Proposed Parking Provision

Category	Required Spaces	Proposed Spaces
Off-Street Parking Spaces		
Residential Tenant	1.5 spaces per unit (267 spaces)	1.28 spaces per unit (229 spaces)
Residential Visitor	0.2 spaces per unit (36 spaces)	0.18 spaces per unit (33 spaces)
Total	303 spaces	262 spaces
Small Car	Including max. 10% small car spaces	Including max. 10% small car spaces
Accessible	Including four accessible spaces	Including four accessible spaces
Parking variance		41 spaces
Payment-in-lieu of Parking		N/A (a parking variance is proposed instead)
Bicycle Parking Spaces		
Long-Term (Tenant)	Unspecified in bylaw	0.35 spaces per unit (63 spaces)
Short-Term (Visitor)	Unspecified in bylaw	0.06 spaces per unit (10 spaces)

Consistent with what is required by the City's *Off-Street Parking and Loading Bylaw*, all residential tenant parking spaces and half of the residential visitor parking spaces will be provided with roughed-in infrastructure capable of providing Level 2 EV charging. Additionally, bicycle parking is provided, which is not required in this location under the City's *Off-Street Parking and Loading Bylaw*.

On January 11, 2022, the *Maple Ridge Off-Street Parking and Loading Bylaw No. 4350 – 1990* amendment was adopted to increase the payment-in-lieu fee from \$8,000.00 to \$20,000.00 per stall. In the accompanying Council report, staff recommended that development proposals that received first reading before the adoption of the bylaw proceed under the old fees. However, it did not accompany a Council resolution and the adopted bylaw does not include any regulation about in-stream protection. As such, there is no such protection for the in-stream applications.

In the initial proposal, which received first reading pre-dating the adoption of the current parking payment-in-lieu rate, a reduction of 36 parking stalls was proposed. Due to recent technical revisions, an additional five stalls are proposed to be removed. This brings the current parking space deficiency to 41 spaces. The applicant is proposing to pay \$388,000.00 in-lieu for the 41 parking stalls. This is based on a rate of \$8,000/parking space for the initial 36 stalls under the old parking payment-in-lieu fee, and \$20,000/parking space for the additional five stalls that came later under the current parking payment-in-lieu fees. If the applicant is required to provide all stalls through a payment-in-lieu contribution, the amount would be \$820,000.00.

Since there is no legacy clause for in-stream protection in the City's *Off-Street Parking and Loading Bylaw*, a variance approved by Council is required to allow the developer to pay for the parking at a reduced rate. As part of requesting a reduced rate as an in-stream application, the applicant has offered to make a voluntary contribution of \$388,000.00 for the requested parking variance. Council has the option to either proceed with a variance subject to the developer's offer of a voluntary contribution of \$388,000.00, or require the payment of the full amount of \$820,000.00. Staff are supportive of the applicant's request to consider a variance and an offer for a voluntary contribution of \$388,000.00 for the following reasons:

- The parking payment-in-lieu rate was increased while the application was in stream. While there was no corresponding Council resolution or in-stream protection provision in the bylaw, the staff report at the time discussed the intention to keep the previous payment-in-lieu rate for in-stream applications.
- A voluntary contribution of \$388,000.00 may assist in achieving some of Council's short and medium-term strategic active transportation priorities discussed later in this report.
- This will not set a precedent for developers to opt for a lump sum voluntary contribution instead of paying the required payment-in-lieu amount, as this approach would only be taken for applications that received first reading before January 11, 2022, for the number of parking spaces that were identified at the time to be provided as a payment-in-lieu payment. Furthermore, only a few ongoing applications have received first reading before that date within the City's payment-in-lieu area, which is located within a radius of 930 m from the municipal parking facility.

The voluntary contribution of \$388,000.00 is proposed for transportation demand management measures beneficial to the development. This could include improvements to pedestrian, bike,

or transit infrastructure. This is different from the typical parking payment-in-lieu contribution because those contributions are deposited in the Maple Ridge Off-Street Parking and Loading Spaces Reserve Fund, which only allows the funds to be used for creating municipal parking facilities. The benefit of this alternative voluntary contribution approach is that these funds could be used immediately to achieve strategic priorities such as the planned Greenway through the Lougheed Transit Corridor, new cycling infrastructure along the Dewdney Trunk Road, or streetscape improvements along the Bus Rapid Transit route. This also significantly lowers the risk of inflation on these funds as they can be used immediately while simultaneously reducing car dependency for the residents of this development (and other areas) within a much shorter time frame.

Variances:

The requested siting variances were not outlined in the second reading report for the rezoning. The plans attached to the second reading report fully align with the plans and variances associated with the proposed Development Variance Permit (*Attachment G*). The proposed variances are summarized in Table 2.

Table 2. Proposed Variances

Minimum Principal Structure Setback Variances	
<p>Variances:</p> <p><i>Zoning Bylaw No. 7600-2019, Part 4, Section 403.2.4(b)</i></p> <ul style="list-style-type: none"> To vary the siting exemption for Balconies by allowing Balconies to encroach up to 1.1 m into the minimum setback to an adjacent interior side lot line as permitted elsewhere in this Bylaw <p>Part 6, Section 618.7 1(a)</p> <ul style="list-style-type: none"> To vary the minimum principal structure Front Lot Line (northern) setback from 7.5 m to 4.45 m. <p>Part 6, Section 618.7 1(b)</p> <ul style="list-style-type: none"> To vary the minimum principal structure Rear Lot Line (southern) setback from 7.5 m to 3.0 m. <p>Section 618.7 1(c)</p> <ul style="list-style-type: none"> To vary the minimum principal structure eastern Interior Side Lot Line (eastern) setback from 7.5 m to 6.65 m. <p>Part 6, Section 618.7 2(a)</p> <ul style="list-style-type: none"> To vary the minimum off-street parking provided in an underground 	<p>Staff Comment:</p> <p>Staff are supporting the minimum principal structure, balcony and parkade setback variances because the applicant will provide road dedication for the lane. The effective distance of the building to neighbouring residential lots to the south and west would be greater than the minimum setback in the RM-2 zone due to the rear lane and the access lane on the west side of the property. On the east side, the setback will be reduced by 0.45 m and the balcony extends 0.5 m further than otherwise permitted.</p>

<p>structure front lot line (northern) setback from 1.5 m to 0.23 m.</p>	
<p align="center">Maximum Principal Structure Height Variance</p>	
<p>Variance: <i>Zoning Bylaw No. 7600-2019, Part 6, Section 618.8(2)</i></p> <ul style="list-style-type: none"> To vary the maximum principal structure height from 15 m / 4-storeys to 22.5 m / 6-storeys. 	<p>Staff Comment: The maximum principal structure height variance is being supported since the subject property is near the Town Centre Area. Additionally, the building steps down towards the single detached uses to the south, providing a sensitive and contextual transition to these existing uses.</p>
<p align="center">Private Outdoor Amenity Area Variance</p>	
<p><i>Zoning Bylaw No. 7600-2019, Part 6, Section 618.11(3)</i></p> <ul style="list-style-type: none"> To vary the requirement to provide a Private Outdoor Amenity Area for each Dwelling Unit. To allow three units not to have a Private Outdoor Amenity Area. 	<p>Staff Comment: This variance is being supported since the two units on the ground floor facing the parkade ramp cannot accommodate a patio or balcony, which would conflict with the parkade ramp. Additionally, the unit above the main entrance cannot accommodate a balcony due to conflict with the canopy above the entrance. To offset the lack of private outdoor space for these units, larger common outdoor amenity spaces have been provided in lieu of these private outdoor amenity spaces.</p>
<p align="center">Minimum Off-Street Parking Space Variances</p>	
<p>Variances: <i>Off-Street Parking and Loading Bylaw No. 4350-1990, Part 3, Section 3.1 and Schedule A, Section 1 (b)</i></p> <ul style="list-style-type: none"> To vary the minimum residential tenant off-street parking spaces from 1.5 spaces per dwelling unit (267 spaces) to 1.28 spaces per dwelling unit (229 spaces). To vary the minimum residential visitor off-street parking spaces from 0.2 spaces per dwelling unit (36 spaces) to 0.18 spaces per dwelling unit (33 spaces). 	<p>Staff Comment: As described in the parking requirements section above, the applicant has provided a letter of undertaking to provide voluntary payment of \$388,000.00 as a condition to the Development Variance Permit based on a rate of \$8,000.00 per space for the initially proposed 36 stalls as per the former payment-in-lieu fees and \$20,000.00 per space for the additional five stalls as per the new fees. Additionally, 63 long-term bicycle parking spaces and 10 short-term bicycle parking spaces are provided, which are not required under the <i>Off-Street Parking and Loading Bylaw</i>.</p>

Development Permit:

Multi-Family Development Permit (Attachment H)

Pursuant to Section 8.7 of the City's Official Community Plan, a Multi-Family Development Permit application is required to align the site's development with the existing neighbourhood, with compatible housing styles that meet diverse needs, while minimizing any potential conflicts with neighbouring land uses.

The following is a brief description and assessment of the proposal's compliance with the applicable Key Guideline Concepts:

1. "New development into established areas should respect private spaces and incorporate local neighbourhood elements in building form, height, architectural features and massing."
 - *Staff Comment: The impact on commercial development across Dewdney Trunk Road to the north is limited due to the separation that the road provides. The proposed building would respect the privacy of adjacent residential areas to the south, east and west by:*
 - i. *Generous setbacks provided towards the east and west;*
 - ii. *The lane to the south, combined with the building setback, provides a 9 m buffer between the proposed building and residential uses to the south; and*
 - iii. *Landscaping provided along all sides of the building.*
2. "Transitional development should be used to bridge areas of low and high densities, through means such as stepped building heights, or low-rise ground-oriented housing located to the periphery of higher density developments."
 - *Staff Comment: The proposed building has an appropriate density. It will be consistent with the anticipated densities along the OCP's Major Corridor Road network. The building is partially stepped down to the south to accommodate a transition in height to the adjacent single detached residential uses.*
3. "Large-scale developments should be clustered and given architectural separation to foster a sense of community and improve visual attractiveness."
 - *Staff Comment: As discussed earlier, the proposed building will provide generous setbacks to the east and west, and a nine metre buffer to the south. The streetscape and the multi-use path proposed on Dewdney Trunk Road are complementary to the under-consideration apartment building in the same City block.*
4. "Pedestrian circulation should be encouraged with attractive streetscapes attained through landscaping, architectural details, appropriate lighting and by directing parking underground where possible or away from public view through screened parking structures or surface parking located to the rear of the property."
 - *Staff Comment: The proposed building encourages pedestrian circulation through an attractive street interface and internal pedestrian connections with appropriate lighting. Parking is concealed and located away from public view within the underground parking.*

Advisory Design Panel:

The Advisory Design Panel reviewed the application during its April 13, 2022, meeting. The Panel's resolution and comments and the applicant's responses are attached (Attachment E). Staff confirm that the Panel's comments have been addressed and are reflected in the attached plans.

Development Information Meeting:

The applicant hosted an online development information meeting on June 10, 2021. 50 people attended the meeting. The notification requirements for the Development Information Meeting included a mail-out, newspaper advertisements, and a notice on the on-site development signs that provided the developer's contact information and information on the development.

A summary of the main comments and discussions with the attendees at the Development Information Meeting was provided by the applicant (Attachment F). The developer's summary indicates general support for the proposed development, noting the need for more housing and the proposed design and amenities.

INTERDEPARTMENTAL IMPLICATIONS:**Engineering Department:**

The applicant was provided comments from the City's Engineering department about items to be addressed through the Building Permit process. The applicant will need approval from the City's Engineering department for any work on or impacting the road right-of-way.

Fire Department:

The applicant was provided comments from the City's Fire department about items to be addressed through the Building Permit process.

Building Department:

The applicant was provided comments from the City's Building department about items to be addressed through the Building Permit process.

Financial Considerations:

In accordance with Council's Landscape Security Policy, a refundable security equivalent to 100% of the estimated landscape cost will be required from the applicant to ensure the satisfactory provision of landscaping following the terms and conditions of the Development Permit. Based on an estimated landscape cost, the security will be \$315,001.00.

Upon completion, this project will add eight trees to the municipal street tree inventory. The costs of maintaining these trees will be included in a subsequent operating budget.

CITIZEN IMPLICATIONS:

Development Variance Permit Notification:

In accordance with the City's *Development Procedures Bylaw*, notice of Council's consideration of a resolution to issue a Development Variance Permit was mailed to all owners or tenants in occupation of all parcels, any parts of which are adjacent to the property that is subject to the Permit.

CONCLUSION:

The development proposal conforms to the goals outlined in the Multi-family Development Permit Guidelines, and it has been demonstrated that the proposed variances do not negatively impact neighbouring properties and the public realm. Therefore, staff are supportive of the application and recommend that Development Variance Permit 2021-281-VP and Multi-Family Development Permit 2021-281-DP be approved.

"Bram Van Der Heijden"

Prepared by: Bram van der Heijden, Planner

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Attachments:

- (A) Location Map
- (B) Aerial Photo
- (C) Proposed Architectural Plans
- (D) Proposed Landscape Plans
- (E) Advisory Design Panel's Resolution/Comments and Applicant's Responses
- (F) Development Information Meeting Summary
- (G) Draft Development Variance Permit
- (H) Draft Development Permit

Report Approval Details

Document Title:	2021-281-DP, 22936 - 22974 Dewdney Trunk Rd., Development Permit.docx
Attachments:	<ul style="list-style-type: none">- Attachment A - Location Map.pdf- Attachment B - Aerial Photo.pdf- Attachment C - Proposed Architectural Plans.pdf- Attachment D - Proposed Landscape Plans.pdf- Attachment E - Advisory Design Panel's Resolution Comments and Applicant's Responses.pdf- Attachment F - Development Information Meeting Summary.pdf- Attachment G - 2021-281-VP Draft Development Variance Permit.docx- Attachment H - 2021-281-DP Draft Development Permit .docx
Final Approval Date:	Feb 24, 2025

This report and all of its attachments were approved and signed as outlined below:

Hasib Nadvi, Associate Director of Building, Development and Planning

James Stiver, Director of Building, Development and Planning

Carolyn Mushata, Director of Legislative Services and Corporate Officer

Scott Hartman, Chief Administrative Officer