

February 13, 2013

To: Members,
Regina Planning Commission

Re: Application for Discretionary Use (12-DU-35) Proposed Planned Group of Townhouses,
Parcels C & D, NW corner James Hill Road and Gordon Road

RECOMMENDATION

1. That the discretionary use application for a proposed planned group of townhouses located at the NW corner of James Hill Road and Gordon Road, being Parcels C and D, located in Harbour Landing Phase 8 be APPROVED, and that a Development Permit be issued subject to the following conditions:
 - a) The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.2 inclusive, titled Oak Park Living Life Town homes dated November 13, 2012;
 - b) The entrance at Gordon Road shall be rights-in and rights-out only; and
 - c) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*
2. That this report be forwarded to the February 25, 2013 meeting of City Council.

CONCLUSION

The applicant proposes to develop:

- A planned group of townhouses/garden suites
- 110 units contained within 13 buildings
- The subject property is zoned R6-Residential Multiple Housing Zone.
- Located within Harbour Landing Phase 8
- Compliant with zoning, the Official Community Plan (OCP) and the Harbour Landing Concept Plan

BACKGROUND

This application is being considered pursuant to *Regina Zoning Bylaw No. 9250*, *Regina Development Plan Bylaw No. 7877 (Official Community Plan)*, and *The Planning and Development Act, 2007*.

Pursuant to subsection 56(3) of the Act, Council may establish conditions for discretionary uses based on: nature of the proposed (e.g. site, size, shape and arrangement of buildings) and aspects of site design (e.g. landscaping, site access, parking and loading), but not including the colour, texture or type of materials and architectural details.

DISCUSSION

Land Use Details		
	Existing	Proposed
Zoning	R6	R6
Land Use	Vacant Land	Planned Group of Dwellings
Number of Dwelling Units	n/a	110
Building Area	n/a	5,052.63 m ²

Zoning Analysis		
	Required	Proposed
Number of Parking Stalls Required	110 (1 space per unit x 110 units)	136
Minimum Lot Area (m ²)	13,200 m ² (120 m ² per unit x 110 units)	16,400 m ²
Minimum Lot Frontage (m)	128 m (4.0 m per unit x 32 units facing the front yard – Gordon Road)	221 m
Maximum Height (m)	20 m	10 m
Gross Floor Area	n/a	5,019.14 m ²
Floor Area Ratio	Max. 0.85	0.31
Site Coverage (%)	Max. 50%	31%

Surrounding land uses include vacant property zoned for high density residential development to the north, an approved medium density residential development to the east, vacant property zoned for high density residential development to the south and the city limits to the west.

The development consists of 13 separate buildings comprising a combination of townhouses and garden suites, the developer's term for a dwelling that has living space on one floor. The garden suites, where provided, are stacked. All units have separate exterior entrances. Two communal amenity areas are provided.

Three accessible parking stalls are provided. Space for parking six bicycles is also provided. All parking areas adjacent to Gordon Road and Delhaye Way will be screened with landscaping.

RECOMMENDATION IMPLICATIONS

Financial Implications

Capital funding to provide municipal infrastructure that is required for subdivision and development in the concept plan area will be the sole responsibility of the developer. The municipal infrastructure that is built and funded by the developer will become the City's responsibility to operate and maintain through future budgets.

Any infrastructure that is deemed eligible for Servicing Agreement Fee funding will be funded by the City of Regina in accordance with the *Administration of Servicing Agreements Fees and Development Levies* policy. Utility charges are applied to the costs of water, sewer and storm drainage services.

The Transit Department has indicated that higher density residential development is likely to generate a demand for transit service and that transit service has been planned. The timing of the extension of transit service would be contingent upon available budget, demand for service, rate of land development in the area, and the ability to link the service to that which is provided in adjacent areas.

Environmental Implications

None with respect to this report.

Policy/Strategic Implications

The proposal is consistent with the policies contained within Part A: Policy Plan of *Regina Development Plan, Bylaw No. 7877 (Official Community Plan)* with respect to:

- 3.3– To achieve a mix of housing types and densities to suit different lifestyles, income levels and special needs in existing and future neighbourhoods.
- 7.1 d) – To promote the development of sustainable suburban neighbourhoods.
- 7.1 g) – To encourage higher density housing and mixed use development along or adjacent to major arterial streets.
- 7.12 a) – That the City should encourage/require developers to provide a greater mix of housing to accommodate households of different incomes, types, stages of life and capabilities within each new neighbourhood.
- 7.14 c) – That the City shall ensure that higher density residential development is compatible with adjacent land uses and will not be affected by noise from industrial uses or major truck transportation routes.

The proposed development responds to the current market demand for higher density residential development and accommodates a demographic that chooses not to purchase a single detached dwelling. Gordon Road is a major arterial roadway but is not a designated truck route. The development is located in an area of Harbour Landing that does not contain any industrial land uses and no such uses are proposed in the vicinity.

The proposal is also consistent with the policies contained in Part B: Southwest Sector Plan of the OCP with respect to:

- 5.2– A variety of housing types will be accommodated in new areas. High density housing along road defining the edges of neighbourhoods may consist of townhouses, apartments and planned groups of dwellings.

The Southwest Sector Plan recognizes the need to provide a mix of housing types within new communities to meet the needs of various household types and incomes while endeavouring to achieve a compact urban form. This development proposes a planned high density residential complex comprised of two storey and single story residences.

The proposed development is consistent with the purpose and intent of the R6- Residential Multiple Housing Zone. The R6 Zone encourages higher density housing along major arterial streets and supports a variety of residential development options with a net density in excess of 50 dwelling units per hectare. The density of this development (51.64 units per hectare) conforms to the approved Harbour Landing Concept Plan which identified the property for high density residential development.

Other Implications

None with respect to this report.

Accessibility Implications

The proposed development provides three parking stalls for persons with disabilities which meets the minimum requirement.

COMMUNICATIONS

Public notification signage posted on:	November 27, 2012
Letter sent to immediate property owners	Due to the remoteness of the development there were no residents within the minimum 75 metre radius of the site to notify. The current property owner was notified by mail of the applicant's plans.

No comments resulting from the sign posting or mail notification were received.

DELEGATED AUTHORITY

City Council's approval is required, pursuant to Part V of *The Planning and Development Act, 2007*.

Respectfully submitted,



Diana Hawryluk, Director
Planning

Respectfully submitted,



Jason Carlston, Deputy City Manager
Community Planning and Development

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