

DATE OF MEETING July 9, 2018

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SUBJECT DEVELOPMENT PERMIT APPLICATION NO. DP1073 – 20 BARSBY AVENUE

## OVERVIEW

### **Purpose of Report**

To present for Council's consideration, a development permit application for a six-storey, 90-unit condominium development with underground parking.

### **Recommendation**

That Council issue Development Permit No. DP1073 at 20 Barsby Avenue with the following variances:

- increase the maximum building height from 14m to 19.6m;
- reduce the minimum required front yard setback (Barsby Avenue) from 6m to 3m;
- reduce the minimum required front yard setback for an underground parking structure from 1.8m to 0m;
- reduce the minimum required flanking side yard setback (west) from 4m to 3m;
- reduce the watercourse setback measured from the top of bank from 30m to 0m; and
- reduce the required number of parking spaces from 90 to 85 spaces.

## BACKGROUND

A development permit application, DP1073, was received from Platinum Properties Group Corporation on behalf of Riverstone Place Inc. for a 90-unit multiple family development.

A previous development permit (DP922) for a 58-unit condominium development was approved with variances to the maximum building height, minimum front yard setback, and required watercourse setback.

### **Subject Property:**

<i>Zoning</i>	R8 – Medium Density Residential
<i>Location</i>	The subject property is located north of Prideaux Street and Mill Street. Barsby Park wraps around the north side of the subject property.
<i>Total Lot Area</i>	4,280m <sup>2</sup>
<i>Official Community Plan</i>	Map 1 – Future Land Use Plan – Downtown Centre Urban Node Map 3 – Development Permit Area No. 1 – Watercourses; Development Permit Area No. 9 – Commercial, Industrial, Institutional, Multiple Family and Mixed Commercial/Residential development
<i>Relevant Design Guidelines</i>	General Development Permit Area Design Guidelines

The vacant subject property is an infill project with street frontage on Barsby Avenue, Prideaux Street, and Mill Street. It is in a location that has minimal vehicle traffic, but is an important pedestrian and cycling route. A pedestrian bridge connects Barsby Avenue with Caledonia Avenue across the Millstone River to the west.

Undeveloped road right-of-way is located to the north, east, and west of the subject property. Barsby Park and the Millstone River lie directly to the north. Maffeo Sutton Park is located approximately 500m to the southeast.

A development permit was recently approved on the adjacent property to the south (20 Prideaux Street) for a 57-unit rental apartment building.

## **DISCUSSION**

### **Proposed Development**

The proposed development is a five- to six-storey, 90-unit multiple family building (condo) with underground parking. The development has nine unit types ranging from 53m<sup>2</sup> to 83m<sup>2</sup>.

#### *Site Design*

The main entrance to the building is located towards the west end of Barsby Avenue with on-street parking available at the front of the building. The underground parking is accessed to the south towards the intersection at Prideaux Street. The building maximizes street presence with street access to the ground floor units, sidewalk improvements, and boulevard trees.

#### *Building Design*

The proposed five- to six-storey building is a contemporary design with a shed roof that defines the building bays. The rhythm of the bays articulates the building elevations, and the material palette consists of ledge stone veneer, Hardie siding in grey and red, cement panel, and board and batten details. The upper floor is treated with lighter material finishes that reduce the influence of the building height. The lower floors provide a strong base and ground floor presence with the ledge stone treatment and cedar beam accents.

The front entrance of the proposed building is accentuated on the street by a large cedar pergola. The ground floor decks have well announced private and semi-private spaces with picket rail fences on the street frontage on Barsby Avenue.

#### *Landscape Design*

The landscape design consists of three parts:

1. Ground Floor Patios

The ground floor patios facing Barsby Avenue create a defined street edge with concrete walls/planters to accommodate the difference in grade. These planters will be planted with evergreen and deciduous flowering shrubs.

The proposed ground floor patios overlooking the Millstone River are elevated above the restored planting area and have low retaining walls that contain native planting areas that surround the patios.

2. Outdoor Amenity Space

A proposed recreation area is provided on top of the underground parking structure on the northeast side of the building facing the Millstone River. The grassed area is proposed for multi-purpose use by the residents of the building with a walkway and benches along the edge. There is a proposed gazebo at the edge of the recreation garden area that provides seating for the residents and overlooks the existing trail and Millstone River.

3. Watercourse Setback Restoration Area

The watercourse setback area will be restored by removing invasive species and refuse, and by replanting the area with indigenous plant, shrub, and tree species to increase the planting density in the riparian area. Permanent fencing will also be installed to protect the watercourse setback from further intrusion.

*Schedule D – Amenity Requirements for Additional Density*

To obtain the required Floor Area Ratio to allow the proposed building, the development will achieve Tier 1 and 2 of Schedule D – Amenity Requirements for Additional Density. Examples of the amenities to be provided include:

- Onsite amenities such as public art, dedicated tenant garden space, electric vehicle and electric scooter/bicycle charging stations, a designated car co-op parking space, and the purchase and donation of a new car by the developer to a recognized car share program.
- Sustainable development features such as a green roof, at least 50% of site consisting of permeable surfaces, building energy standards exceeding ASHRAE 90.1 2010 Energy Standard by 5% or more, and increasing the number of trees on-site post-development by 20%.

See Attachments for more information.

**Design Advisory Panel Recommendations**

The Design Advisory Panel, at its meeting held on 2017-NOV-23, accepted DP001073 as presented with support for the proposed variances, and provided the following recommendation:

- The applicant should work with Staff to develop Barsby Avenue as a pedestrian-friendly environment with reduced road width, flush sidewalks, curbs, and street trees.

The applicant responded to the DAP recommendation by providing an updated road design. The proposed changes adequately respond to the DAP recommendation.

## **Proposed Variances**

### *Maximum Allowable Building Height*

The maximum building height is 14m. The proposed building height is 19.6m, a proposed variance of 5.6m.

The proposed development is located within the Downtown Centre Urban Node, which supports mid-rise and high-rise building forms. The increase in height is not anticipated to impact any views or shadow any adjacent properties. Additionally, it will allow for a higher residential density on a smaller building footprint than would have otherwise been achieved—a goal of the Downtown Centre Urban Node. Staff support the proposed variance.

### *Minimum Required Front Yard Setback (Barsby Avenue)*

The minimum required front yard setback is 6m. The proposed front yard setback is 3m, a proposed variance of 3m.

Due to the constraints of the watercourse setback, the proposed front yard setback variance allows the building footprint to be located further away from the riparian area. The reduced front yard setback is also more characteristic of the urban form anticipated in the Downtown Centre Urban Node.

### *Minimum Required Front Yard Setback – Underground Parking Structure*

The minimum required front yard setback for an underground parking structure is 1.8m. The proposed front yard setback is 0m, a proposed variance of 1.8m.

The reduced front yard setback allows the parking structure to be located further outside of the watercourse setback area.

### *Minimum Required Flanking Side Yard Setback*

The minimum required flanking side yard setback (west) is 4m. The proposed flanking side yard setback is 3m, a proposed variance of 1m.

The reduced flanking side yard setback allows the building to be located further outside of the watercourse setback. The west flanking side yard setback is adjacent to an undeveloped road right-of-way (Mill Street); therefore, the proposed setback reduction will have no impact from a pedestrian's perspective from Barsby Avenue.

### *Watercourse Setback*

The required watercourse setback is 30m from top of bank. The proposed setback is 0m, a proposed variance of 30m.

The required 30m watercourse setback impacts the entire subject property; therefore, a variance is required to provide a viable building envelope. The previous development permit reduced the watercourse setback to 10m. The purpose of a further watercourse setback reduction to 0m is to accommodate a portion of the underground parking structure.

An Environmental Assessment and Restoration Plan has been prepared by a Qualified Environmental Professional (QEP). The QEP notes that the watercourse setback variance request will have no impact to the Provincial Streamside Protection and Enhancement Area (SPEA) setback, which is below the top of bank (measured 30m from the high-water mark of the Millstone River). An objective of the City's development permit area guidelines is to restore and enhance watercourses and riparian areas for wildlife movement and the natural features, functions, and conditions that support fish and wildlife processes. To offset the impact of the development within the watercourse setback area and improve habitat conditions in the SPEA, the QEP recommends removal of all invasive species from the site and replanting of indigenous plant and tree species within a total 2,027.44m<sup>2</sup> restoration area, representing 48% of the lot area. Part of this restoration area (131m<sup>2</sup>) is located on the roof of the underground parking structure. Additionally, a protective fence will also be installed to protect the watercourse setback area from further intrusion. The QEP concludes that the proposed restoration will be an improvement over the existing riparian area conditions.

#### *Required Number of Parking Spaces*

The required number of spaces is 90 parking spaces (one space per unit). The proposed parking is 85 spaces, a proposed variance of 5 parking spaces.

The proposed number of parking spaces represents 0.94 parking spaces per unit. The proposed development is located within the Downtown Mobility Hub, which has the highest proportion of sustainable transportation trips in the city. The subject property is located close to transit, a cycling/pedestrian network, and many amenities and services within walking distance. Secure bicycle storage (48 spaces) is also provided in the underground parking structure.

Staff support the proposed variances.

#### **SUMMARY POINTS**

- Development Permit No. DP1073 proposes a six-storey, 90-unit multiple-family development.
- The proposed development meets the intent of the General Development Permit Area Design Guidelines.
- The proposed development achieves the required floor area ratio by meeting the Tier 1 and Tier 2 requirements of Schedule D – Amenity Requirements for Additional Density.
- Staff support the proposed variances.

#### **ATTACHMENTS**

- ATTACHMENT A: Permit Terms and Conditions
- ATTACHMENT B: Location Plan
- ATTACHMENT C: Site Plan
- ATTACHMENT D: Parking Plan
- ATTACHMENT E: Building Elevations

ATTACHMENT F: Building Renderings  
ATTACHMENT G: Landscape Plan and Details  
ATTACHMENT H: Schedule D – Amenity Requirements for Additional Density  
ATTACHMENT I: Aerial Photo

**Submitted by:**

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**Concurrence by:**

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Director, Community Development