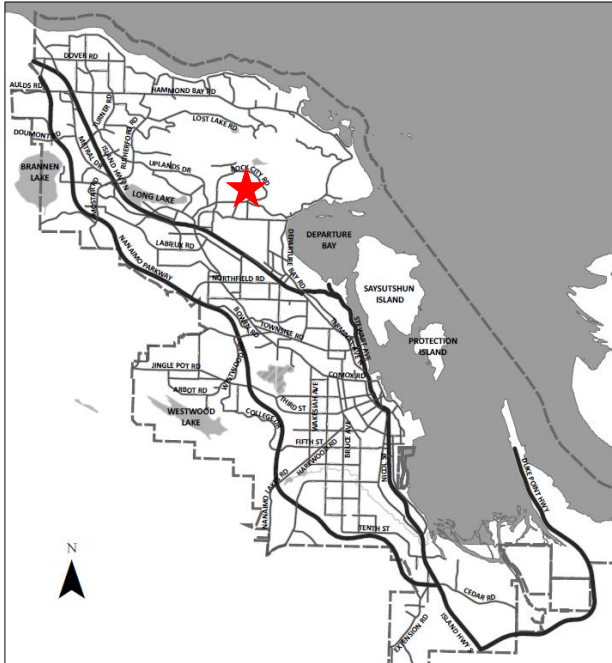


DATE OF MEETING July 10, 2023

AUTHORED BY SADIE ROBINSON, PLANNER, CURRENT PLANNING

SUBJECT DEVELOPMENT PERMIT APPLICATION NO. DP1235 – 3401 BARRINGTON ROAD



Proposal:

A 26-unit multi-family development.

Zoning:

R6 – Low Density Residential

City Plan Land Use Designation:

Suburban Neighbourhood

Development Permit Areas:

DPA6 – Steep Slope Development
DPA8 – Form and Character

Lot Area:

2.1 ha



OVERVIEW

Purpose of Report

To present for Council's consideration a development permit application for a 26-unit multi-family development at 3401 Barrington Road.

Recommendation

That Council issue Development Permit No. DP1235 for a 26-unit multi-family development at 3401 Barrington Road with variances as outlined in the "Proposed Variances" section of the Staff Report dated 2023-JUL-10.

BACKGROUND

A development permit application, DP1235, was received from Gustavo Da Roza of G3 Architecture Inc., on behalf of Bill Beadle of Barrington Townhomes Ltd., to permit a 26 unit multi-family residential development at 3401 Barrington Road.

Subject Property and Site Context

The subject property is located on hilly terrain south of Linley Valley. The proposed development site slopes steeply downward from south to north, dropping approximately 20m in elevation across the property, with an average slope of approximately 45% to 50% grade. The property is accessed by Barrington Road and Lauren Mary Place, and the surrounding neighbourhood is characterized by townhouses and single residential dwellings, many of which are also in steeply sloping areas. There is a central flat bench of land that has been previously graded, and is comprised of a layer of blast rock. As such, the site is relatively disturbed, with natural features such as mossy rock outcrops remaining along the northern boundary, and rock outcrops with mature trees and vegetation remaining along the southeast corner of the site.

DISCUSSION

Proposed Development

The applicant is proposing to construct 26 townhouse units in the southeast corner of the property, in the form of five quadruplex buildings and two triplex buildings. This development is proposed to be Phases 5, 6 and 7 of an existing strata development. Each unit is proposed to be approximately 154m² in area and contain three bedrooms, for a total combined gross floor area of 3,983m². The floor area ratio (FAR) is measured for Phases 1 to 7 as a whole, and is proposed to be 0.42, complying with the maximum permitted FAR of 0.45 in the R6 zone.

Site Design

The proposed development is accessed via a private strata road 'Fireweed Way', which will be extended centrally through proposed Phases 5-7. Blocks 2, 4 and 6 (12 units) are proposed to be sited on the north side of the strata road. Blocks 1, 3, 5, and 7 (14 units) are proposed to be sited

on the south side of the strata road, below an undisturbed ridgeline retaining some natural features, including rock outcrops and mature trees, in accordance with the Steep Slope Guidelines. The building footprints are stepped with the existing grade to minimize retaining walls and blasting. A retaining wall is proposed generally along the north phase boundary area, which will have a high quality finish, guard rail, and surface climbing plants.

Two parking spaces are required for each unit, thus 52 parking spaces are required (including visitor parking spaces), and 57 parking spaces are proposed. Resident parking is accommodated within single car garages and in front of the units. Visitor parking is located in pockets along both sides of the strata road. Pedestrian connections are provided connecting the front doors of each unit to the strata road. Long-term bicycle parking, electric vehicle charge receptacles, and three-stream waste management containers are provided within each garage. Short-term bicycle parking is provided within the common amenity space.

Building Design

The 12 townhouse units (Blocks 2, 4 and 6) on the lower (north) side of the strata road present as one-storey at the strata road and two-storeys at the rear of the buildings. The 14 townhouse units (Blocks 1, 3, 5, and 7) on the high (south) side of the strata road present as three-storeys at the strata road and two-storeys at the rear of the buildings. Each unit contains a level entry garage and front door. A shed style roof identifies each separate unit within the building block. Building interest is achieved through the incorporation of covered recessed entries, glazed balconies, horizontal rooflines defining each level, and material changes on the façade. Exterior building materials consist of both horizontal lap siding and 'board and batten' fiber cement panels, cedar shingle cladding, Douglas fir posts and stone accents in alternating tones, and black metal roof material. Outdoor patio and balcony spaces are also provided for each unit.

The proposed design includes a strong street presence, natural materials (e.g. wood and stone accents), defined individual unit entries, and building separation from natural features with a wide buffer area in the southeast portion of the site to preserve the natural area. The proposal meets the intent of the General Development Permit Area Design Guidelines and the Steep Slope Development Permit Area Guidelines

Landscape Design

For the townhouse units on the north side of the strata road (Blocks 2, 4 and 6), the landscape plan proposes patios in the front yard with privacy screens and landscaping. Each unit contains an individual connection between the front door and the strata road. At the rear of these units, an outdoor patio with plantings for privacy is provided. Private rear yards are finished with grass or wildflower meadow mix up to the proposed retaining wall, allowing for an attractive environment adjacent to the rear patios and decks. Vines are proposed to cascade over the retaining wall to soften the appearance of the wall, and groundcover is proposed at the base of the wall. An aluminum, safety guard rail is proposed along the top of the retaining wall.

For the townhouse units on the south side of the strata road (Blocks 1, 3, 5, and 7), the landscape plan proposes a landscaped area at each unit entry adjacent to the driveway. A pedestrian walkway runs adjacent to the strata road along the front of these units, and individual connections are provided to the walkway. A robust landscape buffer is provided along the south property line, at the rear of these units. Generous layered plantings including trees are proposed to soften the exposed rock. Beyond the landscaped area, the southern portion of the property will remain in its natural state with trees, vegetation, and rock outcrops.

A common amenity area is proposed between Blocks 2 and 4 which will include entry arbours over bench seating, play equipment, bike racks, backed by significant landscaping. A scored concrete pedestrian crossing connects the walkway and amenity space, and delineates the pedestrian crossing from the strata road. Landscaped areas are proposed between buildings, and along the east property line. The proposed landscaping restores the site's disturbed areas, complements the adjacent hillside, and native plantings are utilized to offer cover and foraging opportunities to local wildlife. Decorative lamp posts are proposed along the strata road, and light bollards illuminate the amenity space, visitor parking, and individual unit pathways. Broom-finish concrete is proposed for the resident parking spaces, and permeable pavers are used for pedestrian walkways, and visitor parking spaces.

Design Advisory Panel

The Design Advisory Panel, at its meeting held on 2021-AUG-12, accepted DP001235 as presented with support for the proposed variances. The following recommendations were provided:

- Consider using consistent material and colour strategies for the side elevations;
- Consider adding variety to the driveway surface materials;
- Consider natural colours for the structures within the amenity space;
- Look at adding more trees throughout the site; and
- Ensure cascading plantings run the full length of the retaining walls.

The applicant subsequently submitted revised plans in response to the DAP recommendations, including the following key design revisions:

- revised exterior finishes for building Blocks 1, 3, 5 and 7 to maintain similar exterior cladding along the middle floor, and upper floor of the sides to minimize the vertical massing and to provide a more consistent material and color strategy;
- provided varied materials to differentiate between the driveway surface and adjacent pedestrian pathways;
- revised colour selection for amenity structures;
- trees are provided for optimum coverage wherever possible; and
- added cascading plants along the full length of the retaining wall.

Proposed Variances

Building Height

The maximum building height is 9m for a sloped roof (equal to or greater than 4:12 pitch); the proposed building heights are as follows:

	Maximum Allowable Height	Proposed Height	Proposed Height Variance
Block 1 (4 units)	9m	9.8m	0.8m
Block 5 (3 units)	9m	9.7m	0.7m
Block 7 (4 units)	9m	10.4m	1.33m

Each building is three storeys in height, and it is the uppermost portion of the roofline that extends beyond the 9m height limit. The variance will allow a more compact building footprint with varied rooflines to add interest and provide functional living space. The stacked townhouse form also minimizes site grading and potential impact to natural features within the site. The building designs respond to the topography of the site and are well articulated, with balconies and glazing to reduce the massing. Despite the increase in height, the proposed units will be substantially lower in elevation (approx. 7.0m - 8.0m) than adjacent residences to the south of the ridgeline, and well separated (by Fireweed Way) from adjacent residences to the west.

Retaining Wall Height

The maximum permitted combined retaining wall and fence height in a side and/or rear yard is 2.4m. The maximum allowable height where located outside of a required yard setback is 3m. The height of the proposed retaining wall is 4m at its highest point, topped with a 1.2m railing, a total of 5.2m. A variance of 2.8m is proposed within the side yard setback, and a variance of 2.2m is proposed outside of required yard setbacks.

The applicant is proposing the variance to allow for at-grade backyard access, and more functional level yard space for the buildings along the north side of the drive aisle (downhill units), on the steeply sloping site. The retaining walls will have a high quality finish and be treated with surface climbing plants to soften views of the wall.

Staff support the proposed variances.

SUMMARY POINTS

- Development Permit Application No. DP1235 proposes a 26 multi-family residential development at 3401 Barrington Road.
- Variances to building height and retaining wall/fence are requested for to address the steeply sloping conditions of the site. Staff support the proposed variances.
- The proposal meets the intent of the General Design Guidelines, and the Steep Slope Design Guidelines.

ATTACHMENTS

- ATTACHMENT A: Permit Terms and Conditions
- ATTACHMENT B: Subject Property Map
- ATTACHMENT C: Master Site Plan
- ATTACHMENT D: Site and Parking Plans
- ATTACHMENT E: Building Elevations and Details
- ATTACHMENT F: Building Renderings
- ATTACHMENT G: Landscape Plan & Details

Submitted by:

Lainya Rowett
Manager, Current Planning

Concurrence by:

Jeremy Holm
Director, Development Approvals

Dale Lindsay
General Manager, Development Services
/ Deputy CAO