Development Permit Application - 2446 Shaughnessy Street

RECOMMENDATION:

That Committee of Council approve Development Permit DP000396 to regulate a six-storey apartment development at 2446 Shaughnessy Street.

REPORT SUMMARY

This report describes a development permit application for a 33-unit, six-storey apartment building with three levels of automated stackable parking at 2446 Shaughnessy Street. The proposal substantially conforms to the Zoning Bylaw with only minor variances and the design complies with the intent of the Downtown development permit area guidelines in terms of the overall architectural style and detailing, the materials used and the creation of an overall attractive pedestrian realm. Staff recommend the application be approved.

BACKGROUND

Proposal: The applicant, Kutak Developments Ltd., proposes to construct a 33-unit, six-storey apartment building on the southeast corner of Shaughnessy Street and Atkins Avenue.

Location Map

The site is flanked to the south and east by older single-family houses. The house on the lot directly south of the lane was recently demolished after sustaining fire damage. The applicant intends to apply for a development permit to accommodate a similar development for this site. To the southeast of the site, the City has issued a Development Permit for a 7 storey (26.5 metre) apartment development at 2279 Kelly Avenue and a building permit application is in process.

Policy and Regulations: The Official Community Plan (OCP) designates the site as High Density Apartment Residential and allows for multiple-family developments within this designation to have a higher profile. The property is zoned RA2 (Residential Apartment 2).

The site is included within the Downtown and Environmental Conservation development permit area designations of the OCP. The Downtown DP design guidelines promote coordination of siting and building design; use of high quality cladding materials; consideration of the relationship between buildings and open areas; and, the overall visual impact of buildings and landscaping. The environmental conservation DP objectives and guidelines encourage sustainable development and building design; efficient use of energy, water and other resources; and, reduction of waste and pollution.

Project Profile

	Bylaw Regulations [1]	Proposed [2]	Requested Variance
Site Area minimum	930m^2	1,219m^2	
Floor Area Ratio	up to 2.5	2.09	
Dwelling Units	n/a	33	
Adaptable Units	30%	30% (10 units)	
Family Friendly Units	25% (8)	27% (9)	
Building Lot Coverage	60%	53%	
Setbacks:			
Front (Atkins)	4.0 m	3.4 m	0.6 m
Rear (lane)	7.5 m	7.5 m	
Interior side	3.0 m	3.0 m	
Exterior side (Shaughnessy)	3.0 m	3.0 m	
Building Height	30 m	21.3 m	
Parking: Total	50	51	
Resident	43	44	
Visitor	7	7	
Stall Width (adjoining structure)	3.0 m	2.8 m	0.2 m
Parkade Drive Aisle	6.5 m	6.25 m	0.25 m

[1] Refer to Zoning Bylaw No. 3630, Parking and Development Management Bylaw No. 4078 and Building and Plumbing Bylaw No. 3710 for specific regulations
[2] Information provided by applicant

	Bylaw Regulations [1]	Proposed [2]	Requested Variance
Indoor Recreation Area	66m^2	58.7m^2	7.3m^2
Outdoor Recreation Area	115.5m^2	195.6m^2	
Bicycle Parking			
Long-term (bike room)	33	34	
Short-term (bike rack)	6	6	

Project Description: The proposed six-storey apartment building includes 9 studio units, 9 one-bedroom/one bedroom plus den units and 11 two-bedroom/two bedroom plus den units, and 4 three-bedroom units, varying in size from 40.9m^2 (441 ft^2) to 109.2m^2 (1,176 ft^2).

Shaughnessy Street facade

The building has been oriented with its main pedestrian entrance on Shaughnessy Street and vehicular access from the lane to the south. The design of the building has been influenced by the use of a three-level automated stacking parkade system, proposed as a unique way of providing the required parking on a relatively small site. A fully underground level contains a level of the automated vehicular parking system and bicycle parking. At street level, the first level of the building is double height and contains the building lobby, indoor amenity space (including a dog grooming room and a separate workshop area), storage and utilities and two additional levels of the parking system. The residential units are on the 2nd through 6th floors with a rooftop terrace.

The developer advises the design of the building is intended to provide for a landmark development on Shaughnessy Street. The proposal provides for the first storey on Shaughnessy and Atkins elevations to have the appearance of a double height single-

storey, with strong vertical elements, expansive windows and substantial hard and soft landscaping, intending to reduce the building massing and provide for a pedestrian scale. The first storey elevations facing the lane and houses to the east are softened with living green walls.

The residential floors also contain strong vertical elements, with a variation of materials, colours and stepping of the mass, intended to help break up the large building, create visual interest and a balanced architectural program. A series of curved balconies project from the building at the corner of Shaughnessy Street and Atkins, providing for a distinct architectural element.

Shaughnessy / Atkins Facade

The appearance of the building's mass is further reduced by having the 6th floor stepped back from the lower floors of the building. The roof of the building contains private patios for the top floor units and a common outdoor amenity space with an outdoor cooking station, seating areas and resident garden plots.

All the required residential parking is contained within the automated system. Six visitor parking stalls (including one accessible stall) are located at grade at the south of the building and accessed directly from the lane. Also located within the visitor parking area is an exterior car/bike wash station. The applicant advises that mechanized parking system increase efficiency of the parking area by allowing drivers to exit their vehicle at grade before it is stowed in its final location. To park, a resident would steer towards their allocated space within the parking system, open the security gate, drive into a regular sized parking space, exit the machine and close the gate. To retrieve the car, a resident will request their vehicle via a fob/key, gate will open, resident enters, drives vehicle out and closes the gate. The vehicles, once parked in the parking system, are not accessible to residents. Each stall in the parking system will be roughed in with an electric vehicle charging station, and a fully functioning public EV charging station is proposed to be

located at the visitor parking stall location. In the case of a power outage, the system can be manually operated through the use of manual jacks attached to the hydraulic system.

The proposed landscape plan provides for 16 trees on site (2 Japanese Maple, 6 Star Magnolia, 4 Serbian Spruce, 3 Kousa Dogwood and 1 Yoshiro Cherry) as well as a variety of shrubs, grasses and perennials in the landscape planters along street frontages. In front of the building, 6 deciduous trees are proposed to be planted within the boulevard.

The project is designed to comply with the environmental conservation area designation by including such measures as using energy star rated appliances, using drought tolerant native plants, incorporating porous hard surfaces to reduce storm water run-off and, providing roughed in for electric vehicle charging for all units plus a functioning car charging station located in the visitor parking area among other items. A complete list of conservation measures is provided in Schedule A of the draft development permit.

Variances to Zoning and Parking Bylaw Regulations: A minor 0.6m variance has been requested to allow for articulation of the parkade wall fronting Atkins Avenue. The applicant has also requested a 7.3m^2 reduction to the amount of required indoor amenity space and variances to the parking stall and drive aisles widths are requested to accommodate the design parameters for the automated parking system.

Off-site Improvements: This project requires off-site upgrades, including: street lighting, road drainage, street trees, undergrounding of the overhead wiring, and fully constructing the rear lane including storm drainage. Final off-site improvements will be determined at the Building Permit stage. A determination of the feasibility of undergrounding the overhead wiring at the time of construction would be made working with the Utilities at building permit stage.

DISCUSSION

At over 20 metres in height and containing 6 storeys (5 residential storeys), the proposed apartment building would be taller than existing surrounding buildings although still in keeping with the permitted height in the RA2 zone (30 metres) and only slightly smaller than a 7 storey (26.5 metre) apartment development approved, but yet to be constructed, nearby on Kelly Avenue.

The architect has used a variety of techniques to reduce the volumetric impact of this large scale development on the pedestrian realm, to provide for compatibility with surrounding development, and to meet the intent of the Downtown development permit guidelines for form and character. These mechanisms including designing the first two stories to appear as a double height single story with a distinct pedestrian-scaled building entrance, landscaping and plaza on Shaughnessy Street; articulating the façade by using variable

setbacks, architectural elements, materials, and softening the appearance of the building wall with treatment and wider setbacks. While providing for a more modernist building style, the design still provides architectural elements that are reflective of the historic downtown character, including vertical brick elements and wrought iron balcony rails.

The design guidelines suggest stepping back portions of the building above the 3rd floor to reduce volumetric impact; the proposed development steps the building back on the 5th floor.

The proposed variance to the Atkins Avenue setback is minor and provide for a more aesthetically pleasing building. The requested variances to the parking bylaw provide for increased functionality of the automated system. The variance proposed for a reduction in area for the indoor amenity space is rationalized by the additional area (almost double) that has been provided for the outdoor amenity space located on the roof top. Staff support the variances.

It is staff's opinion that the design of the proposed apartment and landscaping is attractive and meets the overall intent of the development permit guidelines. Accordingly, staff recommend approval. However, if Committee determines that it wishes to obtain additional public input on the design given the scale and height of the development as an option it may choose to hold an advertised public meeting prior to making a decision on the application.

FINANCIAL IMPLICATIONS

None.

PUBLIC CONSULTATION

A sign has been posted on site to inform area residents of the application and, to date, no comments have been received.

OPTIONS

(Check = Staff Recommendation)

#	Description
1 ✓	Approve Development Permit DP000396

2	Determine that it wishes to hold an advertised public meeting to provide for consideration of the design prior to making a decision on the development permit application
3	Request additional information or amendments if the Committee is of the opinion that such information or amendment would assist in its evaluation of how the design complies with the development permit area designation.
4	Recommend rejection of the application if the Committee is of the opinion the application does not conform to the design guidelines. Pursuant to the delegated authority, the applicant may then request the application be forwarded to Council for consideration.

ATTACHMENTS

Attachment #1: Draft Development Permit

Attachment #2: Proposed Automated Parking System