

PLANNING REPORT



PAC – Dec 8, 2021

File No.: Z-46/2021, V- 27-2021 P.R. No. 100/21

To: Planning Advisory Committee
From: Dallas Gillis, Senior Planner
Proposal: Rezoning from FD to MR-2, Building Height Variance
Property: 168-170 Greenwood Drive, Portion of PID (75538017)

OWNER: 713920 NB INC.
405-527 Dundonald Street
Fredericton, NB E3B 1X5

APPLICANT: Noory Engineering,
358 King Street,
Fredericton NB, E3B 1E3

SITE INFORMATION:

Location: South side of Greenwood Drive, portion of the property located on the other side of the Gibson Trail.

Context: Adjacent to an apartment building (MR-2 Zone) to the west and Greenwood Drive Baptist Church (I-1 Zone) East, with predominantly low-density residential uses along Greenwood Drive

Ward No: 6

Municipal Plan: Established Neighbourhood

Zoning: Portion of property zoned – FD, remainder of property - MR-2

Existing Land Use: Existing residential dwelling along Greenwood Drive, Portion to be rezoned is vacant

Previous Applications: P.R. 155/87 (Z) P.A.C. Sept. 30/87 Council Feb. 22/88 By-Law 1257

EXECUTIVE SUMMARY:

The applicant is applying to rezone a portion of the subject property from FD to MR-2 to support the development of two, five-storey, multi-unit buildings, each containing 99 units (198 total). The applicant has noted that half of the units will be affordable housing under the CHMC Rental Financing Program. The developer has stated their intent is to keep construction costs at a minimum to support a lower rent. The applicant will have to work the Dept of Environment to clarify the limits of any wetland or watercourse and obtain any required watercourse and wetland alteration permit. The proposed buildings require a 4m height variance; however, Staff feel the context of the site, between an existing apartment building and a church mitigates impacts. Given the location of the site along a minor collector street the site presents an opportunity for an infill development that will add to housing options, and therefore staff support this application.

APPLICATION:

Noory Engineering INC., has made application on property located at 168 -170 Greenwood Drive for the following:

- To rezone a portion of the property from FD to MR-2, and
- A 4m building height variance.

PLANNING COMMENTS:

Proposal:

- The applicant is proposing a multi-unit development of two, five-storey apartment buildings, with 99 units in each building (198 total), as shown on Map II, III, IV, and V, on a portion of PID 75538017, located beyond the Gibson Trail at 168-170 Greenwood Drive.
- The subject property is dissected by the Gibson Trail with a 1786.60m² portion with 69m of frontage along Greenwood Drive zoned MR-2. The portion to be rezoned is on the other side of the Gibson Trail and has an area of 24110.75m². It is bounded by a three-storey apartment building on one side, and a portion of the Baptist Church Property, currently used for church parking. The rear of the site abuts vacant land zoned for Future Development.
- As shown on Map II, access to Greenwood Drive is proposed via a shared access with the property 184 Greenwood Drive, that contains a three-storey apartment building in which the proponent also owns. The subject property has a 10m right-of-way to cross the Gibson Trail, however Staff feel that given the scale of the proposed development an access crossing the trail should be avoided and have encouraged the use of the existing access at 184 Greenwood Drive, via a shared access agreement.
- Due the presence of a regulated wetland on the site, the applicant has been in contact with the Department of Environment, who have confirmed to City Staff that the actual wetland is smaller than what is currently showing on GNB mapping. MAP II shows all buildings outside of the anticipated wetland buffer, however, the applicant will be required to submit plans to the Dept of Environment and Local Government for confirmation and obtain a watercourse and wetland alteration permit, as required
- The units are intended to be predominantly two-bedroom units. Half of the units (99) will be under the CMHC Rental Construction Financing Initiative, which qualifies as affordable housing under Zoning By-Law Z-5. The proposal is taking advantage of affordable housing density bonus of 45m²/ affordable housing unit, which can be applied to up to 50% of total the units. The developer has indicated their goal is to keep the building modest, to reduce construction costs and keep rates as low as possible.
- The applicant intends to construct a 4-unit townhouse on the portion of the property along Greenwood Drive, as shown on Map II, and VI. The townhouse will provide some screening and a transition to the higher density building form. As that portion is already zoned MR-2, the townhouses are permitted as of right and are therefore not included in the application, but images have been provided for context.
- The proposed apartment buildings are five storeys with a height of 18m. The maximum building height in the MR-2 Zone is 14m, as a result a 4m building height variance is required. Staff feel the location of the buildings behind the low-rise development, and south of the Gibson Trail effectively reduces any massing impacts along Greenwood Drive.

Growth Strategy:

- The project must be evaluated in the context of the Fredericton Growth Strategy which aims to create a more compact, efficient, and sustainable city over time with complete communities containing a variety of housing options and are less car oriented. This requires optimizing both the use of land in existing and planned development areas and the infrastructure that services the land, before expanding the City's footprint and building new infrastructure. Building more

compact communities with a mix of housing densities is way to use land efficiently. Within the Growth Boundary, residential growth is to be accommodated primarily by intensification of the Urban Core and development of new Neighbourhoods. The subject property is within the identified Areas of Stability and Minor Change, where existing Neighbourhoods are to undergo minor changes as older homes are improved and replaced, and modest forms of intensification, such as townhouses and low-rise apartment buildings may be permitted at the edges of Neighbourhoods and along main roads. The intensification proposed for the subject property is along a minor arterial road. The context of the site with an apartment building and a church on either side, and setback from Greenwood Drive, make the site a good candidate for adding density and affordable housing options in the existing serviced area, where there is transit, trails, and amenities such as Barkers Point Elementary School nearby.

Municipal Plan:

- The Property is designated Established Neighborhood in the Imagine Municipal Plan. Lands within the Established Neighborhood designation are not expected to receive significant intensification but rather to evolve slowly by accommodating development that is complimentary and compatible with the general character of the area. The Municipal Plan contains the following policies for Established Neighbourhoods:
 - Section 2.2.1 (17) Lands within the Established Neighbourhoods Designation may include a full range of residential dwelling types, community facilities, parks and open space, institutional uses and neighbourhood-supporting uses intended to serve residents, such as local retail and service commercial uses.
 - Section 2.2.1(18) The City shall support the stability of Established Neighbourhoods by:
 - i. Encouraging the maintenance of the existing housing stock;
 - ii. Discouraging the encroachment of incompatible uses;
 - iii. Routing higher volume traffic along arterial and collector roads;
 - iv. Maintaining community services and facilities at a scale appropriate for the neighbourhood;
 - v. Encouraging the relocation of existing incompatible uses;
 - vi. Enforcing by-laws to ensure acceptable maintenance and occupancy standards; and,
 - vii. Requiring that new or infill development be compatible with adjacent properties.
 - Section 2.2.1 (21) To maintain the stability of residential neighbourhoods, while allowing for incremental change through sensitive new development and redevelopment, new development will respect and reinforce the existing pattern, scale, and character of the Established Neighbourhoods, by ensuring that:
 - i. Any new lots are consistent with the lot pattern in the neighbourhood;
 - ii. Building design is compatible with the surrounding area and contributes positively to the neighbourhood;
 - iii. Adequate servicing, road infrastructure, and other municipal services be readily and efficiently provided; and,
 - iv. Healthy, mature trees are protected whenever feasible.
 - Section 2.2.1 (23) Where a rezoning or zoning by-law amendment is required for a new mid- or high-rise residential use in an Established Neighbourhood, proposals shall:
 - i. Locate at the periphery of neighbourhoods and along arterial and collector roads;
 - ii. Have direct access to an arterial or collector road. If direct access to one of these road types is not possible, the development may gain access to an arterial or collector road from a local road;

- iii. Incorporate underground parking facilities, where appropriate;
- iv. Provide for adequate on-site landscaping, buffering, amenity space, parking, and garbage pickup and recycling services;
- v. Be adjacent to or in close proximity to, an existing or planned public transit route;
- vi. Be adjacent to, or in close proximity to, parks, open spaces and/ or other community facilities, services and amenities, and employment zones; and,
- vii. Provide high-quality building design that contributes positively to the City's urban form.

The proposed development is consistent with the relevant policies of the Municipal Plan as it has access to a minor arterial street, and is compatible with its surroundings as it is bounded by an existing apartment building and a church parking area with the front section of the subject property already zoned MR-2 and intended to be the site of a four-unit townhouse as shown on Maps V and VI. This will assist in providing an appropriate transition with the low-rise residential development along Greenwood Drive. There are transit stops all along Greenwood Drive, with the nearest being 50m away. The Gibson Trail runs through the subject property, providing access to recreational amenities and Barkers Point Elementary School. The size of the site provides the space to accommodate the density while providing the required setbacks, landscape areas and parking. As the project is being kept modest to reach a more affordable market, the proposed building design and the lack of underground parking is reasonable.

Zoning By-Law:

- The proposed development relates to the MR-2 Zoning, as follows:

Standards	Required	Provided	Conformance
Lot Area * (anticipates density bonus for 99 affordable housing units @ 45m ² /unit)	21, 114m ²	26,784m ²	Ok
Lot Coverage (Max)	35%	17.2%	OK
Landscape Area (Min)	9090m ²	12,273m ²	OK
Lot Frontage (Min)	34m	69m	OK
Building Setbacks (min)			
Front	6m	8m (from trail)	OK
Side	4m	4m	OK
Side	4m	4m	OK
Rear	7.5 m	58.55m	OK
Building Height	14m	18m	variance required

*For the entire property, the required lot area breaks down as follows:

- 99 units x 45m² (affordable housing density bonus) = 4455m²
- 99 units at 161m²/unit = 15939m²
- 4 units at 180m² (for townhouse proposed on current MR-2 portion of lot) = 720m²

- Based upon the proposed number of units, the affordable housing density bonus provides an additional 32 dwelling units above the basic density requirements. However, if the applicant is not able to participate in an affordable housing program the base density provisions will apply.

Parking:

- As shown on Map II, the site will have all surface parking. With the number of two- and one-bedroom units proposed, the required parking is:
 - 178 two-bedroom units x 1.5 sp req = 267 spaces
 - 20 one-bedroom units x 1 sp req = 20 spaces
- Based on that breakdown 287 total parking stalls would be required. However, the proposed development would qualify for a parking reductions based on the location of transit (< 76.2m away) which would reduce required parking by 10%, or a parking reduction of up to 40% of the required parking for affordable housing units, on the condition that an equal amount of area be a contiguous landscape area, could also be applied. As the site plan shows 323 surface spaces, Staff are confident that that the required parking can be met on site, but a detailed parking plan will be required with the permit, and at that time staff will discuss reducing the some excess parking to preserve as much mature existing vegetation as possible, with the applicant

Building Design

- As shown on Map II & IV the proposal is for two identical five-storey buildings. The buildings are 112.5m long and have a footprint of 2,121 square meters. The buildings have a height of 18m, requiring a 4m height variance. As shown on Map III, the applicant is using bump outs capped with gables and variety in colours and materials to break up the massing of the building. The design standards of the MR-2 Zone require walls longer than 40m to be segmented in portions no greater than 18m in length and offset by a minimum depth of 0.6m. The standards also require greater accentuation of the main entrance. At the permit stage, the terms and conditions will allow staff to ensure the relevant design standard of the MR-2 zone are met with regards to the depth of jogs or recesses of long walls and appropriate treatment of the main entrance. As the building will be located behind the trail and separated from the public street, the fact that the design has end- walls facing the street is not a concern, as it will partially screened by the proposed townhouses along Greenwood Drive on the subject property.

Landscaping:

- As noted, the proposed site plan shown on Map II exceeds the required landscape area, and has the buildings and parking located around a common greenspace. A detailed landscaping plan will be required with the building permit, where staff will ensure landscaping complies with the requirements of the Zoning By-law, with a focus on keeping existing vegetation where possible. In addition, Staff will work with the applicant at the permit stage to reduce excess surface parking, to potentially provide more landscaped area and reduce the amount of existing mature vegetation being lost to provide parking towards the rear of the site.

Engineering and Operations

- Access, servicing, and lot grading / storm water management plans are to be provided to the satisfaction of the Director of Engineering & Operations at time of building permit application. Backflow preventer and storm oil-grit separator are required. Because of the size of the project, construction inspection and record drawings prepared by a Professional Engineer are required at completion of the project.

- If required, the Applicant is to obtain a Watercourse and Wetland Alteration Permit from the NB Department of Environment & Local Government, because the proposed development straddles Rice Brook.
- The Traffic Engineer has reviewed this project and has no concerns with traffic that will be generated from the units proposed. Greenwood Drive is a minor arterial road and is designed to handle traffic volumes.

Analysis:

- This proposal is committing to provide 99 units as Affordable Housing, under the CMHC program. The development is being kept modest to reduce costs to provide lower rents. This type of development is needed in the City and addresses an underserved market. The context of the site provides a unique opportunity for infill development in this area, as it is on an minor arterial street, near trails and amenities such as Barkers Point School. Furthermore, there are no concerns relative to negative land use impacts given the adjacent properties an institutional property (Church) and an existing three storey apartment building. The planned location of townhouse units along Greenwood Drive will provide an appropriate transition in building form from the low-rise development along Greenwood Drive. Staff supports this application subject to terms and conditions.

RECOMMENDATION:

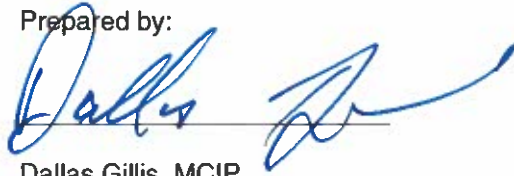
It is recommended that the application submitted by Noory Engineering INC. on property located at 168 - 170 Greenwood Drive for the following:

- To rezone a portion of the property from FD to MR-2, and
- A 4m building height variance,

be approved subject to the following terms and conditions:

- a) The site be developed generally in accordance with the Map II, attached to P.R. No. 100/21 to the satisfaction of the Development Officer;
- b) Final building design be generally in accordance with Maps III, IV, and V attached to P.R. No. 100/21 to the satisfaction of the Development Officer;
- c) Detailed parking and landscaping plans are submitted with the building permit application, to the satisfaction of the Development Officer;
- d) Any building permits or other required approvals are obtained;
- e) A shared driveway access agreement is required benefitting the subject property at 168- 170 Greenwood drive and burdening 184 Greenwood Drive, and shall be registered and provided to the satisfaction of the Development Officer prior to the issuance of a building permit;
- f) The 10m right-of-way to cross the trail is not used as an access point for this development, other than emergency access if required by the Office of Fire Marshall.
- g) Access, servicing and lot grading / storm water management plans are to be provided to the satisfaction of the Director of Engineering & Operations at time of building permit application.
- h) If required, the applicant is to obtain a Watercourse and Wetland Alteration permit from the NB Department of Environment & Local Government

Prepared by:

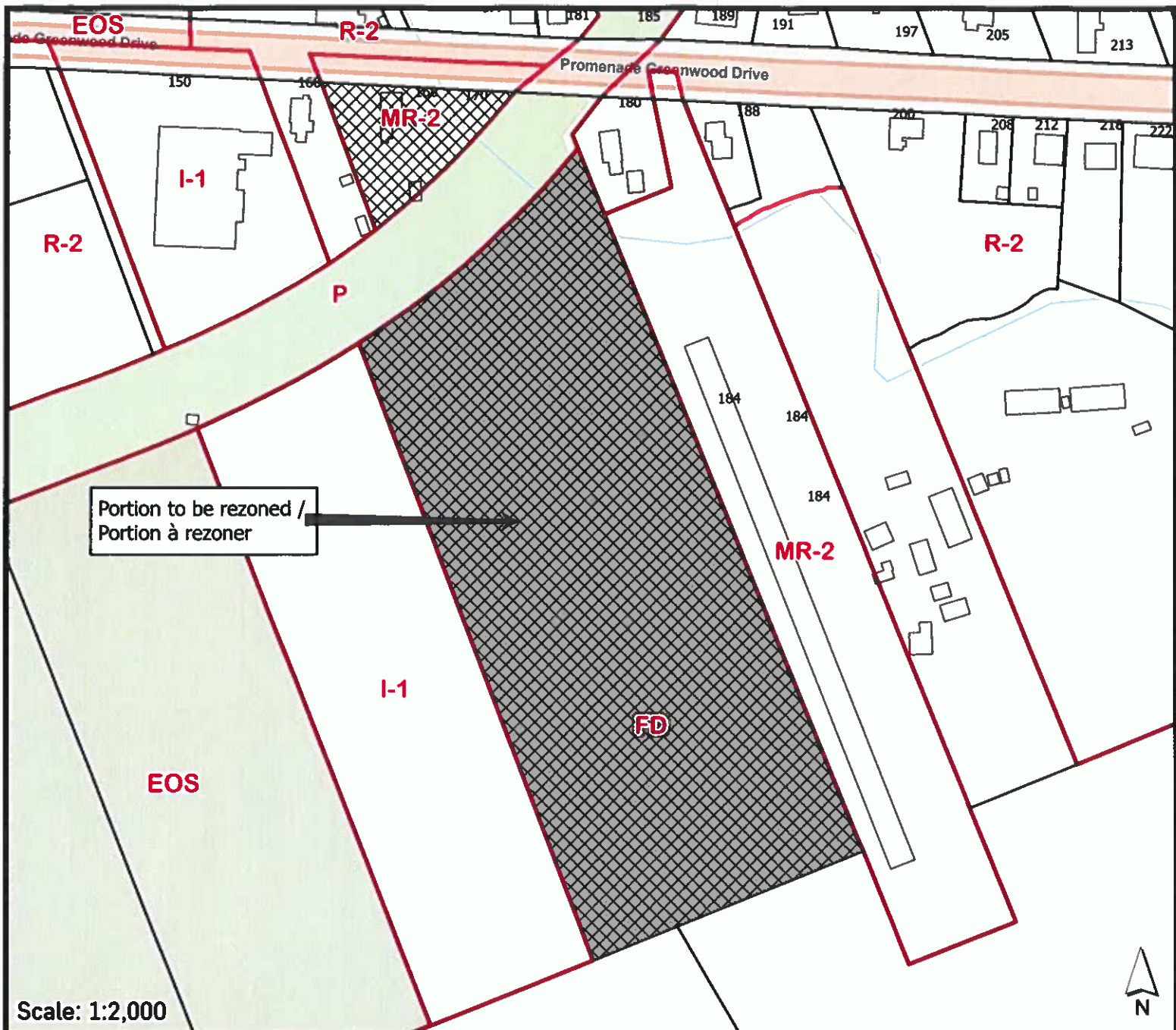
A handwritten signature in blue ink, appearing to read "Dallas Gillis", written over a horizontal line.

Dallas Gillis, MCIP
Senior Planner, Community Planning

Approved by:

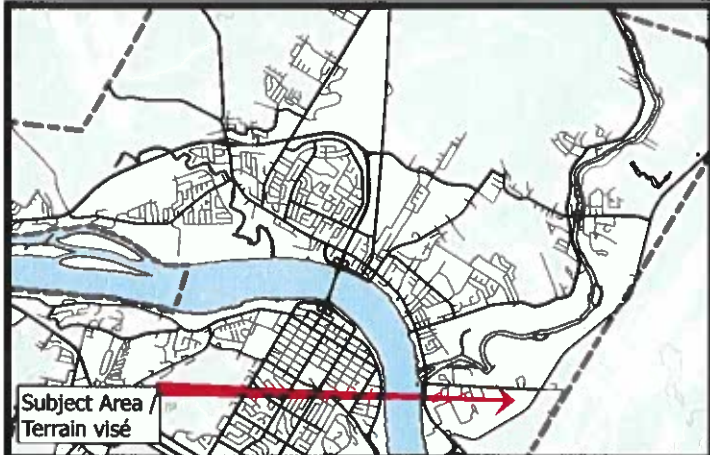
A handwritten signature in blue ink, appearing to read "Marcello Battilana", written over a horizontal line.

Marcello Battilana, MCIP
Manager, Community Planning



Portion to be rezoned /
Portion à rezoner

Scale: 1:2,000



Subject Area /
Terrain visé



Subject Property / Propriété Visé

Rezone a portion of PID 75538017 from FD to MR-2 to permit a development of two, five-story, multi-unit buildings with 198 total units. 4m height variance required.

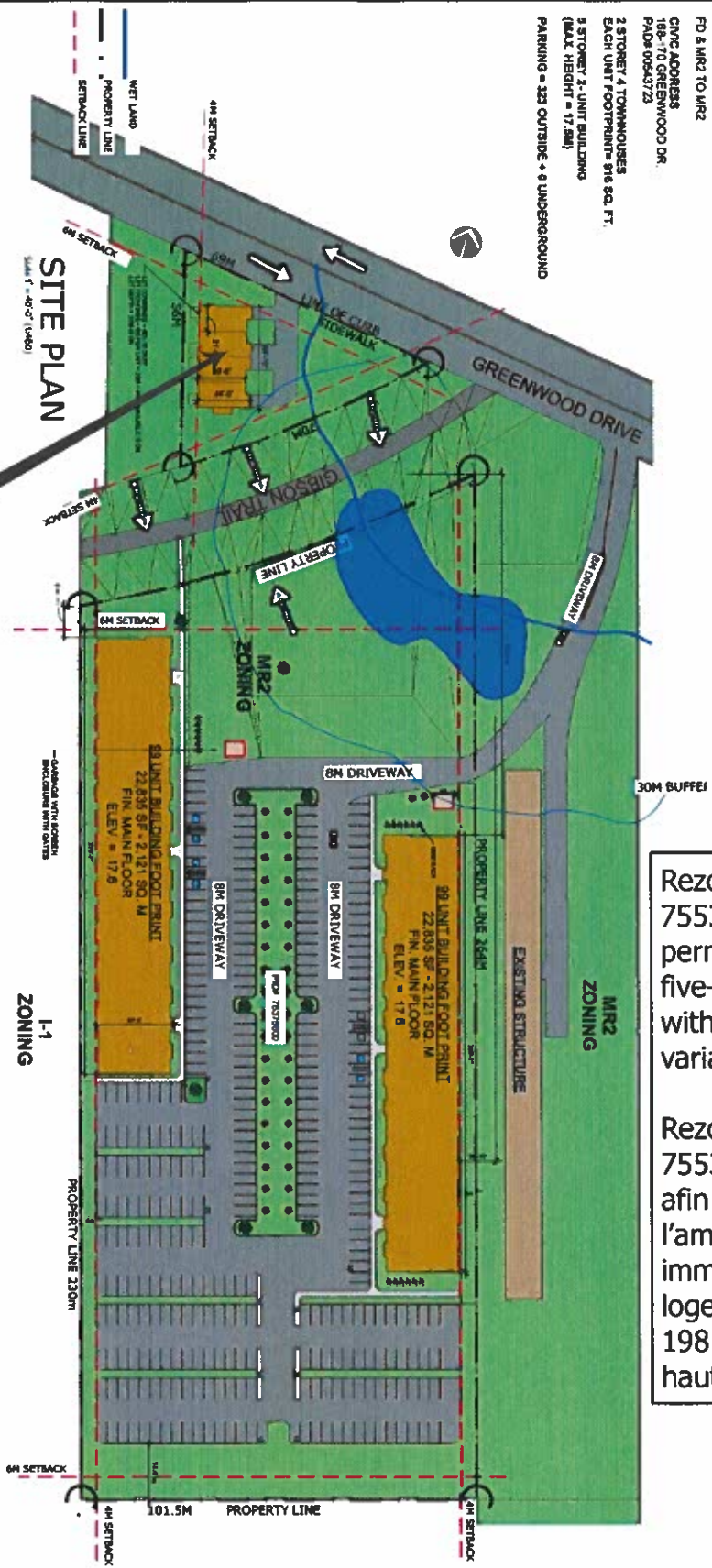
Rezone une partie du PID 75538017, de la FD à la MR-2 afin de permettre l'aménagement de deux immeubles de cinq étages à logements multiples comptant 198 unités au total. Écart de hauteur de 4m requis.



Community Planning
Planification urbaine

Map \ carte # I
File \ fiche: PR-100-2021
Date \ date: décembre \ December 8, 2021
Subject \ sujet: promenade 168-170 Greenwood Dr.
Noory Engineering Limited

FD & MR2 TO MR2
 G/MC ADDRESS
 168-170 GREENWOOD DR.
 PID# 08581723
 2 STOREY 4 TOWNHOUSES
 EACH UNIT FOOTPRINT= 916 SQ. FT.
 5 STOREY 3-UNIT BUILDING
 (MAX. HEIGHT = 17.5M)
 PARKING = 323 OUTSIDE + 8 UNDERGROUND



Townhouse permitted under current zoning. Maison en rangée autorisée en vertu du zonage actuel.

Rezone a portion of PID 75538017, from FD to MR-2 to permit a development of two, five-story, multi-unit buildings with 198 total units. 4m height variance required.

Rezone une partie du PID 75538017, de la FD à la MR-2 afin de permettre l'aménagement de deux immeubles de cinq étages à logements multiples comptant 198 unités au total. Écart de hauteur de 4m requis.

Site Plan / Plan du site



Community Planning
 Planification urbaine

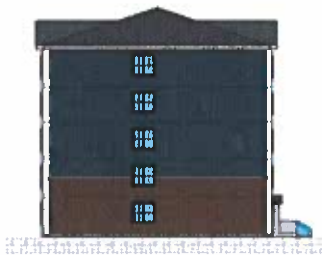
Map \ carte # II
 File \ fiche: PR-100-2021
 Date \ date: décembre \ December 8, 2021
 Subject \sujet: promenade 168-170 Greenwood Dr.
 Noory Engineering Limited



Front / Avant



Rear / Arrière



West / Ouest



East / est

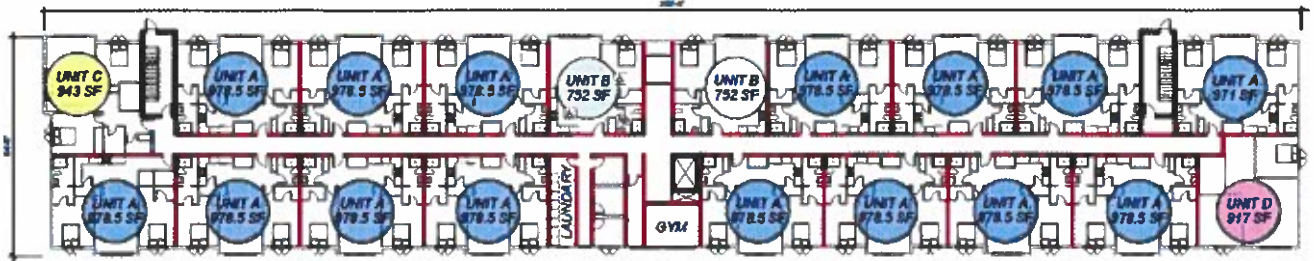


Elevations - 99 Unit buildings / Élévations - 99 bâtiments unitaires

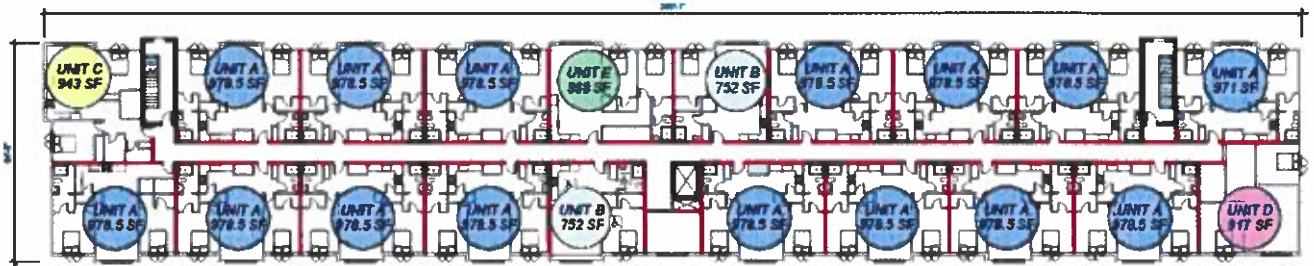


Community Planning
Planification urbaine

Map \ carte # III
File \ fiche: PR-100-2021
Date \ date: décembre \ December 8, 2021
Subject \ sujet: promenade 168-170 Greenwood Dr.
Noory Engineering Limited



MAIN FLOOR
ÉTAGE PRINCIPAL



2ND TO 5TH FLOOR
2E À 5E ÉTAGE

Floor plans - 99 unit buildings / Plans d'étage - 99 bâtiments unitaires



Community Planning
Planification urbaine

Map \ carte # IV
File \ fiche: PR-100-2021
Date \ date: décembre \ December 8, 2021
Subject \ sujet: promenade 168-170 Greenwood Dr.
Noory Engineering Limited



Looking South / Vue vers l'sud



Looking East / Vue vers l'est



Looking East / Vue vers l'est



Looking West / Vue vers l'ouest

Conceptual / Conceptuel

Fredericton

Community Planning
Planification urbaine

Map \ carte # V

File \ fiche: PR-100-2021

Date \ date: décembre \ December 8, 2021

Subject \ sujet: promenade 168-170 Greenwood Dr.

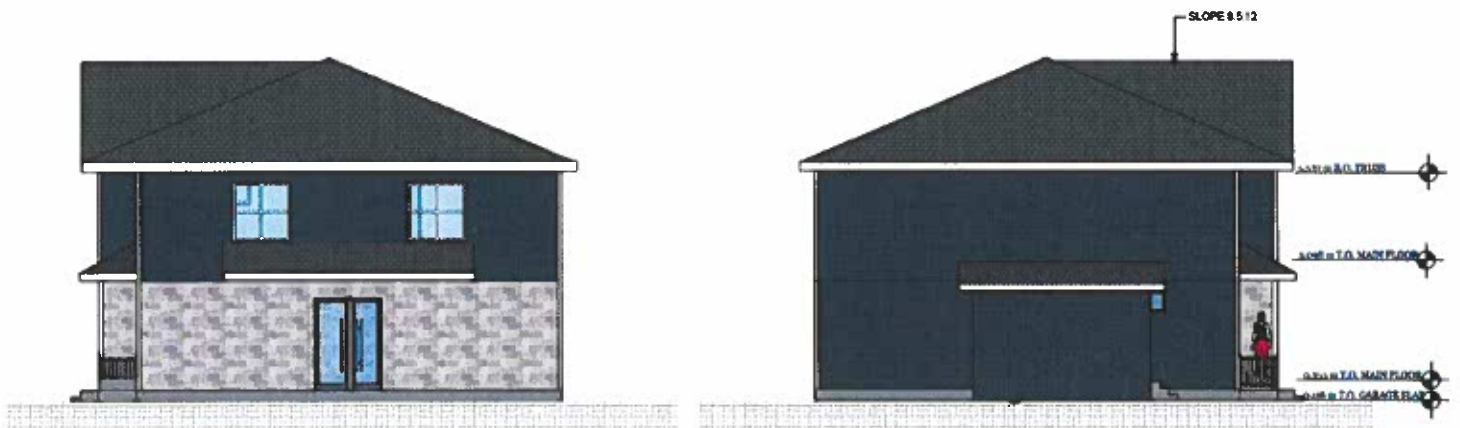
Noory Engineering Limited



North / Nord



South / Sud



East / est

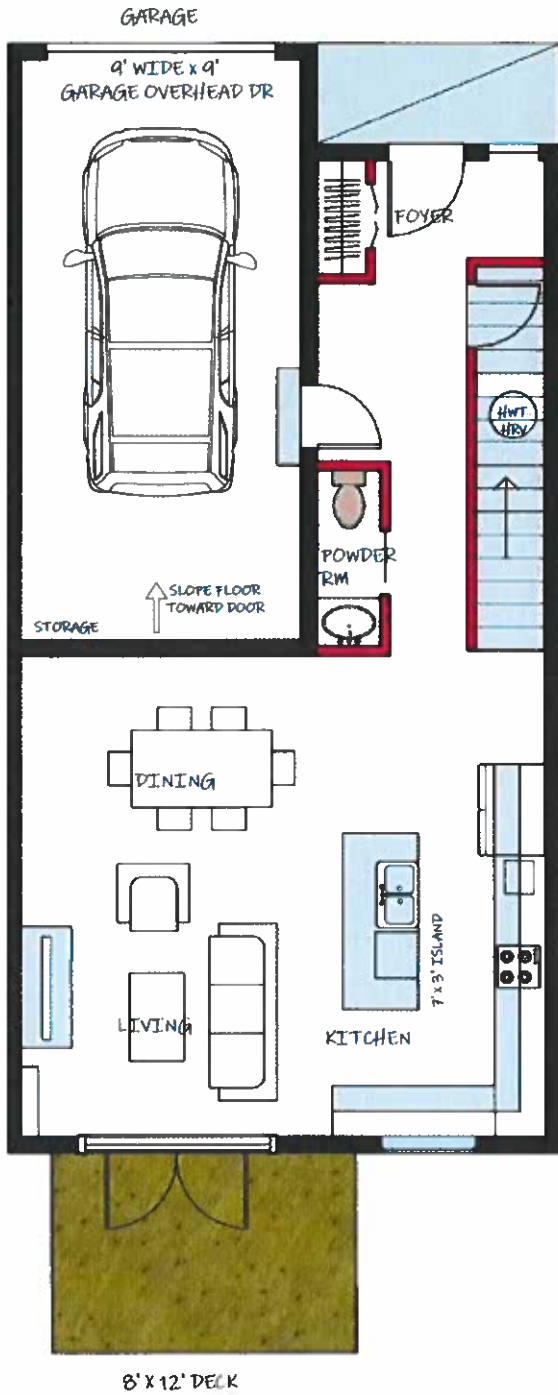
West / Ouest

Elevations - Townhouse/ Élévations - Maison de ville

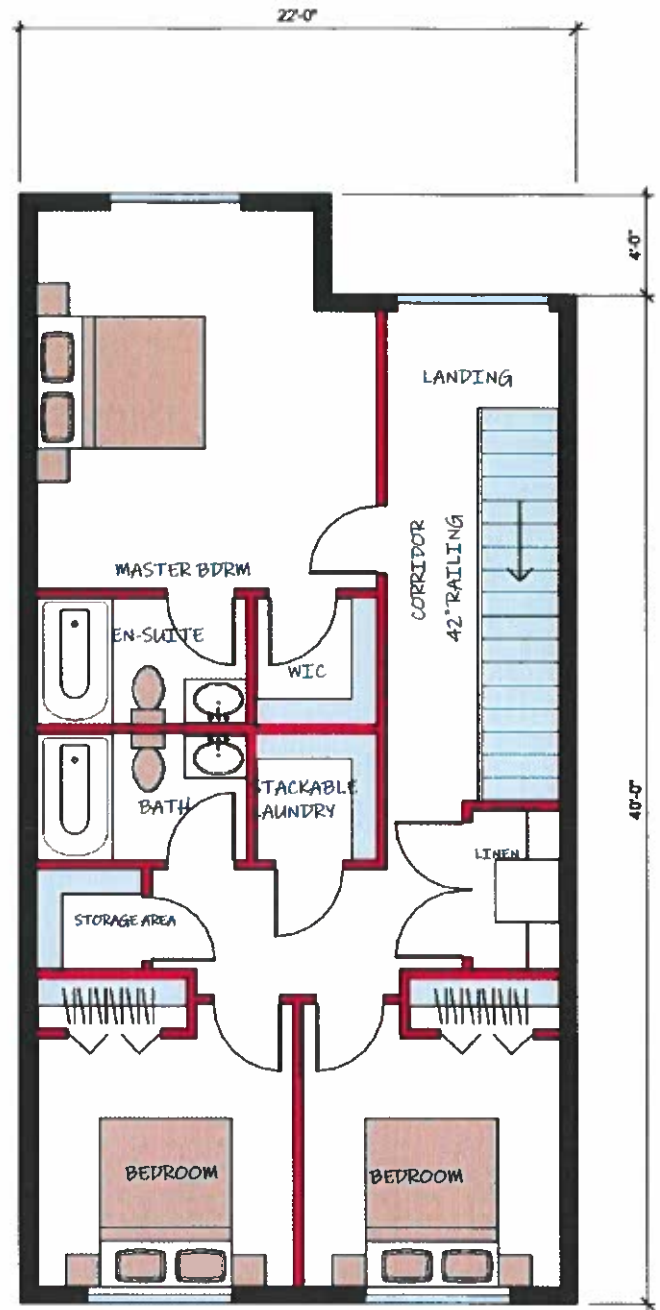


Community Planning
Planification urbaine

Map \ carte # VI
File \ fiche: PR-100-2021
Date \ date: décembre \ December 8, 2021
Subject \ sujet: promenade 168-170 Greenwood Dr.
Noory Engineering Limited



MAIN FLOOR
ÉTAGE PRINCIPAL



TOP FLOOR
DERNIER ÉTAGE

Floor plans - Townhouse / Plans d'étage - maison de ville



Community Planning
Planification urbaine

Map \ carte # VII
File \ fiche: PR-100-2021
Date \ date: décembre \ December 8, 2021
Subject \ sujet: promenade 168-170 Greenwood Dr.
Noory Engineering Limited