

STAFF DESIGN COMMENT

DEVELOPMENT PERMIT APPLICATION NO. DP001265 – 220 HALIBURTON STREET

Applicant/Architect: RAYMOND DE BEELD ARCHITECT

Owner: KESAR INVESTMENTS CORP

Landscape Architect: ARCHITECTURE PANEL INC

SUBJECT PROPERTY AND SITE CONTEXT:

<i>Zoning</i>	R5 – Three and Four Unit Residential
<i>Location</i>	The subject property is located on the west side of Haliburton Street, south of Milton Street, across Haliburton Street from Deverill Square Gyro 2 Park.
<i>Total Area</i>	755m ²
<i>Official Community Plan (OCP)</i>	Map 1 – Future Land Use Plan – Neighbourhood; Map 3 – Development Permit Area No. 9 - Commercial, Industrial, Institutional, Multiple Family, and Mixed Commercial/Residential development
<i>Neighbourhood Plan</i>	South End Neighbourhood Plan
<i>Relevant Design Guidelines</i>	South End Urban Design Guidelines; General Development Permit Area Design Guidelines.

The subject property is currently vacant, on the west side of Haliburton Street across from Deverill Square, and is bounded on the north and south by R5 zoned lots which currently contain single residential homes.

PROPOSED DEVELOPMENT

The applicant is proposing to construct a ground-oriented multi-family development consisting of four detached two-storey dwellings with a shared yard. The R5 zone allows for four dwellings where the subject property abuts a laneway with a maximum floor area ratio (FAR) of 0.55. The proposed development has an FAR of 0.48. The dwellings each have two bedrooms and are approximately 90m² in floor area.

Site Design

All four units are oriented toward Haliburton Street, with two units directly fronting onto Haliburton Street and two units fronting onto the shared central courtyard. A pedestrian pathway between the buildings provides access from the rear parking area and connects the buildings to the public sidewalk on Haliburton Street. Haliburton Street is considered a major road requiring an additional 2.5m setback.

A surface parking area with six stalls, including two electric vehicle charging stations, is located behind the buildings and is accessed from the lane. The rear parking area is proposed to be enclosed with a gate adjacent to the lane to provide security.

The refuse, recycling and organics containers will be located at the rear of Units 103 and 104, adjacent to the parking area.

Staff Comments:

- The South End Urban Design Guidelines encourage textured surfaces within residential driveways and parking areas. Consider carrying the brick surfacing throughout the entire parking area including the drive aisle.
- Demonstrate that refuse receptacles will have functional access for pickup.

Building Design

The building composition for each of the four detached dwellings includes an unfinished basement, main floor with living space, and a second storey with two bedrooms.

Each building presents as two storeys from Haliburton Street with a maximum height of 8.73m. The buildings have traditional sloped roofs, but in a modern vocabulary of durable materials.

Contemporary materials are used with natural cedar wood accents. Exterior materials include scored fibre cement panel cladding, natural concrete, wood textured longboard, vertical corrugated metal punctuated with dark metal flashing trim, and fibre cement panel detailing in contrasting colours are used to differentiate units.

Large balconies are provided for outdoor living, and are fully covered for weather protection without limiting deep interior daylight infiltration. Roof and fin wall projections, fascia, and soffit treatments provide a warm aesthetic and maximize privacy for adjacent neighbours. The inner walls of the front porch and upper balconies are finished with natural cedar wood.

For exterior lighting, the main entrance canopy and balconies have down lighting. Additional lighting is provided on fascia projections in the rear yards, and bollard lighting is provided along the pathway and to highlight landscaping features. Power will be provided at the base of the feature courtyard tree for seasonal lighting. The parking area will have ambient lighting from the roof soffits given the close proximity of buildings.

Temporary bike parking is provided on patios, with long term bike storage in the unit basements. There is an existing bus service nearby on Haliburton Street and Milton Street.

Staff comments:

- Innovative, modern architecture, and the use of natural materials (brick, wood), as proposed, is supported by the South End Urban Design Guidelines.
- Explore ways to articulate the side elevations of the structure to break up the massing and add visual interest.
- Consider more generous glazing where feasible particularly adjacent to the central courtyard and walkway.

Landscape Design

The proposed development contains a central pedestrian corridor (lined with shrubs and trees) that connects from the public sidewalk through the site to the rear parking area. The pathway also connects to the private patios and unit entrances.

Flowering and native plants such as hydrangea or evergreen huckleberry are proposed on both sides of the pathway. The central space located between buildings will contain multi-layered plantings to provide visual interest and privacy to adjacent patios. Within the shared courtyard a white spruce will be the focal point for pedestrians entering from both directions. The private patios

will include coloured paving surfaces, bounded by a border of shrubs, with a tree nearby in the central courtyard.

A plant buffer is proposed along the edges of the property, which includes evergreen hedges to ensure year-round privacy, and Oregon grape to provide visual interest for residents. A cedar fence is proposed along the north and south side property lines. A maximum 1.2m fence or hedge is proposed along the front property line adjacent to Haliburton Street.

Staff Comments:

- To better align with the South End Urban Design Guidelines, explore options for stormwater retention within the front yard adjacent to Haliburton Street; and, opportunities to use harvested stormwater for irrigation.

PROPOSED VARIANCE

Front Yard Setback

Within the R5 zone, the minimum required front yard setback is 7m where a property line abuts a major road, when the dedication to achieve the required right-of-way width has not occurred to facilitate the widening of the major road. Further, front porches are not permitted to project within the front yard setback for multi-family developments. As such, a minimum front yard setback of 2.8m is proposed, a variance of 4.2m.