

DATE OF MEETING June 20, 2022

AUTHORED BY CALEB HORN, PLANNER, CURRENT PLANNING

**SUBJECT DEVELOPMENT PERMIT APPLICATION NO. DP1252  
– 515, 529, & 635 TERMINAL AVENUE NORTH**

## OVERVIEW

### **Purpose of Report**

To present for Council’s consideration a development permit application for a multi-family residential development at 515, 529, and 635 Terminal Avenue North.

### **Recommendation**

That Council issue Development Permit No. DP1252 for a multi-family residential development at 515, 529, and 635 Terminal Avenue North with a variance to increase the maximum permitted building height from 14.0m to 15.5m.

## BACKGROUND

A development permit application, DP1252, was received from Matthew T. Hansen Architect, on behalf of 1302793 BC Ltd. to permit a 69-unit multi-family residential building at 515, 529, and 635 Terminal Avenue North.

### **Subject Property and Site Context**

<i>Zoning</i>	Mixed Use Corridor (COR2)
<i>Location</i>	The subject properties are located on the west side of Terminal Avenue, just north of its intersection with Townsite Road.
<i>Total Area</i>	3,571m <sup>2</sup>
<i>Official Community Plan (OCP)</i>	Map 1 – Future Land Use Plan – Corridor Map 3 – Development Permit Area DPA No. 7 – North Terminal Avenue Area; and Development Permit Area DPA No. 9 – Commercial, Industrial, Institutional, Multiple Family, and Mixed Commercial/Residential Development
<i>Relevant Design Guidelines</i>	General Development Permit Area Design Guidelines; and, Newcastle + Brechin Neighbourhood Plan Urban Design Framework and Guidelines

The subject properties are located in the Newcastle Neighbourhood, between Terminal Avenue to the east and the Island Rail Corridor to the west. The properties slope downhill approximately 5m from west to east towards Terminal Avenue. The three lots each currently contain a single residential dwelling with accessory buildings. All existing buildings will be removed and the three lots will be consolidated as part of the proposed development.

The surrounding neighbourhood consists of a mix of commercial and residential uses. Adjacent land uses include single residential dwellings across the railway to the west, an office business to the north, offices and single residential dwellings across Terminal Avenue to the east, and a motel with an accessory restaurant to the south. Recent nearby developments include a mixed-use commercial and residential development at 679 Terminal Avenue completed in 2009 and a 121-unit multi-family residential building at 775 Terminal Avenue completed in 2013. Commercial services are located within walking distance along Terminal Avenue in both directions from the subject properties.

## **DISCUSSION**

### **Proposed Development**

The applicant is proposing to construct a six-storey multi-family residential building with 69 dwelling units. The proposed unit composition is as follows:

<b>Unit Type</b>	<b>Number of Units</b>
Studio / Micro	24
One-Bedroom	41
Two-Bedroom	4

The proposed gross floor area is 4,482m<sup>2</sup> and the total Floor Area Ratio (FAR) will be 1.26. The maximum base FAR in the COR2 zone is 1.25, with the opportunity for additional density equal to 0.25 multiplied by the percentage of the total parking spaces provided underground. With 61% of the total parking proposed underground, the development will gain an additional 0.15 FAR, for a total maximum permitted FAR of 1.40.

### *Site Design*

The proposed building is oriented towards Terminal Avenue with two levels of parking, one underground, at the rear of the building. Being located within the North Terminal Avenue Development Permit Area (DPA7), new developments are expected to have restricted access from Terminal Avenue, and a north-south laneway running parallel to Terminal Avenue will be developed. Access for a future lane was previously secured through the parking areas at 679 and 775 Terminal Avenue. As a condition of the permit for the proposed development, a drive aisle between the proposed building and the parking area will be secured by a 7m-wide Statutory Right-of-Way for a future lane. The lane will not be connected to the north or south until such time as those adjacent lots redevelop.

Vehicle access to the site will be via a drive aisle from Terminal Avenue on the south side of the building. Direct access to Terminal Avenue will be closed at such a time in the future when the north-south lane is opened to connect with Cypress Street and/or Townsite Road. An upper level of parking will be provided at-grade to the rear of the building and the remaining parking will be provided below-grade, and will be accessed via a ramp from the internal drive aisle. All required parking (83 spaces) and short and long-term bicycle parking are proposed onsite. A refuse receptacle enclosure is proposed on the surface parking level.

The principal building entrance and ground floor units facing Terminal Avenue will have direct connections to the sidewalk, and a secondary entrance will face the parking level to the rear. Pedestrian routes between the sidewalk and the parking area are proposed at either end of the building. Two common outdoor amenity spaces are proposed to the rear of the site.

### *Building Design*

The building design and massing reflects the Newcastle + Brechin Neighbourhood Plan Urban Design Framework and Guidelines and incorporates heritage elements. The building will present a stepped six-storey façade on the east elevation facing Terminal Avenue and a five-storey façade on the west elevation. A significant covered entryway will be featured at the centre of the building facing the street.

The building massing is stepped back from Terminal Avenue, with a 1.5m setback above the second storey and an additional 2m setback above the fourth storey. The two-storey massing will be visually supported by columns and the four-storey massing will be flanked by prominent brick-clad sections of building. The roofline of the fourth floor will be the most conspicuous when viewed from the street, and the variety of rooflines and massing will offer significant visual interest. The uppermost floor of the building will also be stepped back substantially from the north and south property lines.

The exterior building cladding will feature a mix of brick cladding and cementitious panel siding. Building materials will be accented by dark fascia and trim, and wood soffits and panels. All units will have either a private patio or balcony.

### *Landscape Design*

The proposed landscape plan includes a landscape buffer and eight trees along the front property line. An additional 27 trees are proposed throughout the site and parking area. Other planting is proposed around the outdoor amenity areas, next to the underground parking ramp, at the rear of the building, and within a buffer along the north property line. The north landscape buffer will consist primarily of a yew hedge, additional plantings of kinnikinnick, honeysuckle, and lavender. The common outdoor amenity areas include a lawn and dog-walking area located in the northwest corner of the site, and a pergola with seating in the southwest corner. Each of the private ground-level patios facing Terminal Avenue will have a gated entry, privacy screens, and a small hedge and lawn. Site lighting is provided on the building, along pathways, and within the parking amenity areas.

In addition, a future landscape plan was prepared for the south side of the proposed building, where the interim vehicle access is proposed and will be converted to landscaping when the future lane is opened. Future landscaping in this area will include seating and a walkway.

### **Design Advisory Panel**

The Design Advisory Panel (DAP), at its meeting held on 2022-JAN-13, accepted DP1252 as presented with support for the proposed building height variance. The following recommendations were provided:

- Consider adding pedestrian links to the amenity spaces at the rear of the property;

- Give consideration to adding a rooftop deck/green roof, or if not possible consider adding features to the amenity spaces;
- Consider adding evergreen trees to the tree planting palette; and,
- Consider an alternate to the proposed corrugated metal fencing on the Terminal Avenue side of the building.

The applicant subsequently revised the development proposal in response to the DAP recommendations with the following changes:

- A pedestrian connection across the parking area to the amenity space in the rear was added;
- In lieu of a rooftop amenity space, the outdoor amenity space in the rear was expanded and a pergola with seating was added;
- Eight additional evergreen trees were added to the planting plan; and,
- A corrugated metal fence proposed along the front property line was replaced with a black aluminium picket fence.

## Proposed Variance

### *Maximum Building Height*

The maximum permitted building height in the COR2 zone is 14.0m. The proposed building height is 15.5m, a requested variance of 1.5m. Where at least 75% of the required parking area is located below or beneath a building in the COR2 zone, an additional 4.0m of height is permitted. The proposed development includes only 61% of the required parking underground and is thus not eligible for additional building height without a variance request.

The applicant is requesting the building height variance in order to accommodate the stepped building design on a sloping site. Building height is measured from the average grade as calculated at the outermost corners of the building. The proposed building is situated within the lower elevation of the site to minimize view impacts on properties to the west. The perceived building massing will be stepped back above the second and fourth floors facing Terminal Avenue, and the uppermost floor will be stepped back from adjacent properties to the north and south to reduce the perceived height. The applicant has also provided a view analysis (Attachment I) to demonstrate the massing of what could otherwise be constructed (a six-storey building with 75% underground parking) on the site without a height variance.

The proposed development meets the intent of the applicable design guidelines, and Staff support the proposed building height variance.

### **SUMMARY POINTS**

- Development Permit Application No. DP1252 is for a six-storey 69-unit multi-family residential building at 515, 529, and 635 Terminal Avenue North.
- A 7m-wide Statutory Right-of-Way will be secured across the rear of the subject site for a future lane parallel to Terminal Avenue.
- A variance is requested to increase the maximum permitted building height from 14.0m to 15.5m, and Staff support the proposed variance.

## **ATTACHMENTS**

ATTACHMENT A: Permit Terms and Conditions  
ATTACHMENT B: Context Map  
ATTACHMENT C: Location Plan  
ATTACHMENT D: Site and Parking Plans  
ATTACHMENT E: Building Elevations and Details  
ATTACHMENT F: Cross-Sections  
ATTACHMENT G: Streetscape  
ATTACHMENT H: Building Renderings  
ATTACHMENT I: View Analysis  
ATTACHMENT J: Landscape Plan and Details  
ATTACHMENT K: Aerial Photo

### **Submitted by:**

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### **Concurrence by:**

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