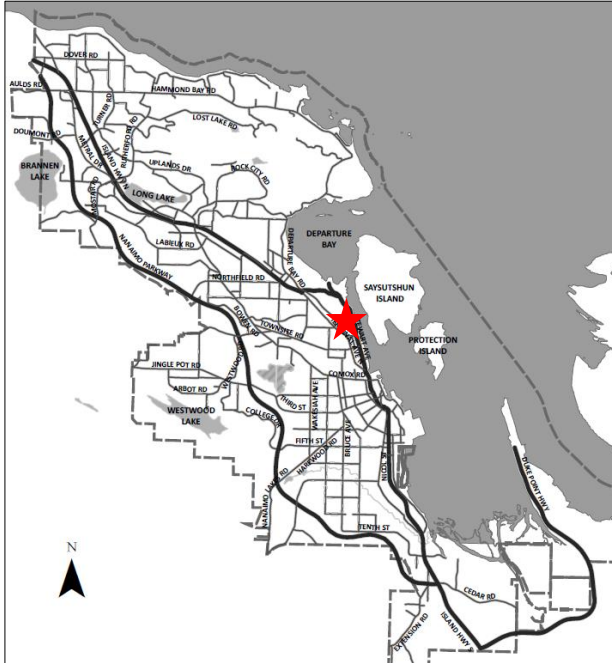


DATE | May 15, 2023 |

AUTHORED BY | SADIE ROBINSON, PLANNER, CURRENT PLANNING |

SUBJECT | **DEVELOPMENT PERMIT APPLICATION NO. DP1262 – 921**
TERMINAL AVENUE NORTH |



Proposal:
A 5-unit multi-family development

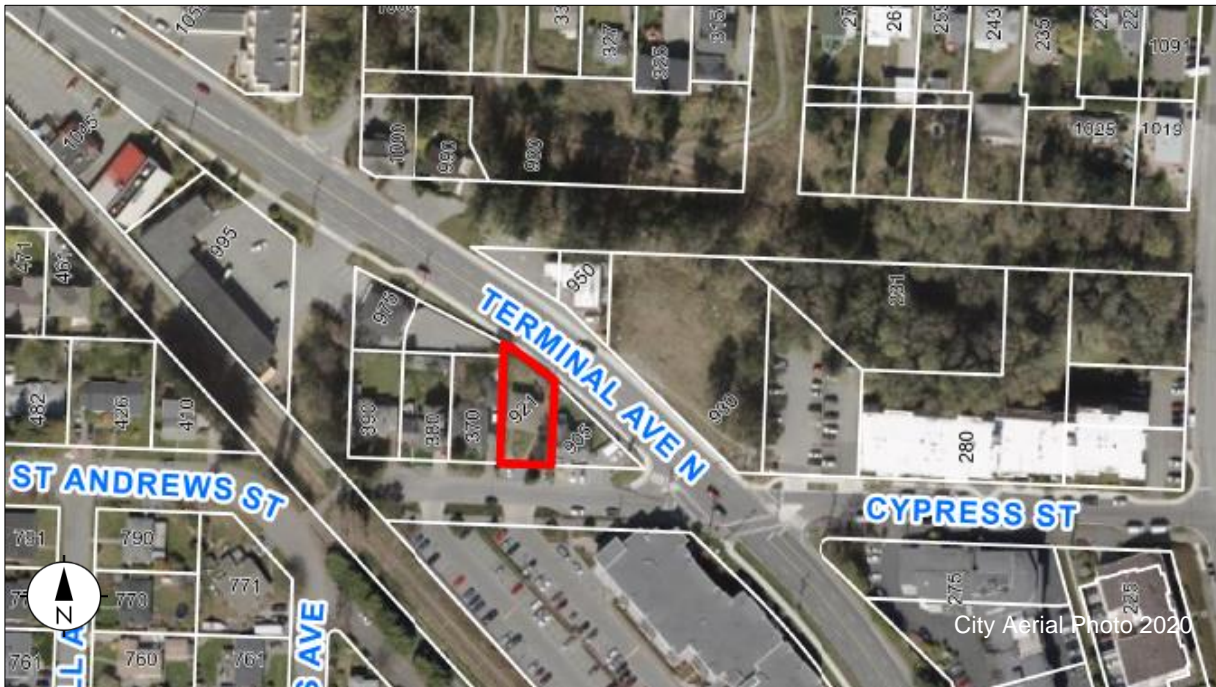


Zoning:
COR2 – Mixed Use Corridor

City Plan Land Use Designation:
Residential Corridor

Development Permit Area:
DPA8 - Form and Character

Lot Area:
559m²



OVERVIEW

Purpose of Report

To present for Council's consideration a development permit for a multi-family development at 921 Terminal Avenue North.

Recommendation

That Council issue Development Permit No. DP1262 for a multiple family development at 921 Terminal Avenue North with variances as outlined in the "Proposed Variances" section of the Staff Report dated 2023-MAY-15.

BACKGROUND

A development permit application has been received from Satgur Developments Inc., on behalf of Ajit and Balwinder Minhas, for a multi-family residential development consisting of five multi-family units.

Subject Property and Site Context

The subject property is a through lot which fronts onto Terminal Avenue North and Cypress Street. The subject property currently contains a single residential dwelling that will be removed for the proposed multi-family development. The property is a relatively level lot on a dead-end street. Established single-family and multi-family homes and commercial properties predominantly characterize the surrounding area.

DISCUSSION

Proposed Development

The applicant is proposing to construct a 5-unit multi-family development within a single three-storey building form. The COR2 zone allows a floor area ratio (FAR) of 1.25, and the proposed development has an FAR of 0.76.

Site Design

The front of the building is oriented toward Terminal Avenue North, with a pedestrian path connecting the public sidewalk to the main pedestrian building entrance. A pedestrian connection is also provided between the secondary building entrance and Cypress Street.

A surface parking area with six vehicle parking stalls is accessed from Cypress Street, including two electric vehicle charging stations, wiring for remaining spaces to receive future chargers, and short-term bicycle parking at the rear building entrance.

Long-term bicycle parking is provided for each unit and is located within storage lockers adjacent to the common corridor on the main floor of the building. Three-stream waste management

containers will be located at grade within an externally-accessed utility room on the southwest portion of the building.

Building Design

The building composition consists of five one-bedroom units with a common access at grade. Two one-bedroom units are provided on the ground floor, each with a floor area of 45m², and private patios. The second and third storeys consist of three one-bedroom plus den units, each with a floor area of 81m² and a private deck, located on the third storey.

The building presents a three-storey elevation with a maximum height of 10.4m. The north building elevation (facing Terminal Avenue North) provides a stepped third storey in different materials and colour from the lower levels to reduce the massing and provide visual interest. The building has a shed roof, and flat entry canopies, which provide a contemporary, modern appearance. Exterior materials include shingled and vertical siding; brick facing; fiber-cement panels in varying colours; aluminum guardrails; and generous glazing. The use of natural materials (brick face), permeable surfaces, and elements for rainwater capture are supported by The Newcastle + Brechin Design Guidelines. The Terminal Avenue North elevation includes generous glazing, canopies, and coloured trim which provides further interest and articulation.

The proposal provides infill development in an area with close proximity to transit, the E&N Trail, and commercial services, and is consistent with the General Design Guidelines and The Newcastle + Brechin Design Guidelines.

Landscape Design

Landscaping is proposed throughout the site and includes timber, rock, and indigenous plants. The Terminal Avenue North streetscape provides an interesting pedestrian edge with filtered views into the site. A combination of 1.2m tall wood panels and metal picket fencing will provide privacy for resident patios. Deciduous trees and shrubs are planted around a proposed rain garden on the north side of the building, parallel to Terminal Avenue North. Trees are placed to provide patios with privacy. An entry gate below a timber arbour will guide pedestrians to the main entrance, which is furnished with a bench.

A bark mulch path, and an evergreen hedge runs along the inside of existing fencing to provide a buffer for the neighbouring properties.

The landscape buffer adjacent to Cypress Street contains deciduous trees with low plantings and grasses. The south side of the building, near the secondary entrance, will contain a south facing garden, proposed bike rack, bench seating, light bollard and pedestrian pathway connecting around the west side of the building. The south facing garden consists of larger deciduous trees, small understory trees, berry bushes, and other edible plants including herbs and strawberries.

Site lighting consists of bollard lighting adjacent to both building entrances, and shielded down-facing exterior wall lights along the pedestrian paths to the side of the building.

Design Advisory Panel

The Design Advisory Panel, at its meeting held on 2022-APR-28, accepted DP001262 as presented with support for the proposed variances. The following recommendations were provided:

- Consider revisiting the exterior materials based on the design guidelines to relieve the façade composition; and,
- Consider ways to improve the parking area with surface materials to enhance the pedestrian connection between Terminal Avenue and Cypress Street.

The applicant responded with revised exterior finishes and a distinguished pedestrian connection from Cypress Street.

PROPOSED VARIANCES

Front Yard Setbacks

Within the COR2 zone, the minimum required front yard setback along Terminal Avenue North is 6m. The proposed setback to 5.0m, a variance of 1.0m. The proposed building is set back to be outside of the area for future road widening to accommodate a modified road cross-section (Mobility Arterial) which accommodates elements such as street trees and frontage improvements to support adjacent uses.

Within the COR2 zone, the maximum allowable front yard setback along Cypress Street is 6m. The proposed front yard setback is 11.3m, a variance of 5.33m. The subject property is a through lot (two front lot lines), the building is oriented toward Terminal Avenue North, and architectural elements have been used to emphasize the building and provide street presence.

Side Yard Setback

Within the COR2 zone, one side yard setback is required to be a minimum of 3m, while the other side yard setback may be 0m. The applicant proposes a 1.5m setback for each side yard, a variance of 1.5m where the 3m setback is required. Staff supports the variance to allow a 1.5m setback from both side yard lot lines, to accommodate landscape buffering and access along both sides of the building adjacent to single residential dwellings.

Aisle Width & Small Car Spaces

Section 4.1 of the “Off-Street Parking Regulations Bylaw 2018 No. 7266” (the ‘Parking Bylaw’) requires a 6.7m drive aisle width for a parking spaces provided at a 90 degree angle from the drive aisle. Part 4.3 of the Parking Bylaw requires that a maximum of 40% of provided parking spaces be designated small car spaces. The applicant proposes to provide a 6.36m drive aisle width and 50% small car spaces. This represents a variance of 0.34m for drive aisle width, and a variance of 10%, equivalent to one parking stall for small car spaces.

The site has a limited width to accommodate parking requirements, and vehicle tracking plans have been provided to demonstrate that the 6.36m aisle width is wide enough to facilitate parking movements.

Location of Parking

Section 4.4 of the Parking Bylaw requires that a multi-family development of five or more units to provide off-street parking only on that part of the lot lying to the rear of the front line of the building. As the subject property is a through lot, with two fronts and no rear, a variance is required to permit parking between the front property line (abutting Cypress Street) and the front face of the building. The primary building entrance is oriented toward Terminal Avenue North, and parking is provided with access from the lower-designated street, in keeping with the intent of the bylaw.

Staff supports the proposed variances.

SUMMARY POINTS

- Development Permit application No. DP1262 proposes a five-unit multi-family residential development at 921 Terminal Avenue North.
- The proposal provides infill development in an area with close proximity to transit, the E&N Trail, and commercial services, and meets the intent of The Newcastle + Brechin Design Guidelines, and General Design Guidelines.
- A number of variances are requested to address unique attributes of the site (narrow, through lot) and to respect existing neighbouring residences. Staff support the proposed variances.

ATTACHMENTS

- ATTACHMENT A: Permit Terms and Conditions
- ATTACHMENT B: Subject Property Map
- ATTACHMENT C: Site and Parking Plan
- ATTACHMENT D: Building Elevations and Details
- ATTACHMENT E: Building Perspectives and Street Views
- ATTACHMENT F: Landscape Plan & Details

Submitted by:

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