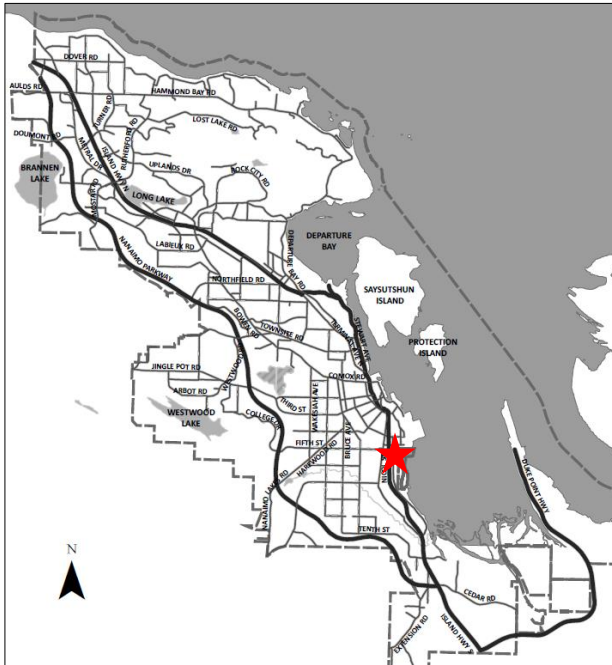


DATE OF MEETING | March 4, 2024 |

AUTHORED BY | KRISTINE MAYES, PLANNER, CURRENT PLANNING |

SUBJECT | DEVELOPMENT PERMIT APPLICATION NO. DP1296 – 450 & 460  
IRWIN STREET



**Proposal:**

A mixed-use commercial and multi-family development

**Zoning:**

CC2 – Neighbourhood Centre

**City Plan Land Use Designation:**

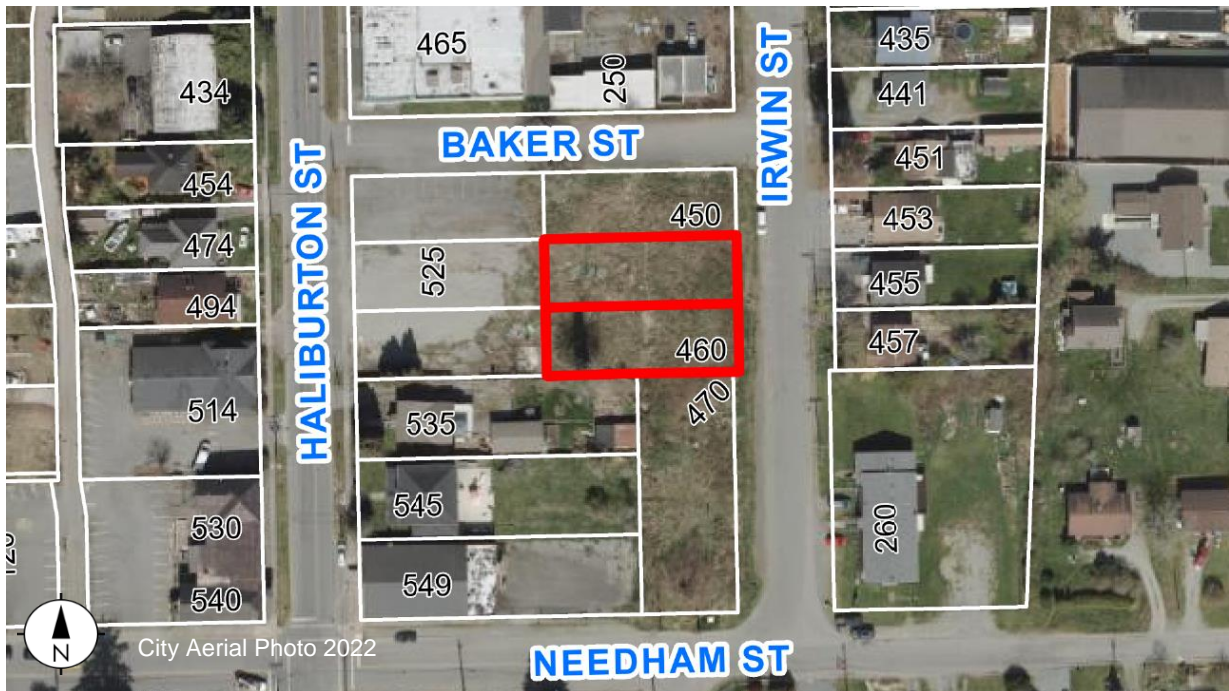
Neighbourhood Centre

**Development Permit Areas:**

DPA8 – Form & Character

**Lot Area:**

573m<sup>2</sup> (each lot), Total: 1,146m<sup>2</sup>



## **OVERVIEW**

### **Purpose of Report**

To present for Council's consideration a development permit application for a mixed-use development at 450 and 460 Irwin Street. ]

### **Recommendation**

That Council issue Development Permit No. DP126 for a mixed-use development at 450 and 460 Irwin Street with variances as outlined in the "Proposed Variances" section of the Staff Report dated 2024-MAR-04.]

## **BACKGROUND**

A development permit application, DP1296, was received from Joyce Reid Troost Architecture, on behalf of Sun Porch Homes Ltd., to permit a mixed-use commercial and 10-unit multi-family development at 450 and 460 Irwin Street.

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

The subject properties are located in the South End Neighbourhood, on the west side of Irwin Street, between Baker Street to the north and Needham Street to the south. The development is proposed to occur on two vacant parcels (Lots 8 & 9) which will be consolidated. The lots slope moderately to the east and contains one tree.

The surrounding neighbourhood primarily consists of residential uses with established single-family dwellings (including a recently constructed single-family dwelling on the adjacent property (Lot 7) at the corner of Irwin and Baker Streets); commercial businesses; and a place of worship. The subject properties are within walking distance to active transportation routes and commercial services. ]

## **DISCUSSION**

### **Proposed Development**

The applicant is proposing to construct two mixed-use commercial and multi-family buildings. Each building includes a live/work commercial retail unit (20m<sup>2</sup>), one 2-bedroom unit (93m<sup>2</sup>), and four 1-bedroom units (45m<sup>2</sup> to 70m<sup>2</sup>). The total gross floor area for the proposed development is 632m<sup>2</sup> and the total Floor Area Ratio (FAR) is 0.548.

#### *Site Design*

The proposed buildings are rectangular shaped and oriented east to west with vehicle access from Baker Street provided at the rear via a proposed easement over the adjacent lot (Lot 7) which will be secured as condition of the Development Permit. Onsite parking includes 12 car spaces (six standard and six small). Bicycle parking consists of three long-term bicycle spaces in each building and a short-term bicycle rack at the entrance of the parking area. Pedestrian connections are provided to the street and to the parking area by way of two staircases in the

middle and along the north lot line as well as an accessible ramp along the south lot line. Three-stream waste management containers are located in a room in each building.

### *Building Design*

The proposed buildings are three-storeys facing Irwin Street and two-storeys on the rear. The buildings are contemporary in design with a mix of shed and flat roofs as well as private balconies. The exterior finishes of the buildings include a mix of vinyl lap siding, shingle siding and trim; vinyl windows; and balconies with metal railings with glass infill. The commercial retail units incorporate wood finish PVC panel siding, double entry doors and transom windows.

### *Landscape Design*

Landscaping is provided along Irwin Street, bordering the central pathway, and within the parking area with a variety of deciduous and coniferous trees, shrubs, vines, ground covers, and ornamental grasses. Arbour trellises with vines and benches for seating provides wayfinding between the two buildings. Fencing, privacy screens between units and trellises for climbing vines are proposed throughout the development. The drive aisle is surfaced with permeable pavers, and the pedestrian pathways incorporate a variety of pavers. Bollard and wall lighting is provided along the walkways and ramp, as well as within the parking area. Wall lighting is provided along the perimeter of the building, and a pole light is located in the rear parking area. Wood perimeter fencing is proposed along the side and rear property lines with a metal picket fence separating the parking area from the residential units.

The proposed development meets the intent of the General Development Permit Area Design Guidelines and South End Neighbourhood Plan Design Guidelines including the provision of a pedestrian network; separation between areas intended for residential and commercial uses; well-articulated building design which steps down to transition to adjacent residential uses; parking at the rear of the building; and, prominence of commercial units.

### **Design Advisory Panel**

The Design Advisory Panel (DAP), at its meeting held on 2023-APR-13, accepted DP1296 as presented and provided the following recommendations:

- Consider adding screening or plants to the concrete wall between the buildings to soften the environment;
- Consider ways to differentiation between the commercial retail unit entrances and the residential entrances;
- Develop the central corridor as a more useable amenity space;
- In keeping with the neighbourhood guidelines, consider ways to reflect the heritage nature of the neighbourhood;
- Consider adding public art;
- Consider adding another tree on the northwest corner of the property; and,
- Consider residential scale lighting on the site.

The applicant subsequently submitted revised plans in response to the DAP recommendations, including the following key design revisions:

- An urban plaza has been incorporated between the street and commercial retail units to emphasize the commercial entrances;
- A tree was added to the northwest corner; and,
- Bollard and wall lighting incorporated through the site.

## **Proposed Variances**

### *Fence Height*

The maximum permitted combined height of a fence and retaining wall in the CC2 zone within a (south) side yard setback is 1.2m. The proposed combined fence and retaining wall height is up to 3m, a requested variance of 1.8m. Staff support the proposed variance as it supports the required grade to accommodate a ramp for accessibility; and the stepped design visually reduces the scale of the retaining wall. The proposed wood fence will also mitigate overlook and headlight glare into the adjacent vacant lot.

### *Siting of a Principal Building*

The minimum required front yard setback for principal buildings in the CC2 zone is 4.5m. The proposed front yard setback abutting Irwin Street is 3.6m, a requested variance of 0.9m. Staff support the proposed variance as the reduced setback accommodates a functional parking area at the rear of the building, and the applicant can accommodate landscaping (including an urban plaza in front of the commercial retail units), pathways and lighting within the proposed setback.

The minimum required side yard setback for principal buildings in the CC2 zone is 3m. The proposed side yard setback along the north side lot line is 1.5m, a requested variance of 1.5m for a portion of the northern building. Staff support the proposed variance as that portion of the development presents as a two-storey building and as a 1.5m setback is typical for residential uses.

### *Building Height*

The maximum permitted height of a principal building in the CC2 zone is 10m. The proposed building height is 10.9m, a requested variance of 0.9m. Staff support the height variance which is only for a portion of the buildings encompassing a shed roof which projects toward the interior of the development and as these features visually add interest to the buildings.

### *Percentage of Small Car Parking Spaces*

The maximum percentage of parking spaces that may be reduced to accommodate small cars is 40% as outlined in Section 4.3 of the Parking Bylaw. A variance is proposed to increase the maximum percentage of small car parking spaces from 40% to 50%, a proposed variance of 10% (which designates eight of the sixteen off-street parking spaces as small car parking spaces). Staff support the proposed variance as site constraints limit the number and size of parking spaces that can be provided, and as most standard-sized vehicles can still be accommodated within the parking spaces proposed. |

### **SUMMARY POINTS**

- Development Permit Application No. DP1296 proposes a new mixed-use commercial and 10-unit multi-family development at 450 and 460 Irwin Street.
- Variances are requested to reduce the front yard and north side yard setback; to increase the permitted combined retaining wall and fence height; and to increase the maximum building height.

### **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  
ATTACHMENT F: Landscape Plan and Details

#### **Submitted by:**

Lainya Rowett  
Manager, Current Planning

#### **Concurrence by:**

Jeremy Holm  
Director, Planning & Development