

COMMENTS ON THE DEVELOPMENT APPLICATION FOR 5550 DUNDEE STREET

1. ENHANCED SIDEYARD

The zoning guidelines state that enhanced sideyards in the RT-11 zone

should be designed (i) as a focus of development and an organizing element, not as ‘leftover’ space; (ii) as a primary outlook and entrance for units in the middle and rear sections of a site (iii) to provide sufficient distance, screening, landscape, and outlook considerations for the mutual comfort of dwellings overlooking the space. *(Appendix I, 7.2)*

The proposed sideyard does not meet these conditions. It is obviously space left over after the applicant has mechanically inserted a variation of his standard infill design (see other Fuho applications for 2748 E. 40th Avenue and 4517 Nanaimo). The front entrances of neither Building B nor Building C face the sideyard. Placing the “utilities area” (aka garbage and yard waste bins) in the centre of the sideyard certainly does not make it more attractive or usable for anyone.

The application for 2899 E. 41st Avenue provides a model for how to deal with garbage in the RT-11 zone. Each unit has a built-in storage area (with doors) for garbage and yard waste bins. This should be required of all RT-11 developments with more than three units.

The peculiar shape of this site creates some challenges for the architect. More work is required to meet those challenges.

2. UNOPENED LANES

At present a 10 ft. wide *unopened* lane exists between 5494 (changed from 5482) Dundee Street and 5550 (changed from 5522) Dundee Street. This lane lines up with an existing paved lane between 5505 and 5511 Killarney Street. Across the street, there is a similar lane between 5495 and 5511 Dundee Street. This lane lines up with an existing paved lane between 5494 and 5514 Earles Street. Both *unopened* lanes are covered in untended meadow and not usable. The current development applications for both 5494 Dundee Street and 5550 Dundee Street provide an impetus to consider the future of these laneways.

One of the goals of the Norquay Village Neighbourhood Centre Plan is to make our community more walkable (Section 5.0-5.1, p. 61-62). In some parts of Norquay, very long blocks often discourage residents from walking. The *unopened* lanes on Dundee Street are located in such an area. During the planning process, city staff

cited the opening of these lanes as an example of the kind of benefit that would come to Norquay as a result of more dense development.

These laneways could easily be enhanced to serve as pedestrian connectors. At only 10 ft. wide, they are too narrow for two cars to pass. There is little advantage to be gained by making the laneways accessible to cars, since Dundee Street ends at 40th Avenue and does not connect to 41st Avenue. Turning the *unopened* lanes into a pathway edged by some low maintenance plantings would improve the community's public realm in an attractive and functional way..

Three development applications under the new RT-11 zoning have been submitted so far in the immediate neighbourhood of these lanes (5494 Dundee, 5550 Dundee and 2899 E. 41st), and others can be expected. Here is an opportunity to provide an inexpensive "amenity" to a part of Norquay that is unlikely to see any other benefit from development for some time to come.

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February 26, 2014