

DECISION/DIRECTION NOTE

Title: Notices Published – 5-7 Little Street – DEV2300074
Date Prepared: January 22, 2025
Report To: Regular Meeting of Council
Councillor and Role: Councillor Carl Ridgeley, Development
Ward: Ward 4

Decision/Direction Required: Request for approval of the revised Land Use Report, Approval-in-Principle and parking relief for a proposed Apartment Building at 5-7 Little Street.

Discussion – Background and Current Status: In 2021, 5 & 7 Little Street was rezoned from Residential 2 (R2) to Apartment 2 (A2) Zone for a Personal Care Home. The applicant is now proposing an Apartment Building, which is a Permitted Use in the A2 Zone. In November 2023, Council directed staff to require a revised Land Use Report and undertake public engagement; where an Apartment Building is a permitted use in the Zone, public notification through mailout was determined to be suitable. The terms of reference were not as detailed as the original LUR, and only asked for key elements such as building design, location, height, landscaping, and parking, to show how the proposed development would impact adjacent properties.

The revised Land Use Report was referred to Council in December 2024, following public notification. At that time six submissions were received, which identified concerns regarding capacity of the local sewer system, loss of sun/privacy and green space, increase in traffic, parking congestion in the neighborhood, on-site environmental conditions and height of building. These areas of concern were addressed in the previous memo to Council. The application was deferred for staff to review on-site parking and parking relief.

The applicant has provided a revised application: they removed 4 units, added an additional 4 parking spaces and reconfigured the type of units in the building. Originally all units were 1-bedroom, now the applicant is proposing a mixed of units: 30 micro (not exceeding 42m²), 56 1-bedroom and 10 2-bedroom. The parking calculation for this mix of units requires 72 parking spaces under the Development Regulations and 56 parking spaces have been provided. Parking relief is requested for 16 parking spaces (22%). The request for parking relief is lower than the previous submission even though there are only 4 less units, as micro units do not require on-site parking.

Previous	Revised
100 units (1 bedroom)	96 units (mixed)
52 parking spaces provided	56 parking spaces provided
48 units without parking (48%)	40 units without parking (42%)*



The developer has asked for relief on parking to support affordable rate units, which will not include parking in the rent price; all resident parking is paid, reserved parking. They believe this will benefit university students who may not own a car and can use alternative transportation methods due to the site's proximity to Memorial University. Additional measures to support the reduction of on-site parking include bicycle parking, along with several bus routes near the site. As per Section 8.12 of the Development Regulations, where an applicant wishes to provide a different number of parking spaces other than those required, Council shall require a Parking Report; parking and alternative methods of transportation were addressed in the Land Use Report and through a Traffic Impact Statement.

A petition from area residents was submitted requesting that the size of the building be reduced to accommodate parking because of the following concerns: increased traffic and congestion, parking problems and access to on-street parking, and problems with snow clearing and garbage collection.

An Apartment Building is a permitted use in the A2 Zone; this typically means that the City would not be required to advertise a proposed development application. However, given that the neighbourhood was consulted on the rezoning for the Personal Care Home, Council wanted to let people know about the change in Use. So long as the application meets the Development Regulations and design requirements, the City is not able to turn down a permitted use. As the proposed development does not meet the required parking standards, parking relief is requested. If parking relief were to be rejected the applicant would need to propose a revised design that meets parking standards, which could include reducing the size/height of the building or the number of units or the configuration of units.

The Transportation Engineering division has no concerns related to traffic generated from this development. As an alternate form of transportation, the development will provide 50 secure spaces for interior bicycle storage and an exterior rack, and there are also several bus routes within walking distance. These alternative transportation options along with the geographic location of the building support the consideration of parking relief.

Parking Services reviewed the adjacent streets surrounding the development and noted that there are limited parking options. There are no large private off-street lots or garages to accommodate any increase in parking demand. This is not a residential permit area, however, there are other parking restrictions in the vicinity. The surrounding areas of Graves Street, Hoyles Avenue, and Empire Avenue have "No Parking (Anytime)" on one side. Little Street itself does not have a daytime restriction, but this street and those nearby fall within the Winter Parking Ban, and parking is restricted from 12:30 AM to 7:30 AM during the ban on this street. These local parking restrictions should limit congestion within the area, should any overflow occur from the site.

The applicant is requesting approval in principle for the proposal subject to detailed design prior to final approval.

Key Considerations/Implications:

1. Budget/Financial Implications: Not applicable.
2. Partners or Other Stakeholders: Neighbouring residents and property owners.
3. Is this a New Plan or Strategy: No
4. Alignment with Strategic Directions:

A Sustainable City: Plan for land use and preserve and enhance the natural and built environment where we live.

Choose an item.

5. Alignment with Adopted Plans: **St. John's Municipal Plan and Development Regulations**
6. Accessibility and Inclusion: Not applicable.
7. Legal or Policy Implications: **St. John's Development Regulations Section 4.5.3 "Approval-in-Principle", Section 4.9 "Land Use Report," Section 8.3 "Parking Standards" 8.12 "Parking Report" and Section 10 "Apartment 2 (A2) Zone"**.
8. Privacy Implications: Not applicable.
9. Engagement and Communications Considerations: Public advertisement in accordance with **Section 4.8 Public Consultation of the St. John's Envision Development Regulations**. The City has sent written notices to property owners within a minimum 150-metre radius of the application site. The application has been advertised in The Telegram newspaper at least twice and is posted on the City's website. Written comments received by the Office of the City Clerk are included in the agenda for the regular meeting of Council.
10. Human Resource Implications: Not applicable.
11. Procurement Implications: Not applicable.
12. Information Technology Implications: Not applicable.
13. Other Implications: Not applicable.

Recommendation:

That Council approve the revised Land Use Report (LUR) at 5-7 Little Street for a proposed Apartment Building, parking relief for 16 parking spaces and grant Approval-in-Principle subject to the following conditions prior to Final Approval:

1. Meet all requirements of the St. John's Municipal Plan and Development Regulations;
2. Meet all requirements of the Development Design Manual; and
3. Detailed site and servicing plans submitted and approved.

Prepared by:

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Approved by:

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Report Approval Details

Document Title:	Development Committee - Approval in Principle - 5-7 Little Street - DEV2300074.docx
Attachments:	- 5-7 LITTLE STREET - DEV2300074.pdf - LUR for Apartment Building at 5-7 Little Street (R3 Jan 7, 2025).pdf
Final Approval Date:	Jan 23, 2025

This report and all of its attachments were approved and signed as outlined below:

Jason Sinyard - Jan 23, 2025 - 2:52 PM