

STAFF DESIGN COMMENT

DEVELOPMENT PERMIT NO. DP1158 – 2126 MEREDITH ROAD

Applicant / Architect: D-ARCHITECTURE INC.

Owner: BRIAN AND JOHANNA MCCULLOUGH

Landscape Architect: VICTORIA DRAKEFORD LANDSCAPE ARCHITECT

SUBJECT PROPERTY AND SITE CONTEXT

<i>Zoning</i>	COR1 (Residential Corridor)
<i>Location</i>	The subject property is located at the northeast corner of the Meredith Road and Tulsa Road intersection which is located between Bowen Road and Boxwood Road.
<i>Total Area</i>	1092.8m ²
<i>Official Community Plan (OCP)</i>	Map 1 – Future Land Use Plans – Corridor; Map 3 – Development Permit Area No. 9 – Commercial, Industrial, Institutional, Multiple Family and Mixed Commercial/Residential Development.
<i>Relevant Design Guidelines</i>	General Development Permit Area Design Guidelines

The subject property currently contains a single family dwelling that is on the Heritage Register. The adjacent property to the east is a religious institution and to the north is a single family dwelling. Across Meredith Road to the south and southeast are single family dwellings and multiple family dwellings. Across Tulsa Road to the west and northwest is a neighbourhood of single family dwellings. The surrounding neighbourhood is primarily residential. Commercial uses are nearby on Bowen Road and industrial uses are to the south along Boxwood Road.

PROPOSED DEVELOPMENT

The applicant proposes to remove the house and construct a twenty-one unit four-storey apartment building. The ground floor is a parking level. All three floors above have an identical floorplan and each floor consists of 3 studio units, each 42m², 2 one-bedroom units, each 47m², and 2 one-bedroom plus den units, each 70m².

The proposed Floor Area Ratio (FAR) is 1.25 which exceeds the maximum COR 1 base FAR of 1.0. The applicant proposes to obtain the additional density through Schedule D – Tier One amenity improvements.

Site Design

The building occupies the majority of the site with vehicular access from Tulsa Road into the ground floor parking area beneath the building. Pedestrian access to the main lobby is from the southwest corner of the property. A pathway from the public sidewalk on Meredith Road provides access to a bicycle storage area on ground floor. A refuse collection area is also provided on the ground floor. A grass pathway is provided on the north side of the building to access the north stairwell.

Bicycle parking exceeds the Parking Bylaw requirements. Communal outdoor amenity space is provided with benches located near the entrance to the main lobby.

Staff Comments:

- Consider locating the accessible parking spaces nearer the main Lobby entrance.
- Consider providing a pervious hard surface pathway around the north and east sides of the building to provide access to the north stairwell.

Building Design

The building is well articulated on all four sides with bay projections and recessed areas. The roof is broken up into separate forms that have dynamic angles. The building height complies with the Bylaw requirements. The main lobby is a separate building entity placed at an angle to break up the building's rectangularity and address both the Tulsa Road and Meredith Road frontages. Balconies on the north side of the building are given privacy by angled fin projections. Balconies for the east corner units project beyond the east wall. Cladding materials (hardiplank and hardipanel) of various colours are applied in a manner that emphasizes projections and recesses. On the west façade the cladding material is applied in an irregular pattern of multicoloured squares and rectangles giving the building a distinct identity on the Tulsa Road frontage. Window sizes and placements add variety and rhythm to the facades. Wooden vertical slat screening and a pergola is proposed for the ground floor on the Meredith Road frontage providing security for the bicycle storage area and screening the parking area from view. Horizontal wood trim is proposed to be applied to the ground floor ceiling perimeter.

Staff Comments:

- Consider providing internal access to the lobby and north staircase from the ground floor parking, bicycle storage, and refuse collection area.
- Consider using metal instead of wood on the vertical slat screening and horizontal trim for greater durability.
- Consider giving greater architectural emphasis and visibility to the building entrance and lobby. Perhaps more glazing would increase transparency, provide night time lighting, and allow views into the lobby for increased visual surveillance.
- Provide details of lighting within the ground level parking area and bicycle storage area that addresses CPTED issues but avoids light penetration beyond the lot boundaries.

Landscape Design

The landscaping is concentrated on the Meredith Road frontage and has a sinuous bioswale as a central design element. The design has a west coast theme with both native and exotic species, and deciduous and coniferous plant selections. Boulders and cobble add to the theme. The design is meant to mimic a small forest ecosystem. The landscaping continues around the corner to the lobby entrance and the design expands the pedestrian access into a curvaceous entry area with seating. The landscape design softens the angularity of the building on the Meredith Road frontage.

Landscaping on the Tulsa Road frontage consists of grass ground cover and 4 trees. Landscaping on the north side of the building also has grass as a ground cover and 7 trees. Landscaping on the east side of the building is minimal given the intrusion of parking spaces and drive aisle into the setback area and consists of plant ground cover. A 1.8m high wooden fence is proposed for the north and east property lines.

Staff Comments:

- Consider ways to include more communal amenity space.
- Consider relocating 1 or 2 trees from the corner to improve sightlines near the lobby entrance.
- Consider substituting pervious hard surface for concrete sidewalks.
- Consider removing the landscaping on the east side of the building and substituting a pervious hard surface that is level and secure for people exiting adjacent vehicles.
- Consider providing a pervious hard surface pathway on the north side and east sides of the building
- Provide landscaping on the Tulsa Road frontage that approximates the landscape design on the Meredith Road frontage.
- Provide screening of the utility kiosk.
- Provide details of the proposed fence. The fence on top of the retaining wall along the north property line may require a variance.
- Include a description of the irrigation that will be provided.

PROPOSED VARIANCES

Flanking Side Yard A 4.5m building setback is required; a 3.5m setback is proposed. A 1m variance is requested.

Rear Yard A 7.6m building setback is required; a 3m setback is proposed. A 4.5m variance is requested.

Small Car Spaces A maximum of 8 small car spaces are allowed; 10 spaces are proposed. An increase in the percentage of small car spaces from the maximum 40% to 48% of the required parking is requested.

Location of Parking No parking spaces are allowed in the front yard setback area; one space is proposed in the area. A variance is requested.