

STAFF DESIGN COMMENT

DEVELOPMENT PERMIT NO. DP001173 – 1421 PRINCESS ROYAL AVENUE

Applicant/Architect: RAYMOND DE BEELD ARCHITECT

Owner: ROCHE LOOKOUT HOLDINGS INC.

Landscape Architect: KATE STEFIUK STUDIO

SUBJECT PROPERTY AND SITE CONTEXT

<i>Zoning</i>	R8 – Medium Density Residential
<i>Location</i>	The subject property is located on west side of Princess Royal Avenue, adjacent to a lane, between Larch Street and Estevan Road.
<i>Total Area</i>	911m ²
<i>Official Community Plan (OCP)</i>	Map 1 – Future Land Use Plan – Corridor Map 3 – Development Permit Area DPA No. 9 – Commercial, Industrial, Institutional, Multiple Family, and Mixed Commercial / Residential Development
<i>Neighbourhood Plan</i>	Newcastle + Brechin Neighbourhood Plan Map 1 – Neighbourhood Land Use – Mixed Use Corridor
<i>Relevant Design Guidelines</i>	General Development Permit Area Design Guidelines; and Newcastle + Brechin Neighbourhood Plan Urban Design Guidelines

The subject property consists of two legal lots and is located in the Newcastle + Brechin Neighbourhood. The property slopes significantly downhill from southwest to northeast and provides views towards Departure Bay and Newcastle Channel. There is currently a small single residential dwelling on the property.

The surrounding neighbourhood includes older 3- to 4-storey multi-family residential buildings to the west and south, and single residential dwellings to the north and east. Terminal Park shopping plaza is located on the far side of Estevan Road, 60m west of the subject property.

PROPOSED DEVELOPMENT

The applicant is proposing a 4-storey multi-family residential building with 16 dwelling units and under-the-building parking. The parking level will be exposed at the lowest portion of the subject property, presenting a 5-storey elevation at the northeast corner of the building.

The proposed building will have a Floor Area Ratio (FAR) of 1.56 and the maximum permitted FAR for this development will be 1.56. The R8 zone provides a base FAR of 1.25. An additional 0.21 of FAR will be added for the portion of parking that is underground and an additional 0.1 of FAR will be added for meeting the Tier 1 requirements as described in the Zoning Bylaw 'Schedule D – Amenity Requirements for Additional Density'.

Site Design

As a smaller rectangular lot, the development's siting is dictated by sloping topography and vehicle entry points. Vehicle access to the site is proposed from the lane to the north, as required by the Off-Street Parking Bylaw. Further review of vehicle circulation along the lane will take place through the application process.

Parking will be provided in an under-the-building parking level that is largely underground but is exposed in the northeast portion of the lot. The required parking spaces, long-term bicycle parking, and short-term bicycle are provided. Garbage and recycling pick-up will be in the parking level.

The primary entrance will be on the south side of the building, accessed via an entrance walkway and entry court from Princess Royal Avenue at the southeast corner of the site. At this location the grade of the sidewalk will meet the grade of the ground floor for the building. A private walkway will continue around the south and west of the building to connect with the laneway in the north. A common outdoor amenity space is proposed on the west side of the building, in addition to the individual patios for ground level units. A secondary entrance at the northeast corner of the site will provide pedestrian access to the parking level and secure bicycle storage.

Staff Comments:

- Height of retaining walls to be confirmed.

Building Design:

The building design reflects the guidelines for massing, form, and character as expressed in the Newcastle + Brechin Neighbourhood Plan Urban Design Framework and Guidelines (N+B Guidelines) section 2.12. The site is significantly smaller than a typical R8 zone and a number of setback variances are requested. The building is sited to maximize views to the north and the massing of the building keeps in context with adjacent multi-family residential buildings at 1430 and 1420 Estevan Road, to the west and south respectively. The proposed building is a modern interpretation of the neighbouring flat roof apartment buildings and is lower in peak elevation than either of these buildings.

A simple roofline and striking geometric protruding windows are provided on the west and east elevations. The south elevation will have minimal articulation but will include offset coloured windows and vertical windows above the main lobby. The north elevation will feature large covered balconies for all units on the 2nd to 4th storeys, separated by vibrantly coloured glass screens. Ground level units will have larger patios. The primary cladding on the west, south, and east elevations is vertical fibre cement panels. The exposed exterior of the parking level is proposed to be concrete, with stone cladding to highlight the vehicle entrance.

The internal layout of the building will have common areas including lobby, elevator, stairs, and storage concentrated on the south side of the building, with all units facing north towards Departure Bay.

Staff Comments:

- Strengthen the primary building entrance so that it is highly visible and contributing to the overall streetscape, as recommended by the N+B Guidelines (s.2.12.28).

- Reinforce the street-facing east elevation to align with the shades and palettes of existing buildings along Princess Royal Avenue.
- Look at ways to differentiate the 4th storey facing Princess Royal Avenue, for example through expressing with different materials or setting back further from the street and emphasizing a 3-storey form, as recommended by the N+B Guidelines (s.2.12.29).
- Reduce the amount of blank concrete wall facing street level. Consider tying exterior materials together, for example with stone cladding along the wall of the parking level and the base of the building.
- Consider opportunities to increase fenestration on the street-facing east elevation.
- Confirm rooftop materials and rooftop equipment screening materials.

Landscape Design

A planter containing boxwood and groundcovers is proposed along the north property line, with vines planted at the base of the parking level wall. A planted boulevard with street trees is proposed along Princess Royal Avenue. Medium evergreen groundcovers in planters will be located next to the entry court and entrance walkway along the south property line. The common outdoor amenity space on the west side of the property will be enclosed and will contain a lawn, patio, planters, and small deciduous trees. A grass and meadow mix green roof is proposed over the parking level vehicle entrance.

PROPOSED VARIANCES

Minimum Building Setbacks

The minimum front yard setback for an underground parking structure is 1.8m. The requested front yard setback for the underground parking structure is 1.5m, a proposed variance of 0.3m.

The minimum front yard setback in the R8 zone is 6.0m. The proposed front yard setback is 1.5m, a requested variance of 4.5m. The front yard setback is measured to the exposed parking level wall at the northeast corner of the lot. The proposed front yard setback for the rest of the building is 4.6m.

The minimum side yard setback in the R8 zone is 3.0m. The proposed north side yard setback is 0.4m, a requested variance of 2.6m. The side yard setback is measured to the exposed parking level wall at the northeast corner of the lot. The proposed north side yard setback for the rest of the building is 3.0m.

The minimum rear yard setback in the R8 zone is 10.5m. The requested rear yard setback is 7.35m, a proposed variance of 3.15m.

Parking

The maximum permitted amount of small car parking is 40% of the required parking. The proposed amount of small car parking is 51%, a requested variance of 11% (2 parking stalls).

The minimum amount of visitor parking is 1 parking stall. No visitor parking is proposed, a variance of 1 visitor parking stall.