

## STAFF DESIGN COMMENT

### DEVELOPMENT PERMIT APPLICATION NO. DP001165 – 3789 & 3801 SHENTON ROAD

**Applicant:** RW (BOB) WALL LTD.

**Architect:** DE HOOG & KIERULF ARCHITECTS

**Landscape Architect:** VICTORIA DRAKEFORD LANDSCAPE ARCHITECT

**Owner:** DIVER LAKE INVESTMENTS LTD.

---

### SUBJECT PROPERTY AND SITE CONTEXT

<i>Zoning</i>	Mixed Use Corridor (COR2)
<i>Location</i>	The subject properties are located on the south side of Shenton Road facing Diver Lake, between Jingle Pot Road and Kenworth Road.
<i>Total Area</i>	0.73ha
<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>Relevant Design Guidelines</i>	General Development Permit Area Design Guidelines

The subject properties are located in the Diver Lake neighbourhood and are across Shenton Road from the E&N Rail and Island Highway corridors. Both properties are currently vacant, and the property at 3789 Shenton Road previously contained a single residential dwelling that was demolished in 2019. The rear of the properties, adjacent to Diver Lake includes a 15m-wide protected riparian setback. The site slopes downhill by approximately 4m from Shenton Road to Diver Lake.

Surrounding land uses are a mix of residential, commercial, and industrial. The adjacent property to the east contains a dentist office and the adjacent property to the west is an undeveloped portion of Diver Lake Park.

### PROPOSED DEVELOPMENT

The applicant is proposing to construct a mixed-use development consisting of two buildings with 14 residential dwellings, 1,019m<sup>2</sup> of medical office space, a 84.5m<sup>2</sup> commercial retail unit, and a shared under-the-building parking structure. Building 1 on the east part of the site will be 3-storeys and will contain the medical office. Building 2 on the west part of the site will be 5-storeys and will contain the residential dwelling units and the commercial retail unit. The under-the-building parking structure will be partially exposed to the rear, presenting a 4-storey and 6-storey elevation towards Diver Lake for Buildings 1 and 2, respectively.

The proposed residential unit composition is as follows:

- 5 one-bedroom units approximately 85m<sup>2</sup> in floor area; and
- 9 two-bedroom units approximately 105m<sup>2</sup> in floor area.

The proposed gross floor area is 1,257m<sup>2</sup> in Building 1 and 1,807m<sup>2</sup> in Building 2 for a combined total of 3,065m<sup>2</sup>. The total Floor Area Ratio (FAR) will equal 0.42 and the maximum permitted FAR in the COR2 zone is 1.25.

### Site Design

The site is constrained by the shallow depth of the lots and the 15m riparian setback from the lake. In order to avoid encroachment into the riparian setback, the buildings are sited closer to Shenton Road. In addition to the under-the-building parking level, accessed via a ramp from Shenton Road on the west side of Building 2, two surface parking lots are proposed with separate vehicle entries: a central parking lot between both buildings and a parking lot to the east of Building 1. Utilizing the shared mixed-use parking rate, 58 parking stalls are required. A total of 66 parking stalls are proposed with 41 stalls on the under-the-building parking level, 9 stalls in the central surface parking lot, and 16 stalls in the east surface parking lot.

Pedestrian access to both buildings is proposed from Shenton Road. The commercial retail unit in Building 2 will have its access from the central surface parking lot. Both surface parking lots and the buildings will be connected by a pedestrian walkway adjacent to Shenton Road. A small plaza is proposed outside of the front entry for each building. Additionally, the retail unit will have an expanded patio for retail use.

Bicycle parking is proposed with long-term bicycle storage in the under-the-building parking level and short-term bicycle parking in the plazas outside of the building entries. Refuse receptacles will be stored in the under-the-building parking level.

### Staff Comments:

- Confirm plaza surface materials and consider integrating the central surface parking lot (between the buildings) with the surrounding plaza by utilizing similar surface materials and delineating parking stalls with line painting and bollards.
- Consider common outdoor seating opportunities, especially in the plaza and near the south side of the two surface parking lots to take advantage of views towards the raingardens and Diver Lake.
- Provide site lighting details and ensure that ramps, stairs, and entryways from street are well-lit.

### Building Design

The two buildings are contemporary in design and provide visual interest not only along Shenton Road but also from the Island Highway and from Diver Lake.

The design of Building 1 reflects its medical office use with significant glazing and strong horizontal lines. The building steps down on the rear elevation and reflects the scale of adjacent commercial uses to the east. A large outdoor deck is proposed on the third level.

The design of Building 2 reflects its mixed use with ceiling-height windows for the commercial retail unit and balconies for residential units. While all residential units are oriented to face away from the highway, the street-facing elevation still presents itself as the front of the building with a covered entryway at ground level. The vertical massing of Building 2 is broken up by protruding balcony boxes and alternating materials. The building will feature a strong roofline on all elevations.

The proposed exterior materials include a mix of stucco, Lux smooth panels, and fibre cement siding. Building entries will be accentuated by thinstone veneer cladding.

Staff Comments:

- Look at opportunities to eliminate the blank walls on the northeast corner of Building 1.
- Consider options to further pronounce front entryways facing Shenton Road.
- Consider ways to highlight the curved horizontal roofline of Building 2 facing Shenton Road and the Island Highway.
- Consider exterior treatment options for the exposed parking level concrete walls facing Diver Lake to the south.

Landscape Design

A landscape buffer is proposed along the street frontage including low shrubs, cascading plants, and coniferous trees near the edges of the properties, and a large deciduous tree to anchor the entry to each of the surface parking lots. Substantial vegetation is proposed along the west and east property lines. Raingardens are proposed to the south of both surface parking lots and adjacent to the under-the-building parking ramp.

Building 1 will include a green roof featuring a number of groundcovers and grasses. Building 2 will have a green roof on its front entry canopy and a living wall on each of its west and east elevations. The living wall will consist of planters and a trellis system for climbing plants.

The riparian setback area will be revegetated and restored as required by an existing covenant on the subject properties. A large existing fir tree within the riparian area will be retained.

Staff Comments:

- Look at creating a focal point on the wall at the rear of surface parking lots, for example with climbing plants or a water feature.

**PROPOSED VARIANCES**

*Projections Into Yards*

The minimum front yard setback for an underground parking structure is 1.8m. The proposed parking setback is 0m, a requested variance of 1.8m.

*Building Height*

The maximum permitted building height in the COR2 zone is 14m, or 18m where 75% of the required parking is located below the building. The proposed development will have 71% of the required parking below the buildings and is therefore not granted the additional 4m height. The proposed height of Building 2 is 20.4m, a requested variance of 6.4m.