

May 28, 2021

5730 Turner Road – Development Permit Design Rationale

Project

Mixed-use project development includes 3 buildings (49 Unit 5 story Residential, 3 stories CRU, and 1 double height storey cafe building) with underground shared parkade structure located underneath the residential and CRU buildings. The site includes surface parking on the northwest side of the lot.

Background

Development to provide high-quality rental accommodation, corporate business spaces, and a cafe with patios adjacent at the corner intersection of Turner Road and Uplands Drive.

Site Layout

The building's settings are dictated by the irregular-shaped lot, the statutory right of way, and the site's sloped nature. The proposed building's location utilizes the south portion of the lot while dedicating the north portion of the lot for tree preservation while maintaining the riparian buffer (7.5m) at the far north corner of the parcel. The residential building is located at the southeast corner of Turner Road (at the roundabout). The CRU building is located 9m to the west of the residential building, retaining views and creating a courtyard space buffer between the residential and the CRU building, connecting the street front of the Turner Road into the development. The cafe building is located on a dominant location at the west corner of the lot on Uplands Drive, having patios facing southeast, sharing a common plaza with the CRU building. The statutory right of way is shared between the proposed development and the neighbouring site to the west, it provides access to the surface parking, garbage enclosure and to the parkade.

Pedestrian Circulation

The whole development is linked via a pedestrian walkway crossing the site from the southwest (common corner plaza) to Turner Road at the northeast edge of the lot. The proposed walkway aims to encourage accessible use, connecting recreational amenities and building main entrances. As a result, most pedestrian-accessible areas are designed to allow handicap accessibility.

Vehicle Circulation

The project employs the statutory right of way as the main driveway entrance into the development to the rear surface parking from Turner Road at the northeast edge. The development proposes fire department access to the buildings from the site parameter along Turner Road from the south.

Parking

A total of 124 parking stalls were provided for the development, 73 surface parking stalls located at the rear yard of the lot and 51 underground parking provided in the parkade shared between residential and CRU use. Single entrance/exit provided to the parkade, located close to the residential entrance from the northwest end of the residential building.

Form

The proposed complex consists of 3 buildings. The residential massing is located at the southeast corner of the lot at the roundabout, separated from the CRU building to its west by a spacious courtyard designed as a garden space serving residents while maintaining both buildings' views. Although the residential building is the highest building on the lot, it sits on the lowest part of the site to maintain the buildings' hierarchy towards Uplands Drive. Common roof decks/patios on both end-side of the residential building provide magnificent views, especially the northeast rooftop patio, which is situated to offer northern views to the ocean. The patios are also designed to be used as traditional socializing spaces and stepping the building back from the adjacent CRU building as a response to its height. Meanwhile, the Cafe building (the lowest in height) is located at the intersection of Turner Road and Upland Drive, far southwest of the lot. It is integrated with a patio-plaza shared with the CRU building that serves as a public realm and the primary pinpoint into the site. It offers a refuge for pedestrians, residents and workers to enjoy. Furthermore, the idea of having a wider separation between the proposed buildings is an attempt to leave as much as an open area as possible for landscaping and common spaces.

The primary buildings form's main statement is inspired by traditional architecture framed into a contemporary design context and requirements. This is mainly elaborated by elevating height levels, projection and recessing facade elements such as balconies, and incorporating large and imposing pitched roofs and gables facing different directions while defining each building's primary/secondary entry points.

Material & Colour

The facade colour scheme incorporates soft natural colour. Low-maintenance wood sidings are applied with neutral vertical grey siding expressing the building's base and edges, harmonizing it with the parkade's concrete wall finish. The facade is interspersed with the white panel to add distinctness to areas where the highlight/exposure seems required.

Exterior Lighting

The design suggests up-light for the main entrance canopies and down-light for exits, patios and balconies. For the exterior, bollard lighting is proposed along the exterior pathway, and within common spaces and courtyards, recessed wall lighting is suggested in public plazas and around the seating areas.

Key Features

Traditional/new classic high-end apartment, CRU and cafe buildings within the mixed-use neighbourhood. Shared terrace and decks. Common public spaces. Accessible friendly.

Raymond de Beeld, Architect AIBC



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5730 Turner Road – Development Permit Variance Rationale

Garbage and Landscape Setbacks:

- **Requirement:**
 - Garbage Setback: 3.0m
 - Landscape Buffer: 1.8m
- **Provided:**
 - Garbage enclosure at northwest of the Cafe Building = 0m.
 - Garbage enclosure at northeast along statutory right of way = 1.8m.
 - Landscape Buffer at north edge of the lot = varies 0.0m to 1.8m.
- **Variance:**
 - Garbage enclosure at northwest of the Cafe Building = 3m.
 - Garbage enclosure at northeast along statutory right of way = 1.2m.
 - Landscape Buffer at north edge of the lot = varies 1.8m to 0.0m.
- **Rationale:**
 - All garbage enclosures are located away from adjacent neighbouring buildings and properly screened with landscape wall and roof.
 - Garbage enclosure at northeast is located along the statutory right of way on the same path of neighbouring garbage enclosure; this allows a convenient garbage pick up and easy access to the users, especially for the residential occupants.
 - The garbage enclosure at the northwest of the cafe building located at the back yard of the building. It is hidden from the rest of the development with direct connection to the servicing rooms of the building.
 - The narrowed landscape buffer is necessary to provide an adequate path for handicap accessible pedestrian walkway crossing the site.

Building Height:

- **Requirement:**
 - 14m from the average finished grade.
 - 18m, if 75% parking is underneath a building.
- **Provided:**
 - 18.96m (5 storeys + parkade) Residential building.
 - 16.30m (3 storeys + parkade) CRU building.
 - 6.82m (1 double-height storey) Cafe Building.

- **Variance:**
 - Residential building = 4.96m.
 - CRU building = 2.30m.
- **Rationale:**
 - The city allows up to a maximum of 18m of building height which can reduce the height variance to 0.96m (and only be required for residential building) if a shared parking method is used. While it is not possible to dedicate 80% of the parking unassigned and keeping the parking in the parkade assigned.
 - The proposed building's heights are measured to the top of the pitched roof's ridge, which primarily serves to form the character of the development. The proposed design of the buildings is an attempt to offer a more traditional presence at the Turner Road rather than a contemporary/ flat roof architecture.
 - The development proposes 3 separate buildings; although the site is sloping up toward Uplands Drive, it was crucial from the design point of view to deliver the hierarchy in height to follow the site's natural grade and avoid a significant amount of cut and fill.
 - The development is proposing 0.88 of density and 29.6% of site coverage, which allows more pedestrian/ public integrated spaces than building coverage.
 - The proposal does not disturb or limit the views from any neighbouring development, and vice versa since most of the development's buildings are sitting adjacent to Turner road. Besides, it leaves a significant buffer between the proposed buildings and the neighbouring developments.

Raymond de Beeld, Architect AIBC

