

STAFF DESIGN COMMENT

DEVELOPMENT PERMIT APPLICATION NO. DP001306 – 3201 ROSS ROAD

Applicant/Architect: LOW HAMMOND ROWE ARCHITECTS INC.

Owner: BERWICK INVESTMENTS LTD.

Landscape Architect: MACDONALD GRAY

SUBJECT PROPERTY AND SITE CONTEXT

<i>Zoning</i>	Residential Corridor (COR1)
<i>Location</i>	The subject property is located on the west side of Ross Street, north of Knight Road.
<i>Total Area</i>	12,483m ²
<i>City Plan</i>	Future Land Use Designation: Neighbourhood Development Permit Area (DPA) 8 – Form and Character
<i>Relevant Design Guidelines</i>	General Development Permit Area Design Guidelines

The subject property is located in the Long Lake Neighbourhood and contains an existing seniors' congregate facility. The irregular shaped lot slopes moderately toward Long Lake. Established multi-family, single-family dwellings and commercial development characterize the surrounding area.

PROPOSED DEVELOPMENT

The applicant is proposing to reconfigure the existing parking area to construct a two level accessory parking structure to serve the existing 158 unit seniors' congregate facility. The proposed lot coverage is 32.6% (an increase of 0.8%), below the maximum permitted lot coverage of 60%. Area used for parking purposes is excluded from the definition of gross floor area.

This application amends a previous Development Permit (DP97-23) approved on 1998-FEB-16.

Site Design

The proposed accessory parking structure is rectangular shaped and oriented from south to north with a secure entrance at the south-west corner. Vehicle access is via a driveway from Ross Road at the northeast corner of the site. 47 parking spaces are required – the current parking lot contains 57 parking spaces. 90 parking spaces are proposed, an excess of 43 parking spaces, of which 31 (between the building and new parking structure) are proposed to be permeable. Of the proposed parking spaces, 53% are small car parking spaces.

Staff Comments:

- Incorporate marked pedestrian pathways from the parking structure pedestrian gates to the building.
- Consider provision of long-term and short-term bicycle parking spaces.

Building Design

The accessory parking structure is two levels with the lower level partially underground due to the slope of the subject area – as such, the upper level appears visually on grade with Ross Road. The structure is concrete with aluminum guardrails on the top level and aluminum screens to secure the parking.

Staff Comments:

- Consider cladding exposed concrete with materials keeping with development (ie. river rock).

Landscape Design

The proposed development includes removing several existing trees and replacing them with six trees of varying species, including red maple, flowering cherry, and western red cedar. As proposed, the landscaping represents a net loss in comparison to the existing landscaping in the subject area. Landscaped islands and strips are proposed through the redeveloped area with a landscape buffer provided adjacent to Ross Road. A pedestrian walkway is located to the south of the parking structure, which provides egress from the building entrance to the upper parking area and bus shelter (the existing bus shelter is to be removed and replaced). Light poles are proposed throughout the surface parking areas and ceiling lights are provided within the secured lower parking level.

Staff Comments

- The parking spaces as configured overhangs on the centre islands.
- Consider increasing variety and height of landscaping to provide more visual screening.
- Consider retention of existing trees along Ross Road frontage where possible.
- Provide adequate lighting along pedestrian walkways from the parkade to the building and ensure no spillage into the units or adjacent properties.

Proposed Variances

Siting of an Accessory Building

The required minimum front yard setback in the COR1 zone is 3.5m. The applicant is proposing a minimum front yard setback of 0.0m, a requested variance of 3.5m.

The required minimum side yard setback in the COR1 zone is 1.5m. The applicant is proposing a minimum north side yard setback of 0.0m, a requested variance of 1.5m.

Minimum Landscape Buffer

The required minimum landscape buffer width is 1.8m. The applicant is proposing a 1.45m landscape buffer width along a portion of the front lot line at the southeast corner of the parking structure to accommodate one parking space, a requested variance of 0.35m.