

# STAFF DESIGN COMMENT

## DEVELOPMENT PERMIT APPLICATION NO. DP001316 – 345 PRIDEAUX STREET & 390 MILTON STREET

**Applicant/Architect:** APLIN & MARTIN CONSULTANTS LTD.

**Owner:** CHANPREET LALLI, AARON & STEVEN SENGHERA

**Landscape Architect:** MACDONALD GRAY CONSULTANTS

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### SUBJECT PROPERTY AND SITE CONTEXT

<i>Zoning</i>	Old City Mixed Use (DT8) Old City Low Density (Fourplex) Residential (R14)
<i>Location</i>	The subject property is located on the east side of Prideaux Street near the intersection of Prideaux Street and Franklyn Street
<i>Total Area</i>	1,052m <sup>2</sup> (combined)
<i>City Plan (OCP)</i>	Future Land Use Designation: Old City Neighbourhood Development Permit Area DPA8 – Form and Character
<i>Relevant Design Guidelines</i>	General Development Permit Area Design Guidelines Old City Multiple Family Residential Design Guidelines

The subject properties include a rectangular shaped lot fronting Prideaux Street and a panhandle lot with frontage on Milton Street. The development primarily is proposed to occur on the DT8 zoned property (345 Prideaux) with some of the parking area on the panhandle lot, which currently contains a single residential dwelling, accessory building, several trees and slopes slightly downward to the southwest. The surrounding neighbourhood is a mix of established residential and commercial uses with single residential dwellings to the south and west; multi-family residential developments to the north and east; and a rail line to the southeast.

### PROPOSED DEVELOPMENT

The applicant is proposing to construct a three-storey, 10-unit multi-family residential apartment building comprising of 4 two-bedroom dwelling units and 6 one-bedroom dwelling units. The proposed total gross floor area is 689m<sup>2</sup> and the proposed total Floor Area Ratio (FAR) is 0.85. The proposed site coverage is 22% (below the maximum permitted lot coverage of 40%). The proposed maximum height of the building is 10.5m.

#### Site Design

The proposed building is rectangular shaped with a main entrance on the north side of the building, adjacent to the driveway. Vehicle access is from Prideaux Street with underbuilding and surface parking provided at the rear comprising 10 spaces (5 standard, 4 small, and 1 accessible) – in excess of the required 7 parking spaces. Bicycle parking consists of a short-term bicycle parking space beside the entry. 5 long-term bicycle spaces are required. Three-stream waste management containers are located in a refuse enclosure underneath the building surrounded by chainlink fencing.

#### Staff Comments:

- Consider reducing the excess parking to incorporate a common amenity space onsite (or a rooftop deck to take advantage of views toward the harbour).
- Consider incorporating an urban plaza in place of a landscape buffer fronting Prideaux Street.
- Consider provision of long-term bicycle parking in a secure, convenient and well-lit location.

### Building Design

The building is modern in design with a flat roof. The exterior finishes of the buildings are comprised of a mix of materials including aluminum panels and stucco, and metal railings for balconies.

#### Staff Comments:

- Consider supplementing the proposed stucco with other materials to add interest.
- Incorporate an entrance fronting onto the street (or emphasize front entries for the lower units).
- Consider incorporating elements in accordance with the Old City neighborhood character (ie. pitched roof, projections and recesses such as bay windows and porches, wood detailing).
- Ensure screening of rooftop equipment.

### Landscape Design

The proposed development includes removing several existing trees and replanting various deciduous trees. A 1.8m high wood fence is proposed at the rear of the property (and internally) with existing fencing retained on both side yards. A 1.06m tall wood privacy screen is proposed along the frontage, separating the two ground floor units. Concrete is used to define the pedestrian walkways from the driveway, and concrete pavers are used to define the building entrance and private patios on the ground level.

#### Staff Comments:

- Consider the retention of existing trees where possible and additional opportunities for planting such as landscaping along the driveway, window boxes and planters on balconies.
- Consider incorporating more native species and replacing invasive species.
- Consider a more ornamental fence (less than one meter in height) keeping with traditional character (ie. picket fence, decorative wood and/or lattice) and replacing chainlink fencing under the building with an alternative material in keeping with the character of the Old City neighbourhood.
- Provide adequate lighting in scale with the residential use along the driveway, pathways and parking (ensuring no spillage onto adjacent properties, specifically underbuilding parking).

## **PROPOSED VARIANCES**

### *Minimum Landscape Buffer & Minimum Landscape Treatment Level*

The required minimum landscape buffer width is 1.8m. The applicant is proposing a 0.9m landscape buffer width along the front yard, a requested variance of 0.9m. Additionally, the Minimum Landscape Treatment Level along the front yard would be reduced from Minimum Landscape Treatment Level 1 to 0.

### *Driveway Width*

The required minimum driveway width for a double lane driveway is 5.5m where fire access is not required. The applicant is proposing a driveway width for a double lane driveway of 3.66m, a requested variance of 1.84m.

### *Parking Space Aisle Width*

The required aisle width for standard vehicle parking space is 6.7m. The applicant is proposing a drive aisle width of 3.66m for parking spaces 9 and 10, a requested variance of 3.04m.