STAFF DESIGN COMMENT

DEVELOPMENT PERMIT APPLICATION NO. DP001392
3397 TUNNAH ROAD

Applicant: 1460623 B.C. LTD.

Architect: dHK ARCHITECTS

Landscape Architect: DURANTE KREUK LTD. LANDSCAPE ARCHITECTS

SUBJECT PROPERTY AND SITE CONTEXT

Zoning	R1 – Single Dwelling Residential
Location	The subject property is located west of the intersection of Tunnah Road and Opal Road.
Total Area	6,711m^2
City Plan	Future Land Use Designation – Suburban Neighbourhood Development Permit Area DPA 8 – Form and Character
Relevant Design Guidelines	Form & Character Design Guidelines

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The subject property is located within the Long Lake neighbourhood, northeast of Long Lake and south of Linley Valley Park. The property slopes up, approximately 10m, from east to west and currently contains a single-family dwelling and stands of mature trees. The surrounding neighbourhood is primarily characterized by low-density residential development, as well as rural residential land and City parkland to the north.

PROPOSED DEVELOPMENT

The applicant proposes to construct a multi-family development consisting of 34 townhouse units within seven buildings. The units will include one-bedroom to four-bedroom units and range in size from 77m^2 to 178m^2. The total proposed Gross Floor Area (GFA) is 4,679m^2 and the proposed Floor Area Ratio (FAR) is 0.7. The site is undergoing a concurrent rezoning application (RA516), to rezone the subject property from Single Dwelling Residential (R1) to Row House Residential (R7) to facilitate the proposed multi-family development.

Site Design

The site is divided into developable areas using a central drive aisle and a 3.0m wide Statutory Right-of-Way, to be secured through rezoning, is located at the rear of the site to accommodate a future public pedestrian walkway. The proposed buildings have been oriented to step with the grades of the site, and a central amenity space is provided. Areas of surface parking are proposed adjacent to the site entrance and the amenity space, which are accessible via a pedestrian sidewalk through the site.

The “Off-Street Parking Regulations Bylaw 2018 No. 7266” (the “Parking Bylaw”) requires 66 parking spaces (at a rate of 1.45 spaces per one-bedroom unit, 1.80 spaces per two-bedroom unit and 2.00 spaces per unit with three or more bedrooms). Additionally, 17 long-term and three short-term bicycle spaces are required.

Staff Comments:

- A pedestrian connection is provided through the site to common areas (2.1.2.1). Consider having the pedestrian connection raised and incorporate speed reduction strategies such as speed-humps to maximize pedestrian safety (2.1.2.2(iii)).
- Consider relocating some of the visitor parking at the site entrance to avoid vehicle conflicts.

Building Design

The proposed buildings are three storeys with a predominantly peaked roof design. Primary pedestrian entrances and garages are located along the private drive aisle. Parking for the development is proposed to be in individual garages, with some surface parking. To improve street presence of the development, the buildings abutting Tunnah Road (Building 5 and 6) have rear vehicle access and pedestrian access from Tunnah Road. Building 5 and 6 also include rooftop patios. The buildings are clad with fibre cement board and batten, shiplap siding and accent panel siding. A range of textures and materials are used to provide visual interest.

Staff Comments:

- Buildings are stepped with the natural grades of the site (2.1.1.5).
- Ground-level entries are provided for street-facing units (2.3.1.4).
- Private amenity space is provided for all proposed units (2.1.4.3).
- A peaked and sloped roof design is provided. Consider additional variations in materials and shades to differentiate between individual units (3.4.1.2, 3.4.1.5).
- Incorporate bird-friendly design in areas of high transparency such as large windows and glass railings (2.2.3).

Landscape Design

The subject property is proposed to be bordered by landscaping, including a range of tree species, as well as shrubs and groundcover plantings. Unit driveways are broken up using landscape islands and permeable pavers. A generously landscaped bioswale and rain garden is proposed along the north property line to mitigate stormwater management, and the waste-management enclosure is centrally-located and adequately screened using landscaping and fencing. The central amenity space is programmed with outdoor seating, fruit trees, and bollard lighting and a tiered retaining wall with cascading plants is featured at the site entrance.

Staff Comments:

- Consider opportunities for decorative elements and additional programming within the amenity space (2.4.1.7).
- Deciduous trees are proposed. Explore opportunities to provide a combination of evergreen and deciduous trees to offer year-round interest, colour and aesthetic appeal (2.4.2.2 (ii), 2.4.2.7).
- Building entrances, addresses, pathways, parking, and outdoor amenity areas should be illuminated at night, while avoiding light spilling into residential units and adjacent sites (2.4.4.3).
- Where plantings are proposed adjacent to walkways, choose vegetation that does not bear fruit or drop excessive seeds, to mitigate potential slip hazards and maintenance demands (2.4.2.6).

PROPOSED VARIANCE

Maximum Building Height

Section 7.6 of the Zoning Bylaw allows a maximum building height of 9.0m for a flat roof (< 4:12 pitch) and 10.5m for a sloped roof (> 4:12 pitch). The applicant proposes variances to the building height as follows:

Building Number	Allowable Height	Proposed Height	Proposed Variance
Building 1	10.5m	11.5m	1.0m
Building 2	10.5m	11.5m	1.0m
Building 3	10.5m	11.5m	1.0m
Building 4	10.5m	12.2m	1.7m
Building 5	9.0m	11.5m	2.5m
Building 6	9.0m	11.5m	2.5m
Building 7	10.5m	11.5m	1.0m