

Development Permit (DP2019-5837) Summary

A development permit application (DP2019-5837) has been submitted by Pacific Coast Architecture on 2019 November 14. The development permit application is for a six-storey, 214 unit development including 247 on-site motor vehicle stalls. The following rendering of the development permit submission provides an overview of the proposal and is included for information purposes only.

Figure 1: Rendering of Proposed Development (Front entrance perspective render)



A key consideration in the review of the development permit application is the balance between the number of units, the amount of surface parking and the amount of landscaping. Due to the proposed development's location north of the CBE's building and green space, the integration, pedestrian connectivity, and edge interface with the green space is a critical part of the overall site design and contextual integration. While one level of an underground parkade is proposed, there is currently extensive surface parking shown on the site and a proposed landscaping relaxation of 40 to 50 percent of the total required. The current DC Direct Control District ([Bylaw 2004Z77](#)) requires 1.65 parking stalls per unit, of which at least 1 stall per unit is required to be underground or cover. That means that under the current land use, 60% of parking is required to be underground or cover. The development permit application is proposing 247 parking stalls (or 1.04 per unit) and only about 40% of those would be under the building. Administration is working with the applicant to ensure that a high-quality design with adequate parking and landscaping is established. Exploration of an on-site, shared street/lane solution was recommended as was higher quality materials and additional fenestration/glazing on the building facades.

Development Permit (DP2019-5837) Summary

Urban Design Review Panel

The development permit application (DP2019-5837) associated with the land use application was reviewed by the Urban Design Review Panel (UDRP) on 2019 December 11. The panel acknowledged that the project site is a very challenging parcel to develop given the limited public interface and a long rectangular form. However, to achieve a good outcome for the proposed density, an unconventional design will be required and further review was recommended based on but not limited to the following reasons:

- A stronger pedestrian network within and through the site will create a much more comfortable pedestrian environment and will increase the ability for main floor units to better access and integrate with the outside.
- The east and west facades of the buildings should be given a better treatment, introducing glazing and openness at lower levels to increase animation, without compromising the overlooking concerns of adjacent neighbours.
- While the panel supports the increased density in the application, the cost appears to be a diminished pedestrian environment due to the amount of surface parking required. The amount of parking is required by the land-use, and locating some parking on the surface rather than underground is due to economics. The panel encouraged the applicant to consider a reduction in the amount of parking provided, to allow more of the space to be utilized for landscaping and an improved pedestrian environment. If this is not possible, the panel suggested reducing the density to mitigate the need for surface parking.

Administration's review of the development permit will determine the ultimate building design, number of units and site layout details such as parking, landscaping and site access. No decision will be made on the development permit application until Council has made a decision on this land use redesignation.