

## Attachment 5

### *Additional Project Discussion and Analysis*

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### Building Massing and Transition

Both the density and height of the proposed building are consistent with the scale of development anticipated by the Mixed Use – Low Rise designation, and the proposed massing is typical of six-storey wood-frame developments. The proposed building is articulated using variations in massing, stepbacks, and material changes intended to lessen the visual impact on the pedestrian realm.

The subject site is adjacent to single-detached (305 Strand Avenue) and duplex properties (306/308 Alberta St.). The building would be sited approximately 8.9 m. (29.2 ft.) from 305 Strand Avenue, with residential levels stepped back a further 2.4 m. (7.9 ft.). The portion of the building adjacent to the duplex would be set back between 6.4 m. (20.9 ft.) to 7.6 m. (24.9 ft.) from the shared property line. Obscured glass film is also proposed for second storey rear office windows. These interventions are intended to increase privacy and open space for residents, while reducing opportunities for overlook.

### Streetscape Activation

Consistent with the Retail Strategy and Master Transportation Plan design considerations for Great Streets, East Columbia Street would be activated by active, at-grade commercial uses. Eight commercial units are proposed along this frontage, in a variety of sizes, and would be set back from the property line by 3.0 m. (9.8 ft.) to provide space for uses to spill onto the street. Significant public realm improvements would also be required, including construction of a sidewalk and dedicated cycling facilities on East Columbia Street.

### Transportation Considerations

#### *Off-Street Parking*

The project proposes off-street parking in excess of Zoning Bylaw requirements:

Off-Street Parking Use	Zoning Bylaw Requirement	Proposed
Resident <sup>1</sup>	67	99
Visitor <sup>1</sup>	5	10
Commercial	75	84
Total	147	193

<sup>1</sup> Per parking ratios for secured market rental units within 500 m. of a SkyTrain station

Parkade access would be from Alberta Street, which is supportable given that Alberta Street at East Columbia Street is a signalized intersection.

Traffic calming initiatives would be implemented through the project's required off-site improvements in keeping with the Sapperton/Massey-Victory Heights Transportation Plan. These would include: installation of a dedicated left turn lane on East Columbia

Street at the Alberta Street intersection, and removal of the temporary right-in/right-out diverter. To reduce vehicle speeds, construction of a “pinch point” and speed humps on Alberta Street would also be required.

### *Loading*

The project proposes two off-street loading spaces, sized in accordance with Zoning Bylaw requirements, accessed from the rear lane, as well as two Class A loading spaces within the parkade. The applicant’s comprehensive transportation study identified the need for a Loading Management Plan (LMP) to mitigate loading impacts on nearby properties. The LMP has been reviewed by staff and identifies an inbound and outbound loading route and necessary off-site improvements to widen the lane along the rear property line and improve Miner Street.