



**ADDENDUM
DESIGN ADVISORY PANEL MEETING**

December 14, 2017, 4:00 PM
Board Room, Service and Resource Centre,
411 Dunsmuir Street, Nanaimo, BC

Pages

4. PRESENTATIONS:

b. Development Permit Application No. DP1075 - 3598 Norwell Drive

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| 1. | <i>Add - Development Permit Application No. DP1075 - Staff Design Comment</i> | 2 - 3 |
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c. Development Permit Application No. DP1082 - 6543 Portsmouth Road

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d. Development Permit Application No. DP1083 - 6975 Island Highway North

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e. Development Permit Application No. DP1085 - 2020 Estevan Road

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STAFF DESIGN COMMENT

DEVELOPMENT PERMIT NO. DP001075 – 3598 NORWELL DRIVE

Applicant/Owner: 1089305 BC LTD

Architect: MIDDLETON ARCHITECTURE AND DESIGN

Landscape Architect: PMG LANDSCAPE ARCHITECTS

Subject Property:

Zoning	R7 – Rowhouse
Location	The subject property is located at the corner of Norwell Drive and 107 th Street
Total Area	2,295.90m ²
Official Community Plan (OCP)	Map 1 – Future Land Use Plans – Corridor Map 3 – Development Permit Area No. 9 – Commercial, Industrial, Institutional, Multiple Family and Mixed Commercial/Residential development.
Relevant Design Guidelines	General Development Permit Design Guidelines

PROPOSED DEVELOPMENT

The proposed development includes 10 rowhouse units, on fee simple lots, comprised of five different unit configurations (A – E).

PROPOSED VARIANCE

- *Lot depth*

The subject property is linear and has a required minimum lot depth of 27m. The proposed lot depth is between 19.46m and 23.90m, a proposed variance of 7.54m.

Site Context

The subject property is located along Norwell Drive and borders 107th Street and Saxman Street. The site is conveniently located behind Country Club Mall and provides easy access to pedestrian, cycling and transit infrastructure.

The property is designated Corridor in the OCP, as are properties to the east and west. Some of the lands located on Long Lake across Saxman Road are designated Neighbourhood. There is potential for similar types of development to occur across 107th Street and along Norwell Drive.

Site Design

The proposed building siting relates to the street with a strong presence on the three frontages of the property. There is outdoor space available to the units in the front, side, and rear yards, which creates residential expression and provides buffering to the neighbouring townhouse development. The front doors are emphasized and the parking garages located in the side and rear yards, or recessed from the front entrances.

Building Design

The building form is a linear modern architectural expression of duplexes with mainly flat roofs. The units are in scale with existing adjacent buildings. Units A, D, and E are two-storey units, and Units B and C front on Saxman Road are three-storeys to capture the lake views.

The exception to the linear form is expressed in the units fronting on Norwell, (Units D and E), which have gable ends to add articulation to the roof line.

The exterior treatments are hardie panel, horizontal hardie, concrete, and colour treatments that add character to the building facades. The units have decks with weather protection and there is space between the buildings to provide sunlight penetration.

Landscape Design

The proposed landscape plan includes multi-functional elements on the street frontage that provide a sense of place and address storm water management on the site. Low 1.2m fences and raingardens create the transition between public and private spaces in the front yards, and permeable pavers in the hardscaped areas provide additional infiltration opportunity. The plan also includes trees to be planted along the street edge within the property. The trees will enhance the boulevard, which includes a separated sidewalk.

The rear yards of the middle units have a treatment on the property edge of an existing chainlink fence. It is unclear if the edge meets the minimum landscape treatment.

Staff Comment:

- The minimum landscape treatment needs to be met on the east property line.

KC/ln

STAFF DESIGN COMMENT

DEVELOPMENT PERMIT NO. DP001082 – 6543 PORTSMOUTH ROAD

Applicant/Architect: DE HOOG & KIERULF ARCHITECTS

Owner: RELENTLESS HOLDING COMPANY INC

Landscape Architect: VICTORIA DRAKEFORD LANDSCAPE ARCHITECT

Subject Property:

Zoning	CD6 – Comprehensive Development Zone
Location	The subject property is located on the north side of Portsmouth Road next to the Maranatha Church.
Total Area	6,280m ²
Official Community Plan (OCP)	Map 1 – Future Land Use Plans – Woodgrove Urban Node; Map 3 – Development Permit Area No. 9 – Commercial, Industrial, Institutional, Multiple Family and Mixed Commercial/Residential development.
Relevant Design Guidelines	General Development Permit Area Design Guidelines

PROPOSED DEVELOPMENT

The proposed development is a three-storey office building (Building B) and is an infill project behind an existing office building (Building A) which faces Portsmouth Road. Each level of the building is 518.5m² in area.

The maximum allowable floor area ratio (FAR) is 0.65. The combined FAR of existing and proposed Buildings A and B is 0.4.

Proposed Variance (for DAP consideration)

Building Height

The maximum allowable height for Building B is 12.2m, the proposed height is 13.2m, a proposed height variance of 1m.

The applicant needs to confirm whether the building will have rooftop HVAC units. If rooftop HVAC units are proposed, screening needs to be a part of the design proposal.

Site Context

The subject property is a transitional area with a Corridor designation, and it abuts a commercial mall. The north side of Portsmouth Road consists of older residential housing, and the south side of Portsmouth Road has an edge of at-grade parking lots that support industrial and

commercial uses. The west property line abuts the Maranatha Church property, and the east property line abuts a storage yard.

Site Design

The site design of existing Building A is reflected in this proposal, and the pedestrian realm is well detailed and more dominant than the vehicle realm.

Staff Comments:

- The applicant needs to provide information regarding the west property edge where the parking is located. If a reciprocal access agreement is not in place with the church, the applicant will need to consider a landscape buffer (Minimum Landscape Treatment Level 2) with trees and a fence along the 7.3m unlandscaped edge.
- The site does not accommodate onsite loading. Loading areas should be located away from public entrances and front of building activities.
- The 90° parking design behind Building B will allow the car overhang to encroach over the sidewalk and will narrow the space between the parked cars and the two outdoor benches.
- A potential pedestrian/vehicle conflict exists where the pedestrian crossing is located at the vehicle drive aisle from Building A to Building B. The applicant should consider alternate design strategies to lessen this conflict.
- Bike facilities should be in a sheltered location near the building entrances.

Building Design

The building design uses a similar architectural vocabulary to Building A, although the existing building has a stepped form whereas Building B does not. The massing of the upper two floors overwhelms the architectural features and the detailing of the ground floor.

Staff Comments:

- The building entrance on the east elevation needs to be emphasized and provide a human scale.
- Along the south, east and north elevations, the buildings need projections and areas of recess.
- The building design should include sheltered sidewalks from inclement weather.
- The subject property is within an urban node which supports four-storey or higher buildings. Vertical building articulation with a variety of roof heights would assist in overcoming the strong horizontal line of the flat roof and can highlight the building bays.

- All buildings should incorporate a comprehensive signage and wayfinding program. Building signage is not expressed on the elevations.

Landscape Design

The landscape plan carries forward the landscape theme established by existing Building A. The focus is on pedestrian movement and enjoyment of open areas.

Staff Comment:

- The three linear rows of trees within the parking layout appear to be vulnerable to damage from vehicles. What strategies will be used to protect the trees? Will the tree beds have structural soils?

GN/KC/ln

STAFF DESIGN COMMENT

DEVELOPMENT PERMIT NO. DP001083 – 6975 ISLAND HIGHWAY N

Applicant: DISTRICT (NORTH NANAIMO) LIMITED PARTNERSHIP

Owner: 0911872 BC LTD

Architect: MUSSON CATELL MACKEY PARTNERSHIP

Landscape Architect: DURANTE KREUK LTD.

Subject Property:

Zoning	CC4 – Woodgrove Urban Centre
Location	The vacant subject property is a through-lot located at the north boundary of the City and is bounded by the Nanaimo Parkway on the west property line and Island Highway (19A) on the east property line.
Total Area	2.48 ha
Official Community Plan (OCP)	Map 1 – Future Land Use Plans – Woodgrove Urban Node; Map 3 – Development Permit Area No. 4 – Nanaimo Parkway Design; Map 3 – Development Permit Area No. 9 - Commercial, Industrial, Institutional, Multiple Family and Mixed Commercial/Residential development.
Relevant Design Guidelines	General Development Permit Area Design Guidelines Nanaimo Parkway Design Guidelines

PROPOSED DEVELOPMENT

The proposed development is Phase 1 of a two-phase multi-family residential development. The site area of Phase 1 is 1.36 ha and the site area of Phase 2 is 1.1 ha. The CC4 zone allows an FAR of 1.25, and the proposed FAR for Phase 1 is 0.78.

Phase 1 includes 146 rental units divide among three buildings (3,579.5m² in floor area per building) with a mix of the following unit types:

Unit Type	Building A (49 Units)	Building B (48 Units)	Building C (49 Units)
Studio	3	3	3
One Bedroom	30	20	30
Two Bedroom	13	13	13
Three Bedroom	3	3	3

Site Context

The subject property is located at the north boundary of the City and is in close proximity to multiple shopping centers. The Nanaimo Parkway runs along the west property line, and the Island Highway (19A) runs along the east property line.

Proposed Variances (for DAP consideration)

Front Yard Setback

The minimum required front yard setback from Island Highway (19A) is 4.5m, where no parking is located between the property line and the front face of the building. The proposed front yard setback is 1.07m, a proposed variance of 3.43m. The proposed setback variance will require Ministry of Transportation and Infrastructure (MOTI) approval.

The following variance is technical in nature and not a form and character discussion.

Off-street Parking

The required off-street parking is 1.66 parking spaces per unit which amounts to 242 parking spaces. The proposed parking is 171 parking spaces, a variance of 71 parking spaces.

Site Design

Site access is limited to a right-in/right-out site access/egress from Highway 19A. There is at-grade parking, including:

- Convenient parking allocated between the buildings.
- Parking is allocated in the southeast corner of the site abutting the Nanaimo Parkway.

The internal access and connectivity, including:

- An access road that bisects the site and provides a “spine” for vehicle/pedestrian access between Phase 1 and future Phase 2.
- An informal gravel path is along the Island Highway with a connection along the east property line to the abutting mall, Woodgrove Crossing; to direct pedestrians to the retail centre and the parkway trail network.
- Additional pedestrian connections including raised crosswalks are provided on site to formalize pedestrian movements through the site.
- The garbage facilities are at the end of the parking drive aisle between Buildings A & B and Buildings B & C. With no hammerhead or turnaround, the garbage truck will have to back up.

Staff Comments:

- The parking layout should consider the impact of vehicle overhang on the north side of Building C. Vehicles will encroach over the pedestrian sidewalk.
- The parking layout should have a loading area by the front doors for moving.

- The subject property is a through-lot and there are 79 parking spaces in the front yard facing the Nanaimo Parkway. The parking area will be visible to people driving north on the Nanaimo Parkway, therefore, visual screening is needed.
- The separation of pedestrian and vehicle circulation needs improvement within the southeast parking area. Each building has access to the pathway and Woodgrove Crossing via a side entrance, and the main pedestrian sidewalks needs improved connectivity.
- The bike parking located at building entrances should be in a sheltered location.
- The applicant needs to demonstrate on how layout and design of the three buildings and future Phase 2 contribute to a sense of neighbourhood identity.
- A park area is provided for Phase 1 and it is designed as a passive space between the two phases of development. Should the park design entertain other activities as outlined in the Design Guidelines?

Landscape Design

The subject property is within the Aulds Road Urban Node and will relate to the Island Highway, the Nanaimo Parkway, and the commercial development at Woodgrove Crossing.

Staff Comments:

- A Minimum Landscape Treatment Level 1d is required along the Island Highway (19A) edge, which is proposed to be varied to 1.07m in width. The landscape treatment level requires trees and shrubs on the subject property.
- The proposed edge lacks shrubs and the proposed tree planting is on the MOTI right-of-way. Typically, MOTI will only consider trees on the right-of-way if the property owner confirms ongoing maintenance of the trees and there are no sight line issues. The MOTI would need to approve the tree planting.
- In accordance with the Urban Parkway Guidelines, the plant palette on the Nanaimo Parkway Edge should:
 - Utilize deciduous street trees planted in formal rows and patterns;
 - Utilize ornamental plant material for screening;
 - Utilize coniferous plant material to visually block unsightly uses such as loading.
 - The landscape plan needs to appropriately treat the edge and the 79 at-grade parking spaces in front of Building C are visual to the City's Gateway.
- A large portion of the east property line is abutting a two-storey blank wall of the Woodgrove Crossing commercial development. The landscape plan shows a hedge treatment of Serbian Spruce along the wall, which have a narrow branching habit and are slow growing. A variety of plantings would enhance the planting palette, and an articulated edge should be created with coniferous and deciduous trees.

- The landscape plan offers limited separation of the ground floor patios from the busy highway and associated noise. There needs to be a transition from the major City collector road, and appropriate treatment of the outdoor space.
- The tree layout should respond to the need for shading, to site aspect, and to the tree habit to create a sense of neighbourhood character.
- The site landscape plan needs to create a unique sense of place or assist with wayfinding. The urban spine or internal roadway is flanked by a rhythm of columnar trees. A canopy tree would create a laneway image with shading in the summer and a dramatic architecture in the winter.
- Internal roadways should be designed to create a site aesthetic. Employ landscape structures, i.e. stone walls, arbours and pergolas, and a varied landscap should assist in wayfinding.
- The landscape plan needs to address glare from headlights into the ground floor units from the parking areas.
- The applicant needs to demonstrate how the site design meets Crime Prevention through Environmental Design (CPTED) principals. In particular regarding onsite lighting and unprogrammed spaces.

Building Design

The building program is comprised of 3 four-storey flat roofed buildings with similar exterior finishes and organization of exterior materials. Each building has a very visible mechanical penthouse with no design enhancements or reference to the building architecture. Each building has a defined entrance. All three entrances share the same architectural vocabulary.

The building facades have corner structural bays, which are vertical in expression and provide a break in the horizontal roofline by punctuating it at the corners. The corner bays are effective in articulating the end elevations of the building.

Staff Comments:

- Repetitive and monotonous building designs are discouraged. Consider additional design diversity in building massing, entrance design, and material palette.
- The proposed buildings have a long horizontal roofline. There is a need to articulate the roof plane.
- Use of building projections and areas of recess should be encouraged to create building interest. The building architecture does not use projections and areas of recess to full advantage.

- Building facades should employ a degree of ornamentation and building articulation to create interest and reduce apparent mass.
- The lack of building articulation and the same building architectural vocabulary used on the three buildings results in building massing which is more consistent with commercial architecture than residential architecture. Consider ways to improve the residential architectural expression.

GN/In

STAFF DESIGN COMMENT

DEVELOPMENT PERMIT NO. DP001085 – 2020 ESTEVAN ROAD

Applicant: COLLIERS INTERNATIONAL (Mike Redmond)

Owner: BRITISH COLUMBIA CONFERENCE PROPERTY DEVELOPMENT COUNCIL
OF THE UNITED CHURCH OF CANADA

Architect: VIA ARCHITECTURE

Landscape Architect: ETA LANDSCAPE ARCHITECTURE

Subject Property:

Zoning	COR2 – Mixed Use Corridor
Location	The subject property is located on the Southeast corner of Brechin Road and Estevan Road
Lot Area	3,985.4m ²
Official Community Plan (OCP)	Map 1 – Future Land Use Plans – Corridor Map 3 – Development Permit Area No. 9 - Commercial, Industrial, Institutional, Multiple Family and Mixed Commercial/Residential development.
Relevant Design Guidelines	General Development Permit Design Guidelines. Newcastle & Brechin Neighbourhood Plan Urban Design Framework and Guidelines

PROPOSED DEVELOPMENT

The proposed development is a five storey mixed-use project:

- Church – 733.7 m²
- Affordable multi-family units (38 units)
- Market multi-family units (36 units)

The allowed FAR is 1.25, the proposed FAR is 1.41. The additional floor area is gained by including underground parking, 0.16 and by using Tier 1 Schedule D amenity requirements for additional density, 0.25. The GFA of the project is 6,624m².

Proposed Variances (for DAP Consideration)

Building Height

The maximum allowable height is 14m. The proposed building height is 18m. A proposed height variance of 4m.

The following variance is technical in nature and not form and character discussion.

Parking

Multi-family: The required multi-family rate is 1.66 parking spaces/unit. The required off-site parking is 122 parking spaces for the 74 multi-family units. The proposed off-street multi-family parking is 82 parking spaces, a proposed variance of 40 parking spaces.

Church: The required parking for church assembly areas is 1 parking space/10m² or 73 parking spaces. The proposed onsite parking is 21 spaces, a proposed variance of 52 parking spaces.

Site Context

The subject property is a gateway location flanked by Brechin Road and Estevan Road. Brechin Road, under the jurisdiction of Ministry of Transportation and Infrastructure, is the main connection to the B.C. Ferries Terminal. The immediate neighbourhood is residential with a small node of commercial on the west side of Estevan Road.

Site Design

The site design has four key elements:

- A building siting which creates a street wall along Brechin Road;
- A semipublic plaza area which provides an outdoor space for the church and pedestrian access from the street to the shared building entrance;
- A small parking court with access off Estevan Road at the southeast corner of the site. The access point is located with maximum separation from the Estevan/Brechin Road intersection; and
- The corner with a native grass meadow and church feature wall facing the Brechin/Estevan Road intersection.

Staff Comments:

- The parking court is not visually screened from Estevan Road. Typically, a planted berm or decorative wall is constructed to prevent headlight encroachment into the road right of way.
- The children's play area is not well connected for pedestrians to access the building entrances and the street (Estevan Road). The location is isolated and may result in conflict with overlooking.
- Is there an opportunity to shelter the proposed outdoor bike parking?
- The native grass meadow area is not well integrated with the balance of the landscaping, and needs a stronger edge treatment along the walkway on the west elevation to tie into the character of the building.

- The plaza area could include usable open space to serve as a meeting area for the residential use.

Building Design

The multi-family portion of the building has a strong connection to the street and is well articulated with a rhythm of balconies and windows. The building steps at the east elevation in order to respect the scale of the existing single-family dwelling. The residential building mass is articulated by pulling the central portion of the building out and angling the building ends. The central portion of the building facing Brechin Road organizes the exterior finishes to read as a townhouse expression.

The church use is emphasized by its angled geometry to the residential portion of the building and the feature wall which extends above the two-storey height.

Staff Comments:

- The wood toned exterior material on the north and south elevations of the church should be continued from the first to the second floor to strengthen the presence of the church.

Landscape Design

The landscape plan has a street tree program with the potential for large canopies. The tree planting along Brechin Road may need to be reorganized if Ministry of Transportation does not approve the boulevard installation in the road right of way. The plaza area which has a southwest aspect may require tree species which offer more shade.

Staff Comment:

- It needs to be demonstrated how the minimum landscape treatment levels are met along the east property line, southwest property line and west property line (meadow area edge).

GN/KL/in