



AGENDA DESIGN ADVISORY PANEL MEETING

May 11, 2017, 5:00 PM
Board Room, Service and Resource Centre,
411 Dunsmuir Street, Nanaimo, BC

Pages

1. **CALL THE MEETING OF THE DESIGN ADVISORY PANEL TO ORDER:**

2. **INTRODUCTION OF LATE ITEMS:**

3. **ADOPTION OF AGENDA:**

4. **ADOPTION OF MINUTES:**

2 - 5

Minutes from the Design Advisory Panel meeting held on April 27, 2017

5. **PRESENTATIONS:**

6 - 27

Development Permit Application No. DP1044 - 2073 / 2079 Boxwood Road

A development permit application was received from Raymond De Beeld Architect Inc. (Mr. Raymond De Beeld) on behalf of Wardon Consulting and Developments Ltd., for a new truck repair and sales facility that consists of a two-storey building. The subject properties are legally described as: Lots 1 and 2 ,Section 16, Range 7, Mountain District, Plan VIP86523; and

6. **REPORTS:**

7. **OTHER BUSINESS:**

8. **QUESTION PERIOD:**

9. **ADJOURNMENT:**

MINUTES
OPEN DESIGN ADVISORY PANEL MEETING
SERVICE AND RESOURCE CENTRE BOARDROOM, 411 DUNSMUIR STREET, NANAIMO, BC
THURSDAY, 2017-APR-27 AT 5:00 P.M.

PRESENT: Members: G. Minhas, Acting Chair
 Councillor Jerry Hong
 D. Appell
 F. Brooks
 A. Ionescu
 C. Kierulf
 W. Melville

 Absent: K. Krastel

 Staff: G. Noble, Planner
 L. Nielsen, Recording Secretary

1. CALL THE DESIGN ADVISORY PANEL MEETING TO ORDER:

Motion to select an Acting Chairperson – Mr. Gur Minhas volunteered. The motion carried unanimously.

The Open Design Advisory Panel Meeting was called to order at 5:07 p.m.

2. ADOPTION OF AGENDA:

It was moved and seconded that the Agenda be adopted as amended be adopted. The motion carried unanimously.

3. ADOPTION OF MINUTES:

[Motion to approve the Minutes of the Design Advisory Panel Meetings held 2016-DEC-08 and 2017-JAN-26 and 2017-MAR-23. The motion carried unanimously.]

4. PRESENTATIONS:

Mr. Charles Kierulf, AIBC member was introduced as the newest panel member. Panel member introduced themselves around the table.

Charles Kierulf removed himself for the first presentation at 5:10 p.m due to conflict.

(a) Development Permit Application No. DP1045–1025. 1905 and 1985 Boxwood Rd

- G.Noble introduced the 2-phase development – three industrial buildings. Lot consolidation will take place in the future.
- Project team members in attendance: Alfred Korpershoek, De Hoog & Kierulf Architects; Victoria Drakeford, Landscape Architect; Keith Davies, Cascara

Consulting Engineers Limited and Robin Kelley represented owner: Carmague Properties

- A. Korpershoek led the presentation:
 - An overview was provided – Site Plan, Elevations, Aerial views.
 - Three individual infill buildings – industrial rental bays
 - Working around an existing Garry oak tree which breaks the size of the building. An employee amenity space has been created around the tree.
- K. Davies provided an overview of site, its grades and civil requirements for storm water management, swales, pipe storage etc.
- V. Drakeford presented the landscape plan.
 - Storm water management plan responds to the landscape plan - bioswales along Boxwood Road.

Discussion Items:

- Possible facade improvements via glazing facing the Parkway, articulation variation (parapets), introduction of colour, etc.
- Individualization of each tenant space through design and/or colour.
- Considerations for second garbage enclosure.
- Visual impact along the parkway, addition of tree/plant species that will provide year round foliage/colour screening along the back of the property.
- Site lighting issues on the west side of the building and storage yard area.
- Signage location and size
- Screening of storage space closest to Gregg's Distributors.

It was moved and seconded that Development Permit Application No. DP1045 – 1925, 1905 and 1985 Boxwood Road be accepted as presented with support for the proposed variance. The following recommendations are provided:

- *Consider planting evergreen trees along the parkway side of the site*
- *Consider ways to provide individual identities to each tenant bay through architectural design and/or colour.*
- *Consider improving the design and/or screening for the second refuse container*
- *Consider lighting for the storage area.*

The motion carried (F. Brooks opposed).

(b) Development Permit Application No. DP1046 – 253 Victoria Road

- G. Noble introduced the project and provided a neighbourhood context overview. The project was originally introduced ten years ago as a 3-storey apartment building.
- Project Team members in attendance: Bill Evans, Architect, Russcher & Evans Architects, and Meredith Mitchell, Landscape Architect of M2 Landscape Architecture. Avtar Gill, owner, also in attendance.
- B. Evans presented the project: A townhouse development consisting of seven, three-storey live/work units as there was little interest in the original apartment building proposal.
 - 2.2m setback proposed for a 1.27m variance. Hopeful a setback relaxation can be realized.
 - Site Plan, Elevations and Floor Plans explained: Live/work units incorporated into the design - Unit 3 is of a unique design from the remaining units with a slight increase in square footage.
 - Ground floor, live/work area – second floor living area only.

- Garages (internal courtyard side) set back approx 4' creating an overhang over each unit entrance (3-units have decks facing the south side).
- M. Mitchell presented the landscaping plan:
 - There are boulevards on both sides with two different trees on either side. Larger canopy tree size to provide good shade and provide some privacy from pedestrians.
 - Plantings for the boulevard side with separation of grass in between. Will add a little more comfort to the pedestrian on the municipal sidewalk giving a more residential feel. More separation provided.
 - Metal braced fence with cross-hatch proposed to allow some interest – painted out in darker grey trim colour to match the architecture.
 - Plant material along the side – mixed broadleaf evergreen (laurel), rhododendrum (spring colour), flowering plant material (roses).
 - Unit 3 (tighter yard space). Each individual unit has a view to the street, and small patio areas.
 - Tree specimens: Dogwood, Oak, and Shore Pine proposed. Buffer to provide separation and screening for the neighbouring house.
 - Retaining wall being moved back. It will have a handrail installed on top
 - No trees proposed for courtyard due to the overhangs, no clearance.
 - Overhead wires create a restraint to adding tall street trees

Discussion Items:

- Tree choices, proposed and suggested. Crowning species preferred to provide broad canopies especially along Farqhar.
- Suggest something to improve the laneway (currently blank wall facing the street).
- Suggestion to wrap the planting scheme around the corner to tie the lane and the street together.
- Adjustment of window placements to create better symmetry to the building facade, and provide added light to the interior space.
- Possible improvements to unit identity – creating a better sense of wayfinding.
- Belly banding (rear elevation) to reduce the wall mass.
- Building design / landscape feature consistency.
- Variances: Victoria Road - front yard setback; Farqhar Street – side yard.
- Effectiveness of commercial component – questioning value of live/work units. May be stronger as strictly residential.
- Cross-braced fencing out on the street and yet there is glazed panels on the decks – eclectic mixture.

It was moved and seconded that Development Permit Application No. DP1046 – 253 Victoria Road be accepted as presented with support for the proposed variances. The following recommendations are provided:

- *Consider highlighting the belly-band around the building to differentiate it for form purposes;*
- *Consider ways to improve the symmetry of second and third floor facades (window placement).*
- *Consider ways to provide individual identities to the live/work units which will in turn provide a sense of wayfinding.*
- *Consider ways to provide consistency in the overall design detail.*

- *Consider ways to soften the landscape plan by adding smaller tree specimen trees to the internal courtyard; and, wrapping the planting scheme along the lane;*
- *Consider alternate tree choices (crowning specimens) along the street frontages; and,*

The motion carried unanimously.

5. ADJOURNMENT:

It was moved and seconded at 6:55 p.m. that the meeting terminate. The motion carried unanimously.

CHAIR

CERTIFIED CORRECT:

CORPORATE OFFICER

STAFF DESIGN COMMENT

DEVELOPMENT PERMIT NO. DP001044 – 2073 / 2079 BOXWOOD ROAD

Applicant / Architect: RAYMOND DEBEELD ARCHITECT INC

Owner: WARDON CONSULTING AND DEVELOPMENTS LTD

Landscape Architect: VICTORIA DRAKEFORD LANDSCAPE ARCHITECT

Subject Property:

Zoning	I2 - Light Industrial
Location	The subject property is located on the southeast side of the Meredith Road/Boxwood Road intersection.
Total Area	6,718m ²
Official Community Plan (OCP)	Map 1 – Future Land Use Plans – Industrial; Map 3 – Development Permit Area No. 1 – Watercourses; Development Permit Area 4 – Nanaimo Parkway Design – Rural Parkway Open; Development Permit Area No. 9 - Commercial, Industrial, Institutional, Multiple Family and Mixed Commercial/Residential development.
Relevant Design Guidelines	Nanaimo Parkway Design Guidelines General Development Permit Area Design Guidelines

PROPOSED DEVELOPMENT

The proposed development is a new truck repair and sales facility. The proposed two-storey building has a total floor area of 2,096m².

Site Context

The subject property is currently a panhandle lot with access from Boxwood Road. Staff understands the small lot on the north side of the panhandle will not be consolidated with the larger property to the rear. A stream runs across the front of the subject property (east property line) and the Nanaimo Parkway runs along the west property line.

The Inland Kenworth access road site runs along the north property line, while Bartle and Gibson shares the site on the southwest corner.

Site Design

The site is organized to accommodate large tractor and trailer movement. Vehicle tracking movements on the site plan would allow the DAP members to understand how the site will function.

The Nanaimo Parkway Character Protection Zone was reduced from 20m to 6m in a 2008 approved Development Permit (DP588). The reduction was based on the following considerations:

- Lot Configuration
- Existing Site conditions
- Boxwood road extension geometry.

A system of landscape berms along with the existing vegetation were accepted by Council to provide the necessary screen within the Rural Open Wooded classification; unfortunately, with only a portion of the installed landscape on the berms. Staff will report on the extent of the existing plant material on the berms.

Landscape Design

There are two landscape themes proposed:

- An internal landscape plan that provides an edge between the subject property and Bartle and Gibson along the building edges.
- A Rural Parkway Open landscape plan in the 6m Character Protection Zone.

The proposed landscape plan consists of the following design elements:

- A 2m wide bioswale and a large circular rain garden
- A continuous metal picket fence
- Four berms with coniferous/deciduous trees
- Meadow areas between the berms

The proposed landscape plan differs from what is intended within the Guidelines.

- Fences are to be undulating, fragmented and feathered into the landscape plan. Recommended fence types are:
 - Wood post and woven wire
 - Wood post and rail
 - Chain link is not recommended, however, if it is used the fence is to be heavily screened with random plantings of indigenous coniferous plant material. Fence and posts should be flat black in colour.

A more extensive plant material palette is suggested in order to screen the development from the Parkway.

- Coniferous Material: Douglas fir, western hemlock, western red cedar, and pine varieties.
- Deciduous Material: Big leaf maple and maple varieties, red alder, poplar/aspen varieties, Garry oak, and native cherry varieties.

Building Design

The proposed building massing is organized to express the three main functions onsite:

- Truck service
- Administrative offices
- Sales offices

GN/In



**RAYMOND
de BEELD
ARCHITECT Inc.**

755 Terminal Avenue North, Nanaimo, BC V9S 4K1
Tel: (250) 754-2108 Fax: (250) 754-2118
Email: info@rdbarchitect.ca
Web: www.rdbarchitect.ca

April 4, 2017

Design Rationale – P&R Truck Center, 2079 Boxwood Road, Nanaimo, B.C

Project:

New truck dealership sales and service.

Project Background:

First phase: temporary trailer, sales lot, and site preparation for predetermined building location. Second phase: consisting of building for sales, service, parts, administration, and vehicle washing.

Site Layout:

Very irregular shaped lot that challenges large vehicle/ trailer movements. The site layout is determined by the creek/ riparian setback along Boxwood Road, driveway for Inland Kenworth, shared driveway with Bartle & Gibsons, the Nanaimo Parkway, and the BC Hydro transmission line setbacks. Large vehicle movements dictated the building location at the centre of site. The shop is located to prioritize truck movement, with administration facing southern exposure and views. Large concrete aprons in front of the service shop doors provide vehicle drop offs and quick service checks. As no signage is allowed facing the parkway, a linear vehicle display winding along the bioswale, provides identification of the building use and branding available to truckers passing by.

Parking:

Customer parking adjacent to the main entry, far from Boxwood Road, and partially concealed behind the Parkway berm, display parking, and changes in grade. Customer parking is oversized to accommodate larger pickup trucks common to customers. Staff parking located at the west end of the site within the BC Hydro easement. Staff parking is along the perimeter edge of the site to maximize truck movements from the shop. Trailers for display, servicing, and drop off for truck servicing located at the Boxwood entry for convenience. Truck servicing primarily from east to west thru the shop.

Vehicular Circulation:

The majority of vehicle access is anticipated from the Parkway via Northfield Road going south to the shared driveway. Large trucks and trailers enter the site at the first right turn and proceed in a counter clockwise route that has a mild transition in grade. Trucks coming in for servicing can unhitch their trailers upon entry, prior to proceeding towards the building. Customers and staff can head straight towards the main entry and customer parking lot. Parts receiving is at

the rear and is offloaded by hand or forklift adjacent to the building. Due to the location of the site and context, pedestrian movement is limited with no sidewalk along Boxwood Road. A shuttle service is anticipated for those who wish to go elsewhere.

Form:

The building form is simple due to economics. Massing is varied horizontally due to the angular property line along the Parkway. Paint is used as an economical means to achieve variety with a simple form. Glazing is limited to administration areas, primarily south facing for deep daylight penetration and views, with solar screens to control summer solar exposure. Rain water leaders are oversized, exterior exposed, and extend above the roofline similar to heavy duty truck exhausts that project above the cabs. A finer scale of detail is provided with an irregular horizontal reveal patterns within blocks of colour. The vehicle wash bay, garbage enclosure, and admin roof top unit screening, incorporate similar horizontal painted patterns of the building. Main entry tower and dealer signage, typical of automotive dealerships, is large in scale due to the distance from Boxwood Road and passers by along the Parkway. The tower is recessed to limit exposure of the sign from the Parkway, as well provide weather protection the sides and overhead via a glass covered wood trellis.

Materials & Colour:

The building is anticipated to be tilt up concrete construction for durability. Final costing has yet to be determined as to whether the administration portion reverts to wood frame with fiber cement cladding. The red, white, greys, and black for the building match the corporate colours of the dealer and its main automotive suppliers. The colour pattern is inspired from the geological stratification of the site and the linear pattern of fast vehicle movements along the Parkway. The building's wood accent features pick up the heavy timber elements of the neighbouring industrial buildings and gives a softer feel to the harder materials of much of the building. Truck display along the Parkway incorporates a mixed of crushed gravel and exposed aggregate, similar to the existing conglomerate rock that underlays the site.

Exterior Lighting:

Vehicle display along the Parkway side lit from the ground. Parking lot lighting led down lights on poles, with cut off fixtures to omit glare onto adjacent properties. Ambient parking lot lighting lower illumination than display lighting. Boxwood signage lighting to be determined upon approved location.

Features:

Crane way within shop. Shop floor feature radiant floor heating. Shop designed for compressed gas safety standards.

Signage:

Signage to be determined in consultation with City Staff and Council via variances. Exposure is limited due to many regulatory requirements and unusual characteristics of the site. Other considerations include safety of truck movements, traffic minimization (by passing entry due treed riparian area), and potential confusion with the Inland Kenworth dealership East entry.

Mar 30, 2017

Site Description	
Civic Address	2073 BOXWOOD ROAD, NANAIMO, BC
Legal Address	LOT 1, SECTION 16, RANGE 7, MOUNTAIN DISTRICT, PLAN VIP86523
Zoning	I2 – LIGHT INDUSTRIAL
Site Area	1.66 Acres, 6,718 m ²

Floor Area Gross			
		M2	FT2
Main Floor	Parts / Admin	475.0	5,113
	Shop	966.0	10,398
Second Floor	Parts / Admin	477.0	5,134
Total		1,918.0	20,645

Zoning Data	Required	Proposed	
Lot Coverage	40.00%	23.3%	
FAR	N/A	-	
Building Height	12 m (39.37 ft)	9.8 m (32.15 ft)	
Accessory Height	N/A	-	

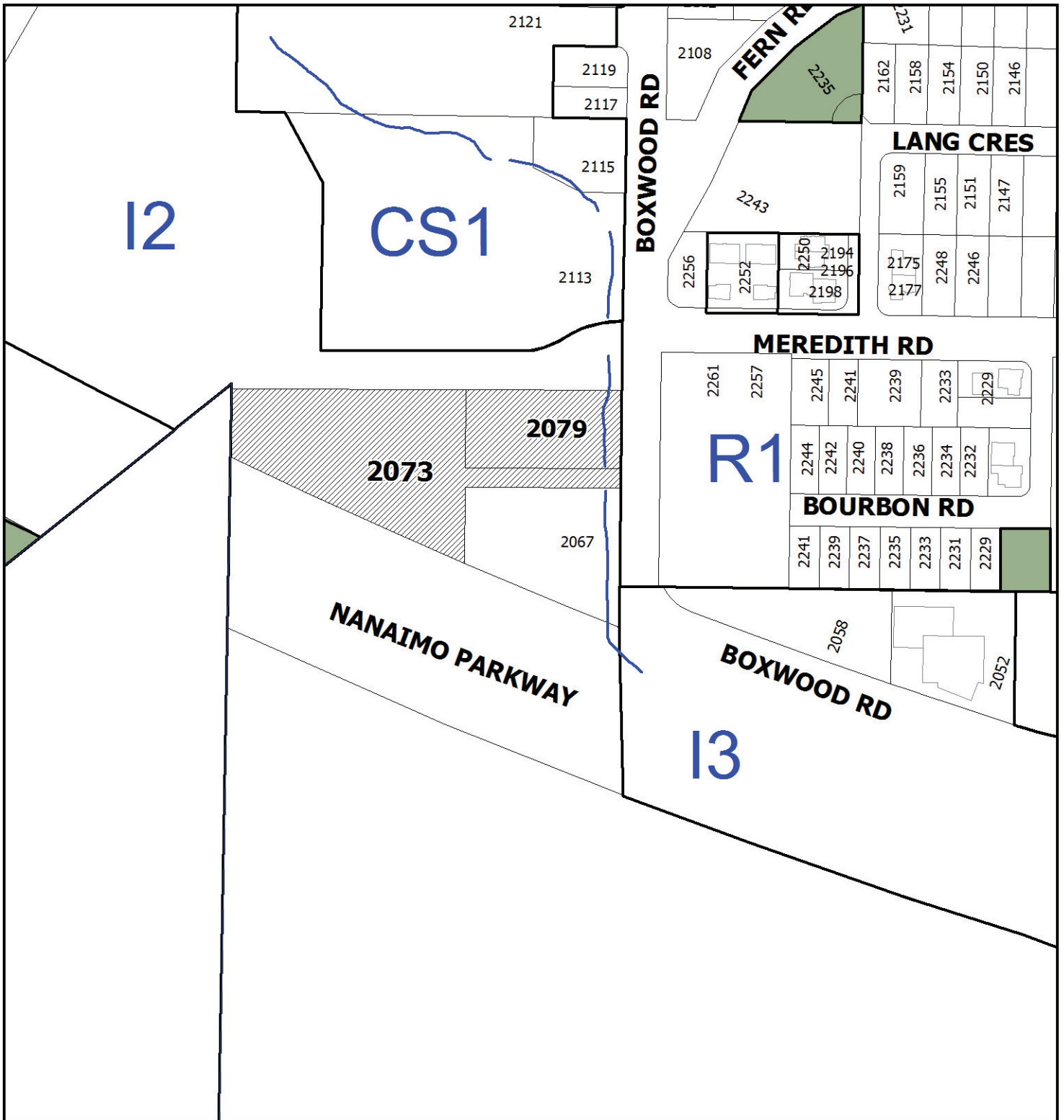
Building Setbacks			
Front (Boxwood)	7.5 m	15m	
Rear	4.5 m	4.5m	
Side (Nanaimo Parkway)	6.0 m (Parkway 20.0 m)	6.0 m	Approved variance
Sides (others)	0.0 m	0.0 m	
Parking Setbacks			
Public Highways	6 m	8.1 m	

Off Street Parking	Required	Proposed		
		Standard	small	
1 space per 100 m2 (1,076 ft2) of sales floor area plus 1 space per service bay plus 5 spaces	20	50	4	Employee= 27 Visitor=12 (4 Small) Customer Service=15
H/C (21-100)	2	2	0	
Total	22	56		
Loading: 2 per 465m2- 2,325m2 of gross floor area	2	10		
Trailer Display	N/A			Along the parkway By the lane (See Site Plan)

Notes:**Variances in Red**

Site coverage includes canopies

SCHEDULE A



DEVELOPMENT PERMIT NO. DP001044



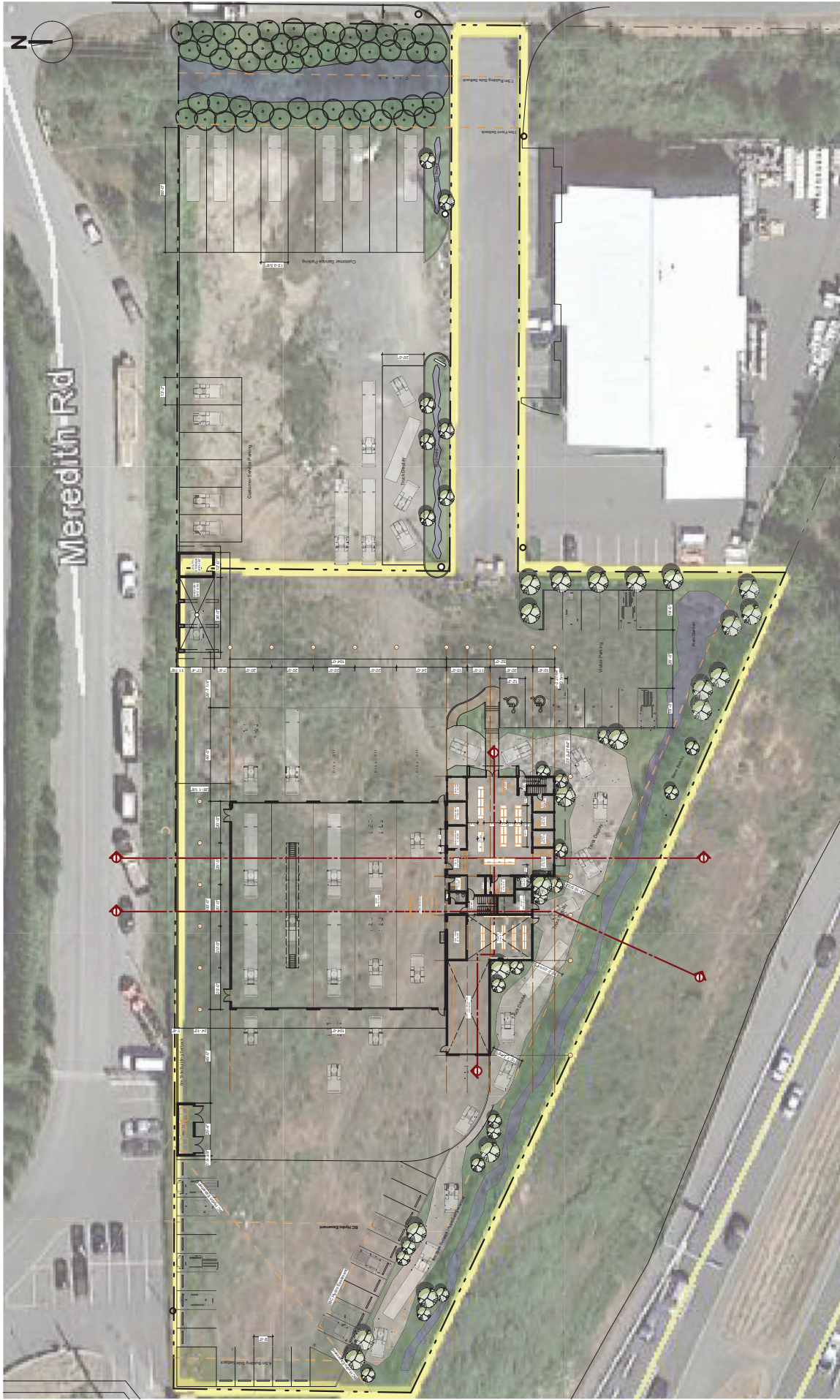
LOCATION PLAN

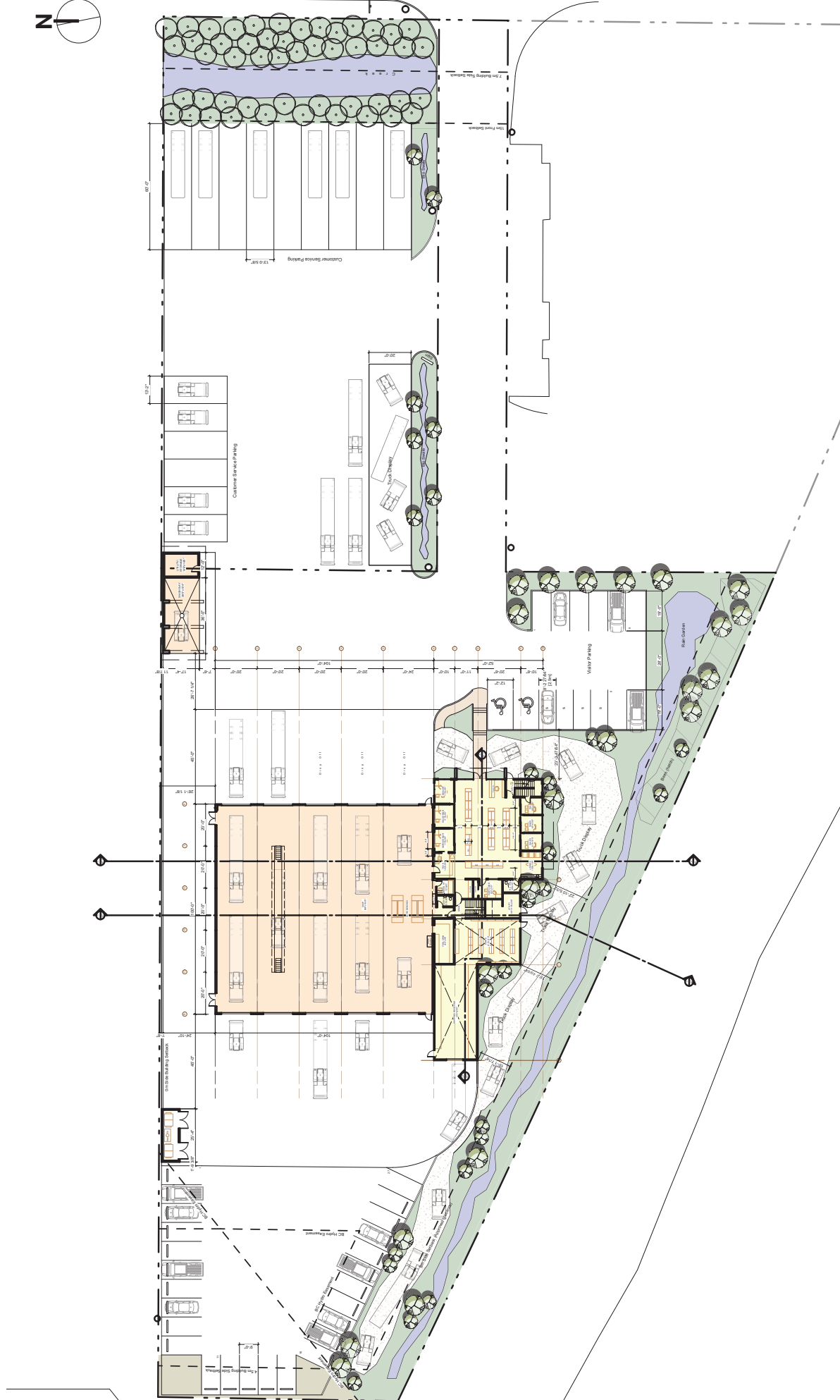
Civic: 2073 and 2079 Boxwood Drive
 Lot 1 and 2, Section 16, Range 7,
 Mountain District, Plan VIP86523



**Subject
Properties**







A1.2
Apr 4, 2017



RECEIVED
DP001044
2017-APR-05
Current Planning & Subdivision

Site Plan

P&R TRUCK CENTER
2073 Boxwood Road, Nanaimo, BC

RAYMOND
de BEELD
ARCHITECT Inc.



VICTORIA DRAKEFORD LANDSCAPE ARCHITECT

236 Pine Street, Nanaimo, B.C. Canada V9R 2B6 Phone/Fax (250) 754-4335

P AND R TRUCKS

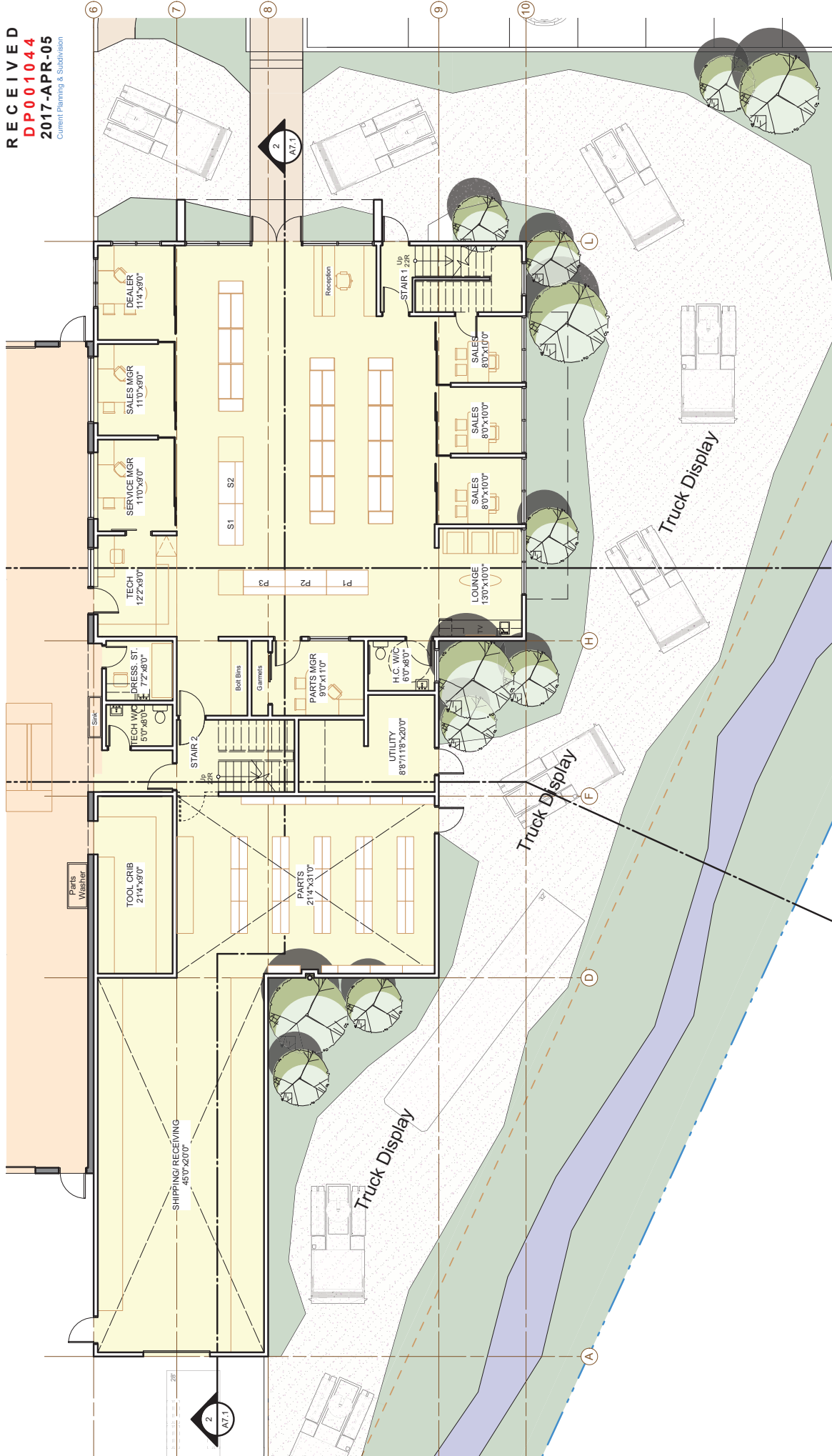
DESIGN OPPORTUNITIES

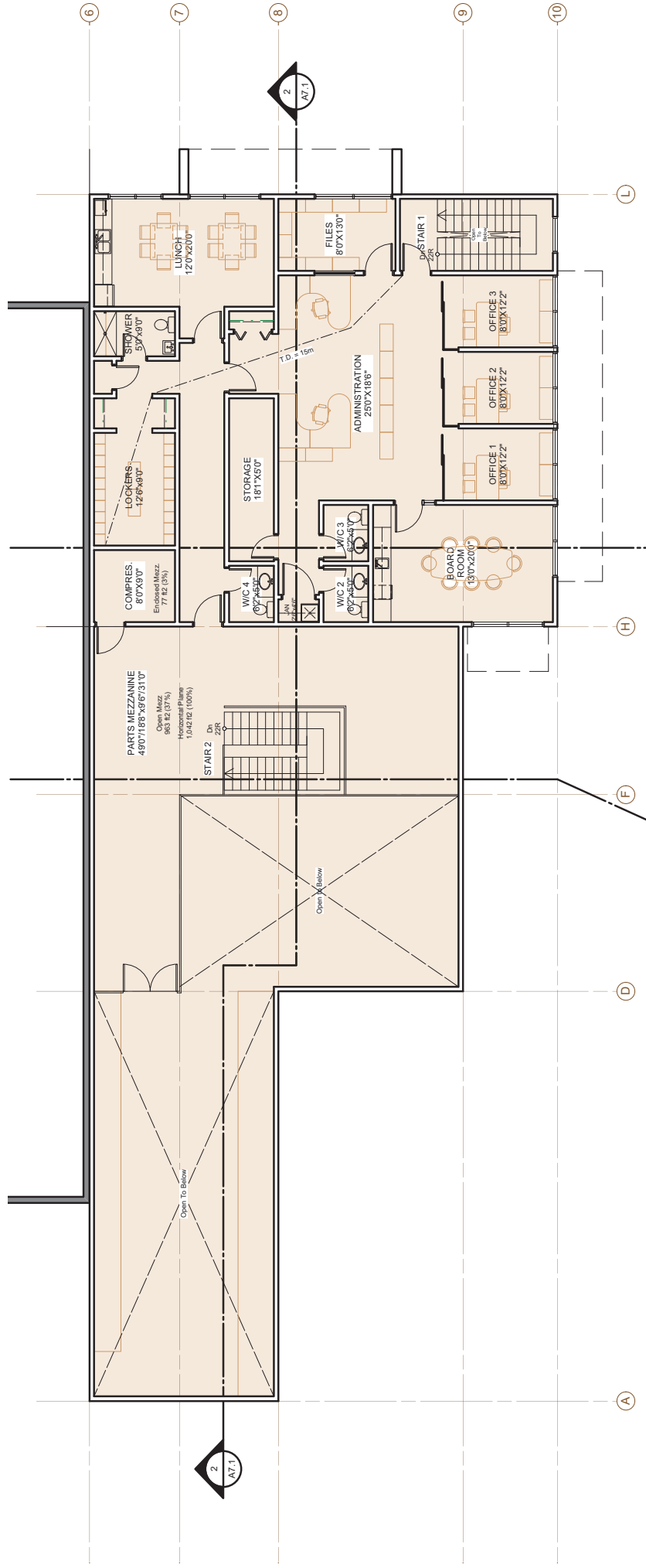
The original ecosystem on the site was a Garry oak ecosystem. The spring flowering meadows thrive in the areas of poor soil (with springtime moisture), with clusters of oaks, pine, fir and arbutus growing where there is more moisture and soil. There are a few Garry oaks remaining in the area as well as extensive meadows where development has not occurred. This ecosystem is typical of the Open Parkway designation in the City of Nanaimo Parkway Guidelines. The landscape scheme proposes returning the buffer edge into a Garry oak meadow with a “stream” or bioswale running through it.

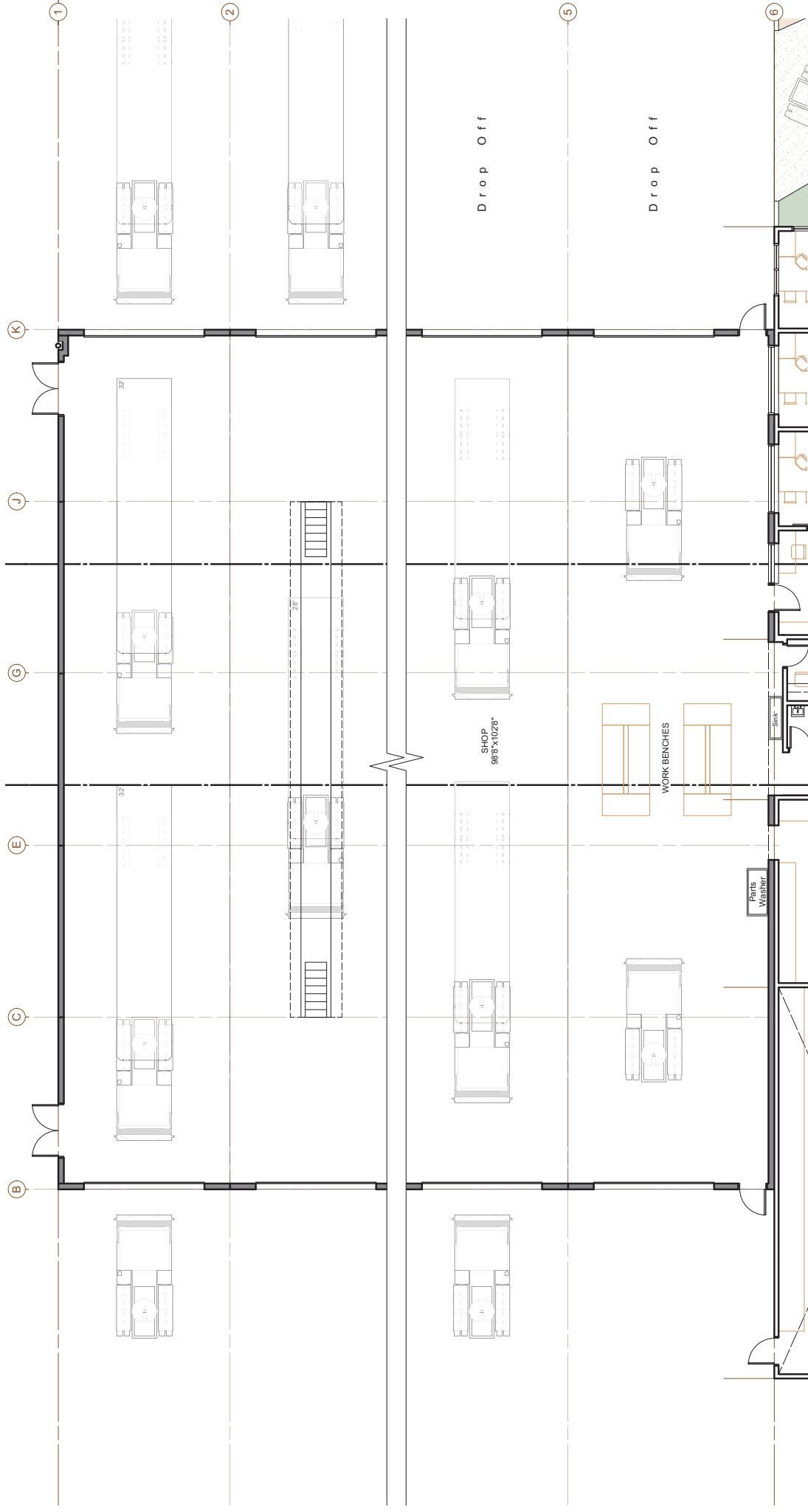
PLANT LIST

Botanical Name	Common Name	Pot Size
CONIFEROUS TREES		
Picea omorika bruns	Serbian Spruce	2m ht
Pinus contorta v.contorta	Shore Pine	2m ht
DECIDUOUS TREES		
Quercus garryana	Garry Oak	#5
SHRUBS		
Holodiscus discolor	Ocean Spray	#1
Mahonia aquifolium	Tall Oregon Grape	#1
Ribes sanguineum	Red Flowering Currant	#1
Rosa nutkana	Nootka Rose	#1
Symphoricarpos albus	Snowberry	#1
GROUNDCOVERS/MEADOW		
Arctostaphylos uva-ursi	Kinnikinnick	10 cm
Festuca idahoensis	Fescus Grass	10 cm
Fragaria chiloensis	Coastal Strawberry	10 cm
Frageria vesca	Wild Strawberry	10 cm
Gaultheria shallon	Salal	10 cm
Helictotrichon sempervirens	Blue Oat Grass	#1
Allium cernuum	Nodding Onion	bulbs
Antenaria microphylla	Small-leaved Pussytoes	10 cm
Brodiaea hyacinthina	Fool's Onion	10 cm
Camassia leichtlinii	Great Camas	bulbs
Camassia quamash	Common Camas	bulbs
Erigeron speciosus	Showy Fleabane	10 cm
Sedum lanceolatum	Lance-leaved Stonecrop	plugs
Sedum oreganum	Oregon Stonecrop	plugs
Sedum spathulifolium	Broad-leaved Stonecrop	plugs

BIOSWALE PLANTS		
Aquilegia formosa	Red columbine	#1
Carex obnupta	Slough Sedge	plugs
Juncus effusus	Common Rush	plugs
Mimulus guttatus	Yellow Monkey Flower	10 cm
Scirpus microcarpus	Small flowered bullrush	plugs







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2017-APR-05
Current Planning & Subdivision

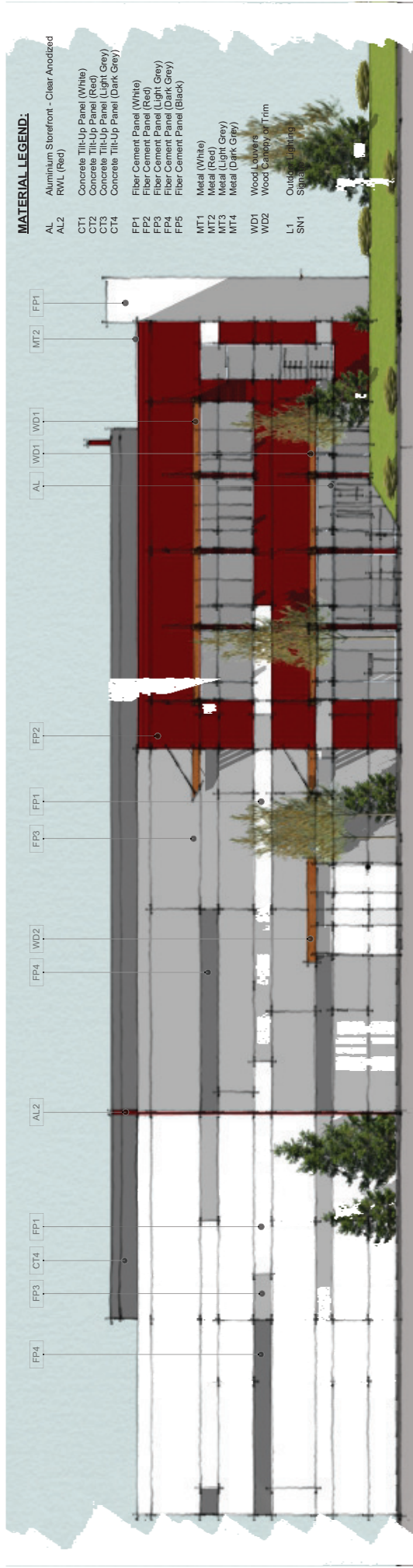
A2.3
Apr 4, 2017



Shop Floor Plan

20

P&R TRUCK CENTER
2073 Boxwood Road, Nanaimo, BC



1 South Elevation
Scale: 3/32" = 1'-0"



2 East Elevation
Scale: 3/32" = 1'-0"

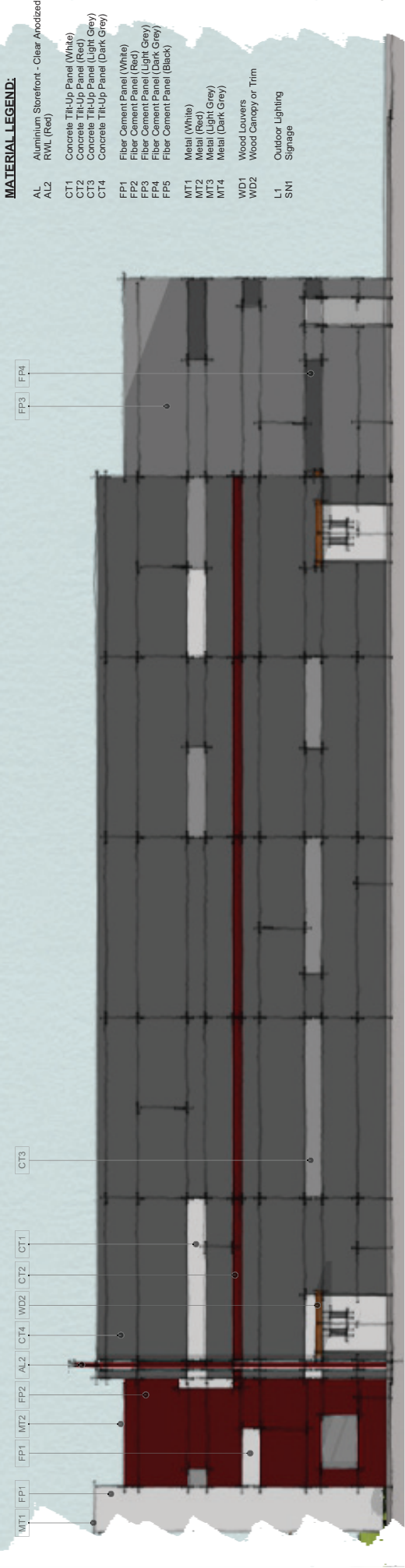


P&R TRUCK CENTER
2073 Boxwood Road, Nanaimo, BC

Elevations

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A6.1
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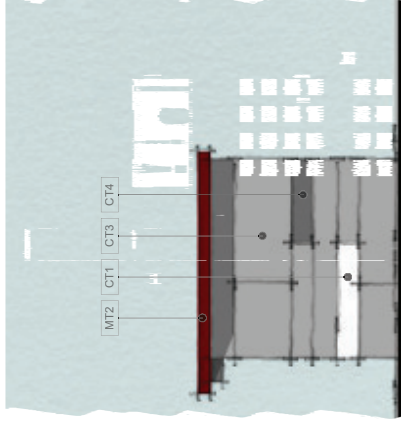
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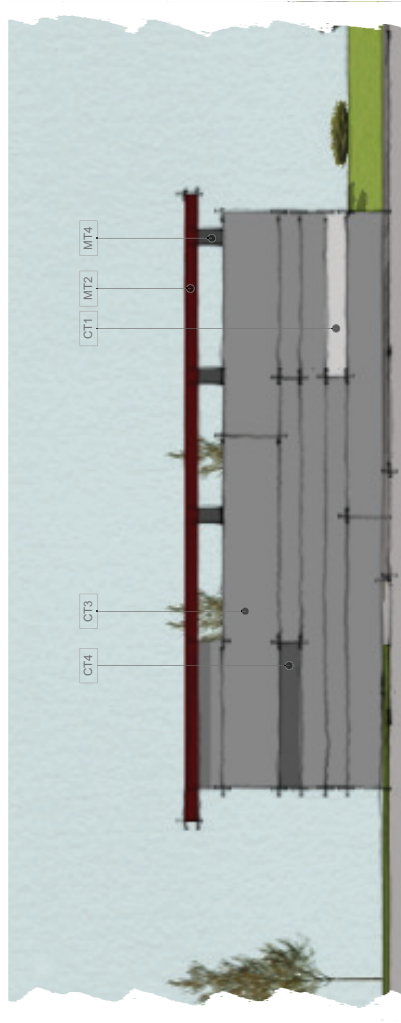
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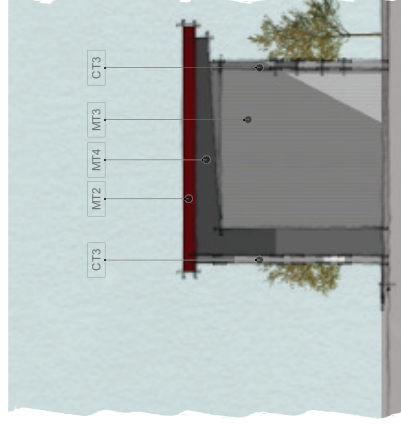
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2 East Elevation
Scale: 3/32" = 1'-0"



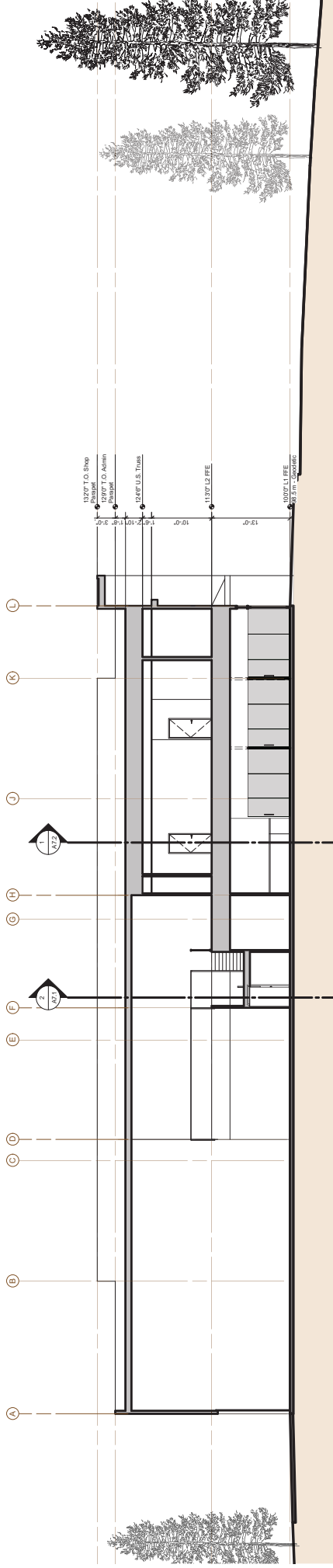
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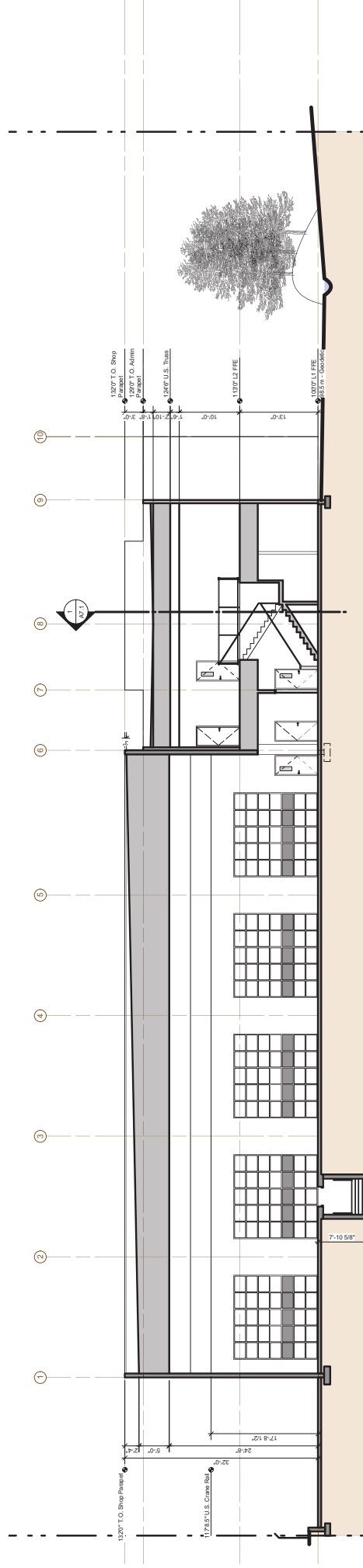
4 West Elevation
Scale: 3/32" = 1'-0"

MATERIAL LEGEND:

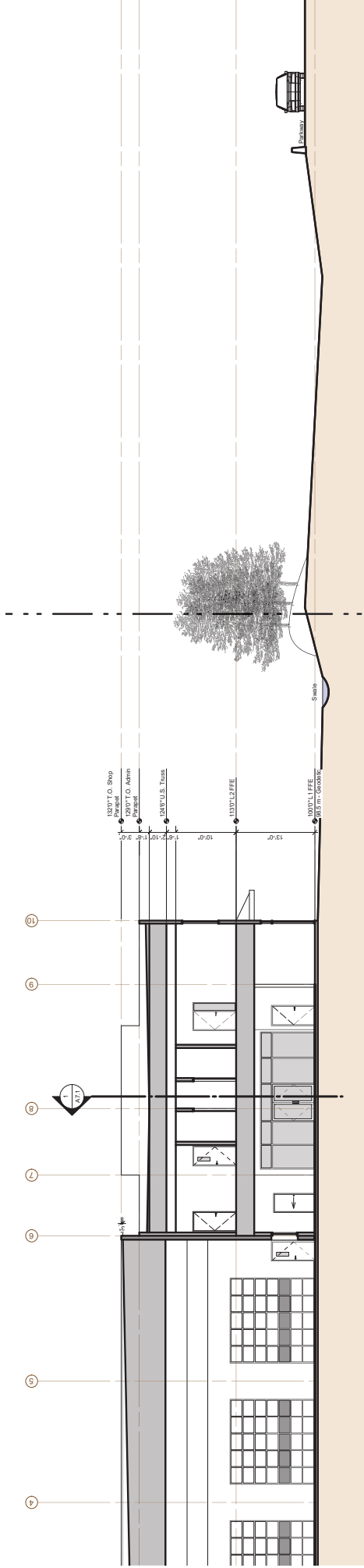
AL	Aluminum Storefront - Clear Anodized
AL2	RWL (Red)
CT1	Concrete Tilt-Up Panel (White)
CT2	Concrete Tilt-Up Panel (Red)
CT3	Concrete Tilt-Up Panel (Light Grey)
CT4	Concrete Tilt-Up Panel (Dark Grey)
FP1	Fiber Cement Panel (White)
FP2	Fiber Cement Panel (Red)
FP3	Fiber Cement Panel (Light Grey)
FP4	Fiber Cement Panel (Dark Grey)
FP5	Fiber Cement Panel (Black)
MT1	Metal (White)
MT2	Metal (Red)
MT3	Metal (Light Grey)
MT4	Metal (Dark Grey)
WD1	Wood Louvers
WD2	Wood Canopy or Trim
L1	Outdoor Lighting
SN1	Signage



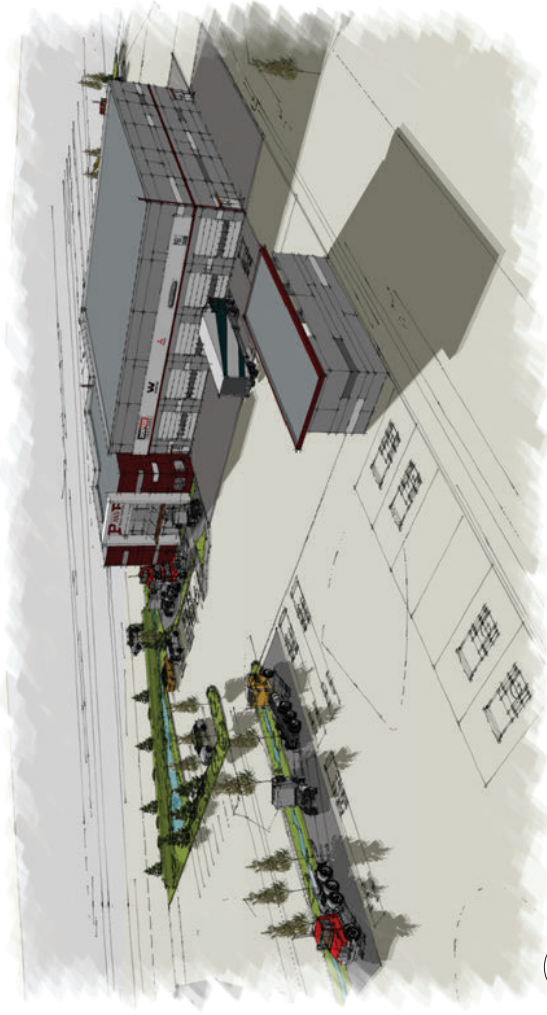
1 Section 1
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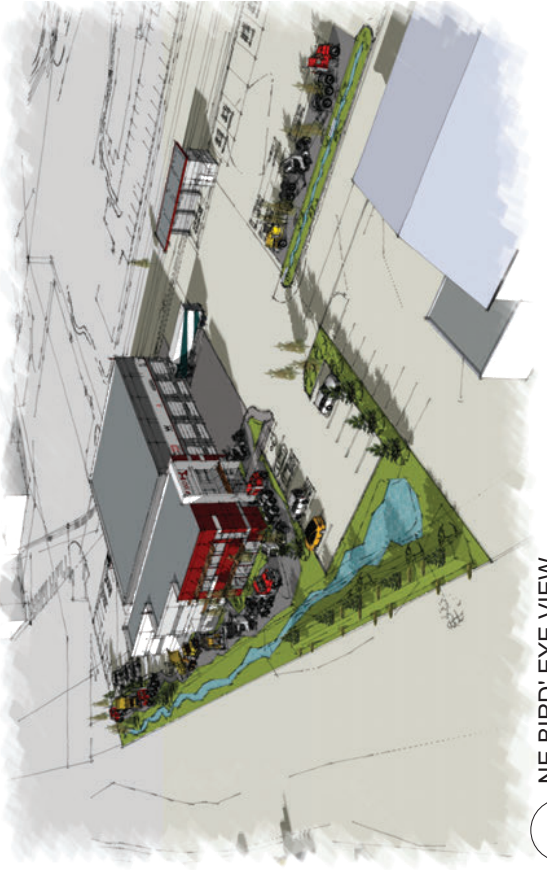
2 Section 2
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1 Section 3
Scale: 1/16" = 1'-0"



1 NE BIRD' EYE VIEW



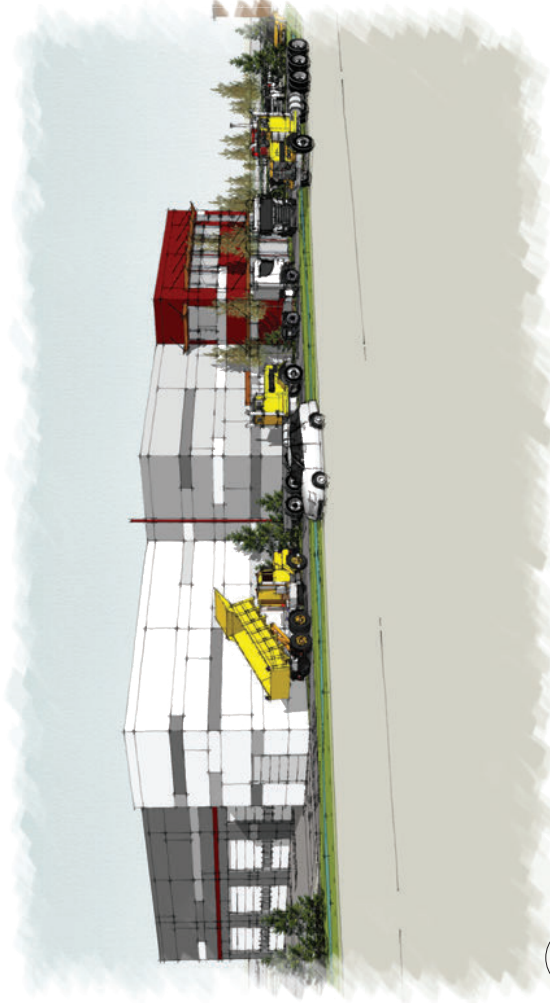
2 NE BIRD' EYE VIEW



3 ENTRY VIEW



4 SE CORNER



1 SW CORNER



2 NW CORNER



3 WEST VIEW



4 WASH BLDG