

STAFF DESIGN COMMENT

DEVELOPMENT PERMIT NO. DP001143 – 2560 BOWEN ROAD

Applicant: ISLAND WEST COAST DEVELOPMENTS

Owner: BOWEN ROAD DEVELOPMENTS LTD.

Designer: DELINEA DESIGNS

Architect: TURNER ARCHITECTURE

Landscape Architect: LADR LANDSCAPE ARCHITECTS

Subject Property:

Zoning	COR3 – Community Corridor
Location	The subject area is located between Labieux Road and the Island Highway at the proposed intersection of Labieux Road and Kenworth Road, to the west of the Province of BC offices and City Public Works yard.
Total Area	0.427 ha.
Official Community Plan (OCP)	Map 1 – Future Land Use Plan – Corridor; 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

BACKGROUND

The subject site is proposed Lot 4 within an active eight-lot subdivision (SUB1234) of 2560 Bowen Road. Kenworth Road will be extended to Labieux Road as a condition of the subdivision. The subject area is located at the intersection of Labieux Road and Kenworth Road.

The subject property was rezoned (RA288) on 2017-NOV-03 from High Tech Industrial (I3) to Community Corridor (COR3) with a site-specific use permitting Automobile Sales, Service and Rental use within some of the proposed lots, as well as commercial and residential development. A subsequent rezoning (RA378) was adopted on 2018-JUL-08 in order to permit an additional automobile dealership on the subject site, proposed Lot 4.

PROPOSED DEVELOPMENT

The proposed development is an auto dealership with a one and a half-storey 566m² dealership office and service area.

Site Context

The subject property is now vacant as the buildings onsite were demolished. Beban Park is located to the southeast across Labieux Road, and the City's pump house station is directly northeast of the site. Adjacent businesses include the Laird Wheaton GM car dealership (2590 Bowen Road) and St. John's Ambulance (2250 Labieux Road). The Provincial offices, temporary public housing site and City Public Works yard are also on Labieux Road to the southeast of the subject site.

The City owns the property immediately to the southeast of the subject site, which may be developed in the future as a road connection between Labieux Road, the Island Highway, and Rock City Road opposite the Highway.

Site Design

The proposed dealership office and service building will be located approximately within the centre of the property. The dealership office faces the front property line (Kenworth Road) with the service area to the rear. Service bays are accessed from both sides of the building. A separate wash-bay and auto detailing area is located behind the building. Staff and customer parking is provided to the side.

Vehicles will be displayed facing the Island Highway and in front of the building on a scored concrete pad facing Kenworth and Labieux Roads. A covered, service area drop off will be located on the front elevation of the building, and a pedestrian connection is provided from the street to the building, between the vehicle display row and over the drive aisle.

Staff Comment:

- The 6m maximum setback (for at least 50% of the building face) is included in all Corridor zones in order to enhance the pedestrian scale of buildings and provide more interaction between buildings and the public realm. Consider opportunities to bring the building closer to the street and/or architectural elements that will encourage an enhanced street presence.
- The Official Community Plan (OCP) and Zoning Bylaw discourage parking between the front face of the building and the street in order to create more human scale forms of Corridor development. Consider locating the building closer to the street and reducing the amount of vehicle display between the front face of the building and the front property line.
- The northern portion of the site, which abuts the Island Highway, does not include any building, only vehicle display and minimal landscaping. Consider opportunities for site programming for this portion of the property.

Building Design

The proposed one and half-storey building is a car dealership with an office and service area. The building includes a 529.27m² main floor and 36.7m² mezzanine office area. The proposed building is contemporary in design with a flat roof. The building façade is predominately concrete panels, broken up by score lines. The front façade (south elevation) includes prominent glazing in order to feature the interior of the show room. A projecting canopy connects to the ground and is used to break up the front façade wall face. Timber features above the windows on the south and east elevation are used to soften the façade and provide contrast with the other materials. Building and vehicle entrances are highlighted with a red canopy, with the principle pedestrian

entrance offset from the pedestrian connection. A covered vehicle drop off area is attached to the front façade and will be visible from the road.

The west elevation features a rectangular wall opening with a LED strip which will allow the building tenant to feature vehicles displayed inside. The north elevation, facing the Island Highway is predominately tilt-up concrete panels with limited detailing in finishes and articulation.

The COR3 zone requires a minimum building height of two stories. While the proposed building includes a small mezzanine and some height elements, it is not a two-storey building and, as such, a minimum height variance will be required.

Staff Comment:

- Consider a larger opening or more glazing on the west elevation on the southwest corner of the building, which faces the driveway entrance to the site.
- Consider ways to frame and accentuate the roofline of the covered drop-off area on the south elevation (eg. use similar materials and contrasting colour as used to define the entrance canopies).
- Consider further articulation, or a more textured finish and transparency on the north elevation facing the Island Highway.
- Section 2.2.12 of the OCP encourages energy efficient building design and green features in commercial buildings. Consider ways to support energy efficiency and sustainable design principles within the building and site design.
- Given the limited building height, the building itself may be overshadowed by the vehicle display lot and parking areas. Consider design strategies to emphasize the building scale and presence, and ensure the building features more predominately from the street.

Landscape Design

Given the curb of the road and the location of the vehicle display parking area, the proposed landscape design includes a variable width landscape buffer ranging from 2m to 8m adjacent to the front yard setback. The landscape buffer continues on along the east property line, to provide a buffer between the property and future road extension. A narrow drainage basin or raingarden is located within the centre of the landscape buffer. Surrounding plant material includes low height deciduous shrubs and native shrubs such as Oregon grape and Salal.

The City of Nanaimo Zoning Bylaw requires deciduous trees of at least 1.5m in height within the front landscape buffer, the spacing of trees varies by buffer width. Boulevard street trees were recently installed as part of the required road works. The applicants are requesting a variance to relax the requirement for five deciduous trees as they would be in close proximity to the street trees and, in the opinion of the applicant, are unnecessary. Trees will be provided along the east property line with two additional trees (one coniferous, one deciduous) along the west property line.

A tall and narrow evergreen shrub buffer is provided along the north property line to screen the property from the Island Highway and the City of Nanaimo pump house. The garbage enclosure will be screened with a medium height evergreen hedge.

Staff Comment:

- Consider if there is an opportunity for clustered tree planting within the front yard landscape buffer to complement the existing street trees and minimize or eliminate the variance requirement.
- Consider a more substantial landscape buffer and screen on the highway side of the property.
- Confirm if the garbage enclosure includes both landscaping and masonry walls.

PROPOSED VARIANCES

Maximum Front Yard Setback

The COR3 zone requires a maximum setback of 6m, for at least 50% of the building face. The building setback varies from approximately 10.8m to 23m, therefore a variance is required.

Location of Parking Area

Section 9.6.1 of the City of Nanaimo Zoning Bylaw prohibits parking between the front property line and the front face of a building or within the 6m maximum front yard setback area within Corridor zones. A variance is therefore required for the proposed vehicle display between the front face of the building and front property line, including some parking within the maximum front yard setback area. All staff and customer parking will be located to the side and rear of the building.

Minimum Building Height

The COR3 zone requires a minimum building height of two storeys above grade. The majority of the building is 7m in height and the building includes a small, second floor mezzanine. However, as the building is not a full two-storeys in height, a variance is necessary.

Minimum Landscape Treatment Level

The City of Nanaimo Zoning Bylaw requires deciduous trees of at least 1.5m in height within the front yard landscape buffer. At least five trees are required based on the proposed landscape width. No trees are provided within the front yard landscape, therefore a variance required.