

STAFF DESIGN COMMENT

DEVELOPMENT PERMIT NO. DP001172 – 2560/2590 BOWEN ROAD

Applicant: ISLAND WEST COAST DEVELOPMENTS

Owner: BOWEN ROAD DEVELOPMENTS LTD., LAIRD WHEATON PROPERTIES LTD

Architect: ALAN LOWE ARCHITECT INC

Landscape Architect: VICTORIA DRAKEFORD LANDSCAPE ARCHITECT

SUBJECT PROPERTY AND SITE CONTEXT

<i>Zoning</i>	COR3 – Community Corridor
<i>Location</i>	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.
<i>Total Area</i>	0.608 ha
<i>Official Community Plan (OCP)</i>	Map 1 – Future Land Use Plan – Corridor; Map 3 – Development Permit Area No. 9 - Commercial, Industrial, Institutional, Multiple Family, and Mixed Commercial/Residential development.
<i>Relevant Design Guidelines</i>	General Development Permit Area Design Guidelines

The subject site is proposed Lot 3 within a recently approved eight-lot subdivision (SUB1234) of 2560/2590 Bowen Road. Kenworth Road has been extended to Labieux Road as a condition of the subdivision (former Madill industrial lands). 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. There is an active Development Permit (DP1143) for an auto dealership on proposed Lot 4, adjacent to the subject property.

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 adjacent site, Lot 4. 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.

PROPOSED DEVELOPMENT

The proposed development is an auto dealership with a two-storey, 1,748.96m² dealership office and service area, and an underground car storage area.

Site Design

The site will have a shared driveway with the adjacent property (Lot 2), accessed from Kenworth Road. The proposed dealership office and service building will be located approximately within the center of the property, which is set back 22.41m from the front property line. The dealership office faces the front property line (Kenworth Road) with the service area located on the west side. Service bays will be accessed from both sides of the building.

A separate wash-bay and auto detailing area is located behind the building. Fifty-two staff and customer parking spaces are provided along the east and west sides, to the rear behind the building, and between the front building face and front property line of the property.

Vehicles will be displayed on the southeast and west corners of the site, facing Kenworth Road. A covered, service area drop off will be located on the front elevation of the building, and two pedestrian connections are provided from the street to the building, between the vehicle display row and over the drive aisles.

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 street presence 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.

Building Design

The proposed two-storey building is a car dealership which includes an office and service area and an underground vehicle storage area. The building includes a 1,385.47m² main floor and 363.7m² second floor office area. The proposed building is contemporary in design with a flat roof. The building façade is predominately aluminum curtain wall glazing, corrugated metal siding, painted tilt-up concrete panels, and aluminum composite panels.

The front façade (south elevation) includes prominent glazing in order to feature the interior of the show room. A small projecting red and black canopy connects to the ground and is used to break up the front façade wall face. The principle pedestrian entrance to the showroom will be centered between two pedestrian connections from Kenworth Road.

The west elevation features a bumped-out service drive thru area with an open rooftop amenity space with landscaping. Towards the rear of the building, is a fluid disposal area which is finished with horizontal corrugated metal cladding.

The north elevation, facing the Island Highway is predominately tilt-up concrete panels with service bay doors. The east elevation, facing Lot 4, is similar in design with limited articulation. Along this side, the finishes include glazing along the side of the showroom, metal cladding, and tilt-up concrete on the rear portion of the building.

Staff Comment:

- Explore ways to further detail or articulate the east and northeast portions of the building, which face the Island Highway. Some examples include: larger openings, weather protection above doors, additional glazing, thicker flashing that matches the colour of accent fascia on the front of the building, and geometric accent materials at northeast corner (similar to the southeast corner).
- 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.

Landscape Design

The proposed landscape design includes a 3m wide landscape buffer along the front property line parallel to Kenworth Road. The Kenworth Road streetscape consists of a bio swale, with columnar trees under planted with low, mixed evergreen and deciduous plantings. Two pedestrian paths cross the bioswale connecting the sidewalk to the site.

The landscape buffer continues along the east property line, to provide a barrier between proposed Lot 4 and Lot 3. Evergreen hedges are proposed along the landscape buffer to soften the extent of the asphalt parking areas along both the east and west property lines.

A storm water pond forms the majority of the north landscape buffer along the rear property line, adjacent to the railway corridor. An old rail spur enters the site at this point that is proposed to be preserved. The applicant proposes to plant coniferous and deciduous trees with native shrubs as the under plantings around the existing retention pond.

The applicant is also proposing landscaping for the rooftop patio including trees in planters (species to be determined). The garbage enclosure is located in the northwest corner of the property, enclosed by a 1.8m high cedar fence and evergreen hedges along the northwest corner of the property.

Staff Comment:

- Consider masonry walls around the garbage enclosure, with a landscape buffer of at least 1.8m.

PROPOSED VARIANCES

Maximum Front Yard Setback

The COR3 zone requires a maximum front yard setback of 6m for at least 50% of the building face. A majority of the building face is setback approximately 22.41m, which is a variance of 16.41m.

Minimum Building Height

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

Location of Parking Area

Section 9.6.1 of the 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.