

DATE OF MEETING | September 14, 2020 |

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**SUBJECT | DEVELOPMENT PERMIT APPLICATION NO. DP1172 –
2348 KENWORTH ROAD |**

OVERVIEW

Purpose of Report

To present for Council's consideration, a development permit application for the new location of the Mitsubishi auto dealership. |

Recommendation

That Council issue Development Permit No. DP1172 at 2348 Kenworth Road with the following variances:

- to increase the maximum permitted front yard setback from 6m to 22.41m for 100% of the front face of the building;
- to waive the minimum building height requirement to allow the building as proposed; and
- to allow parking between the front property line and the front face of the proposed building. |

BACKGROUND

A development permit application, DP1172, was received from Island West Coast Developments on behalf of 2197452 Alberta Ltd., for the development of an auto dealership to be located at 2348 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.

The subject property is 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). There is a recently approved development permit (DP1143) for an auto dealership at 2338 Kenworth Road, adjacent to the property.

Subject Property and Site Context

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| <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. |
| <i>Total Area</i> | 0.608ha |
| <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 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 within the adjacent site (Lot 4) to the northeast. The surrounding properties consist of a mix of industrial, commercial and institutional uses. The City Public Works yard is nearby on Labieux Road, to the southeast of the subject site.]

DISCUSSION

Proposed Development

The proposed development is an auto dealership with a two-storey, 1,866.51m² dealership office, 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 on the northwest corner of the building.

Staff and customer parking is provided along the east and west sides, to the rear of the building, and between the front building face and front property line. Vehicles will be displayed along the southeast corner 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.

Building Design

The building includes a 1,454.7m² main floor and 411.81m² 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 façade expresses the corporate colours and geometric logo of Mitsubishi. The principle pedestrian entrance to the showroom will be centered between two pedestrian connections from Kenworth Road.

The southwest elevation features a bumped-out service drive thru area with an open rooftop amenity space for employees, complete with landscaping. Towards the rear of the building (northwest elevation), there is a covered wash bay area which is finished with horizontal corrugated metal cladding.

The northeast elevation, facing the Island Highway, is predominately tilt-up concrete panels with wash bay doors and a painted fascia band on tilt-up concrete with the Mitsubishi logo along the top of the building. Along the eastern side, the finishes include glazing along the side of the showroom, metal cladding, and tilt-up concrete on the rear portion of the building with access to the vehicle elevator.

The massing, articulation, and building materials will provide visual interest to the street scape. The building design meets the intent and objectives of the City of Nanaimo's *General Development Permit Area Design Guidelines*.

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 bioswale, with columnar trees under planted with low, mixed evergreen and deciduous plantings which will complement the existing street trees. Two pedestrian paths cross the bioswale connecting the sidewalk to the site.

The landscape buffer with Dogwood trees continues along the east property line to provide a buffer to adjacent Lot 4. 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 northeastern 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, which includes trees in planters. Short-term bicycle parking is provided at the northeast corner of the property, against the building. The garbage enclosure is also located at the rear, attached to the building. It is enclosed by 1.8m-high corrugated metal siding.

Design Advisory Panel

The Design Advisory Panel, at its meeting held on 2020-FEB-27, accepted DP001172 as presented with support for the proposed variances. The following recommendations were provided:

- Look at ways to articulate the north elevation and the northeast corner of the building;
- Consider adding transparency to the north side elevation;
- Consider ways to provide screening for rooftop equipment;
- Look at ways to enhance the front entry to make it more inviting; and
- Consider adding landscape elements closer to the building.

Design changes were incorporated into revised plans in response to Staff and DAP comments, including adding a horizontal painted black band around the top of the service bays to tie in with the front elevation, adding additional glazing and screening to the roof top equipment.

Proposed Variances

Maximum Front Yard Setback

The COR3 zone permits a maximum front yard setback of 6m for at least 50% of the building face. A majority of the building face is set back approximately 22.41m, which is a variance of 16.41m. This is a characteristic of the automobile sales, service, and rental use. The space is necessary for vehicle display and a portion of the required parking. Additional parking is provided to the sides and rear of the building. In addition, the proposed landscaping and street trees will soften the visual impact of the hard surface area in front of the building face. Staff support the proposed variance.

Minimum Building Height

The COR3 zone requires a minimum building height of two storeys above grade. The proposed building is not composed of a full two-storeys which does not meet the intent of the “City of Nanaimo Zoning Bylaw 2011 No. 4500”; therefore, a variance is required. The building form/massing presents as two-storeys and is designed to suit the intended auto-oriented use on the ground level with a small, second floor mezzanine. Staff support the proposed variance.

Location of Parking Area

Section 9.6.1 of the “City of Nanaimo Zoning Bylaw 2011 No. 4500” 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 parking and vehicle display areas between the front face of the building and front property line. As the landscape buffer along the Kenworth Road frontage will provide screening for this parking and display area, Staff support the proposed variance.

SUMMARY POINTS

- Development Permit Application No. DP1172 is for a 1,866.51m² commercial building as the new location of Mitsubishi.
- Variances are requested to increase the maximum front yard setback, minimum building height, and location of parking areas.
- Staff support the proposed variances.

ATTACHMENTS

ATTACHMENT A: Permit Terms and Conditions
ATTACHMENT B: Context Map
ATTACHMENT C: Location Plan
ATTACHMENT D: Site Plan
ATTACHMENT E: Proposed Building Elevations
ATTACHMENT F: Proposed Building Renderings
ATTACHMENT G: Landscape Plan and Details
ATTACHMENT H: Aerial Photo

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