

STAFF DESIGN COMMENT

DEVELOPMENT PERMIT APPLICATION NO. DP001210 – 6030 LINLEY VALLEY DRIVE

Applicant / Architect: WA ARCHITECTS LTD.

Landscape Architect: LOMBARD NORTH GROUP INC.

Owner: RUTHERFORD HOUSE NOMINEE LTD.

SUBJECT PROPERTY AND SITE CONTEXT

<i>Zoning</i>	Community Corridor (COR3)
<i>Location</i>	The subject property is located on the north side of Linley Valley Drive, to the northeast of its intersection with Turner Road.
<i>Total Area</i>	1.03ha
<i>Official Community Plan (OCP)</i>	Map 1 – Future Land Use Plan – Corridor Map 3 – Development Permit Area DPA 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 located in the Longwood Neighbourhood in North Nanaimo and was created through subdivision in 2020. The property was rezoned to the COR3 zone in 2015. The lot is currently vacant and is partially cleared of vegetation. Statutory rights-of-way cross the property to protect existing underground services. Molecey Creek, a protected watercourse, runs behind the subject property through a linear park that was dedicated through subdivision. There is a 7.5m riparian setback from Molecey Creek that was established through Development Permit No. DP927 approved in 2018 in support of the subdivision. The property slopes gradually downhill from south to north.

Surrounding land uses are a mix of residential and commercial uses. Adjacent properties include a 72-unit multi-family residential building and another multi-family development with 251 dwelling units under construction across Linley Valley Road to the southeast, undeveloped lands to the south, a furniture retail development to the southwest, and undeveloped lands across Turner Road to the west and across Molecey Creek to the north. There is an active rezoning application for a multi-family development at 6033 and 6053 Nelson Road to the northeast.

PROPOSED DEVELOPMENT

The applicant is proposing to construct a multi-family rental residential development consisting of two 5-storey buildings and one 4-storey building with a combined total of 152 dwelling units.

The lowest level of each building will contain under-the-building parking and will be exposed above-grade to the north. On the south elevations, the buildings will present 4- and 3-storey facades. Building A will face the roundabout at the intersection of Linley Valley Drive and Turner Road and will be sited on the west portion of the lot, Building B will be sited centrally on the lot, and Building C will be sited in the east.

The proposed unit composition is as follows:

	3-Bedroom	2-Bedroom	1-Bedroom	Studio	Total
Building A	6	18	18	15	57
Building B	2	22	25	11	60
Building C	-	16	3	16	35
Total	8	56	46	42	152

The 3-bedroom units will range in area from 90m² to 113m², the 2-bedroom units will range from 81m² to 100m², the 1-bedroom units will range from 50m² to 62m², and the studio units will range from 48m² to 50m².

Building A will have a gross floor area (GFA) of 4,691m², Building B will have a GFA of 5,205m², and Building C will have a GFA of 2,917m². The development will have a combined total GFA of 12,813m² and the total Floor Area Ratio (FAR) will equal 1.25. The maximum base FAR in the COR3 zone is 0.75 and an additional 0.50 is permitted where a development meets Tier 1 and 2 in the Zoning Bylaw's 'Schedule D - Amenity Requirements for Additional Density'. The applicant is proposing to meet Tier 2 by providing amenities including the following:

- educational signage;
- electric scooter parking;
- wood as the primary building material;
- exceeding the minimum BC Energy Step Code requirement by two steps;
- a minimum of 10% of dwelling units meeting Building Code accessibility requirements;
- a Housing Agreement to keep at least 50% of dwelling units within the rental market for at least 10 years;
- public art;
- a children's play area; and
- dedicated garden space.

Site Design

The siting of buildings on the property is dictated by the location of existing statutory rights-of-way (see attached site survey) that split the property into three feasible areas for building footprints. A drive-aisle is proposed to the rear of the buildings, with accesses from Turner Road at the northwest corner of the lot and from Linley Valley Road between Buildings B and C. The drive-aisle will connect to the under-the-building parking levels and surface parking.

Each building will have two entryways: one facing the street and one facing the drive-aisle to the rear. The front entrance of Building A will face Turner Road near the roundabout, and the front entrances of Buildings B and C will connect directly to the sidewalk along Linley Valley Drive.

An outdoor plaza with seating is proposed for residents between Buildings A and B, connecting Linley Valley Drive to the drive-aisle. A public walkway between Buildings B and C, adjacent to the vehicle access, will connect with a bridge across Molecey Creek and eventually continue through the linear park to the north. A community garden is proposed to the east of Building C and a small playground is proposed behind the drive-aisle across from Building A. Building B will include an outdoor amenity space for residents on its fifth floor patio.

Of the 188 parking spaces proposed, 37 spaces will be located under Building A, 35 spaces will be located under Building B, 16 spaces will be located under Building C, and 100 parking spaces will be at-grade. A total of 107 long-term bicycle parking spaces are proposed, to be split among

the bicycle storage rooms in the parking level of each building. Additionally, 26 short-term bicycle spaces are proposed.

Refuse receptacle rooms are proposed within the parking level of each building.

Staff Comments:

- Look at opportunities to provide pedestrian circulation between buildings and to the common amenity areas. In particular, look at providing direct connections from buildings to the public walkway adjacent to Building B, the plaza between Buildings A and B, the playground, and the community garden.
- Excess parking is to be permeable as per the Off-Street Parking Bylaw, or parking stall numbers are to be reduced to comply with the required amount of parking.
- Show the location of short-term bicycle parking racks on the site or landscape plans.
- Label electric vehicle charging stations and visitor parking spaces on the site or parking level plans.
- Ensure that front entry walkways are accessible.

Building Design

The buildings are contemporary in design and each building will have a unique layout. Building A presents a 3-storey elevation and will have an L-shape layout with its two wings aligned with street frontages. Building B presents a 4-storey elevation and will have a slight curve in its massing as it follows the bend of Linley Valley Road. Building C is a smaller building with a rectangular footprint and presents a 4-storey elevation.

A consistent rhythm will be carried between buildings, alternating between framed balconies and window walls. The buildings are further articulated by a flat roofline that is broken up and recessed to align with framed balcony blocks. Front doors to each building will be framed by a prominent entryway. Visual interest will be provided through composition, particularly at the southeast corner of Building B.

The primary cladding on street-facing elevations will be white cement panels. Building accent materials will include wood-grain panel cladding for recessed balconies, corrugated metal panel cladding to frame the balconies, dark grey corrugated metal panels on the sides of the buildings, and coloured panels to differentiate the buildings.

Most units will include a private balcony or deck. Building B will have a fitness room on its ground level and both indoor and outdoor common amenity space on its fifth level.

Staff Comments:

- Explore opportunities to create more prominent front entryways for each building, for example by carrying the accent colour materials for the entire height of the building. In particular, look at ways to further distinguish the prominent corner of Building A facing the roundabout.
- Consider ways to further differentiate the buildings while keeping a cohesive architectural character, and consider expanding the accent colour materials.
- Use more of the contrasting materials to break up the expanses of white cement panels and to ground the buildings.
- Add weather protection above stairwell exists and repeat similar design elements and colour accents as in main entry of each building.
- Provide direct connections between ground-level units and the street where possible.

Landscape Design

A landscape buffer is proposed along both street frontages with a mix of small shrubs, small deciduous trees, and larger conifer trees. Significant areas of additional planting will include around the entryway of Building A and in the plaza area between Buildings A and B. The plaza will feature shade-tolerant plants. To the rear of the property, adjacent to the riparian area, a mix of medium and small columnar deciduous trees including maples and dogwoods will be provided. A larger existing tree will be retained adjacent to the small playground.

Two green walls are proposed, one at the front entry of Building A and one on the north side of Building C.

Staff Comments:

- Provide details (e.g. lighting, decorative elements, surface materials, seating, etc.) and examples for outdoor spaces including the plaza between Buildings A & B, the outdoor amenity space, playground, and community garden.
- Ensure a continuous landscaped edge along the north property line between the drive aisle and the linear park.
- Look at opportunities for landscape screening of exposed parking level walls on the north elevations.
- Consider a living wall on the east elevation of Building B to provide a visual vertical greenbelt between the public walkway and the landscaping in the rooftop amenity space.

PROPOSED VARIANCES

Building Height

The maximum permitted building height in the COR3 zone is 14.0m. The proposed building height of Building B is 16.2m and the proposed building height of Building C is 16.0m, requested variances of 2.2m and 2.0m respectively. No building height variance is requested for Building A.

Where at least 75% of the required parking is provided below a building, the maximum permitted building height would be 18m. The current proposal includes 47% of the parking below a building.