

STAFF DESIGN COMMENT

DEVELOPMENT PERMIT NO. DP001251 – 2355 KENWORTH ROAD

Applicant: ISLAND WEST COAST DEVELOPMENTS

Owner: BOWEN ROAD DEVELOPMENT LTD.

Architect: ALAN LOWE ARCHITECT INC.

Landscape Architect: DESIGN NORTH LANDSCAPE ARCHITECTURE INC.

SUBJECT PROPERTY AND SITE CONTEXT

<i>Zoning</i>	COR3 – Community Corridor
<i>Location</i>	The subject property is located near the intersection of Bowen Road and the Island Highway.
<i>Total Area</i>	0.78ha
<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 currently vacant, and development permits have been approved in recent years for three car dealerships on the three parcels to the north, across the street from Kenworth Road. A multi-family residential building is proposed on the adjacent parcel to the east at 2345 Kenworth Road. Commercial and light industrial uses are located to the west, and the St. John's Ambulance building is located to the south.

PROPOSED DEVELOPMENT

The applicant is proposing to construct a new two-storey, 1,911.5m² building for a Hyundai car dealership. The proposed building will have a Floor Area Ratio (FAR) of 0.25 and the maximum permitted base FAR in the COR3 zone is 0.75.

Site Design

The building is proposed to be used for automobile display, offices and service use and is sited approximately in the centre of the property. Staff and customer parking spaces are located around the perimeter of the site. Two driveway access points are proposed on Kenworth Road, with a drive aisle provided around the building. Vehicles will be displayed both inside and in front of the building, facing Kenworth Road. A 1.8m wide pedestrian walkway is proposed from the Kenworth Road public sidewalk to the front entry of the building.

Staff Comments:

- Consider adding electric vehicle charging stations to 5% of the parking spaces onsite.
- Consider adding more permeability in the hard surface parking areas, as well as landscape islands to break up the parking rows.

Building Design:

The proposed building is a modern structure with generous glazing and a commercial entry door facing the front property line (Kenworth Road). The external façade materials include a blend of painted cement tilt-up panel, aluminum composite panel (linear and wave pattern), and corrugated metal siding. The design of the facility is largely dictated by corporate brand standards. The internal display area and offices on the first storey face the front property line (Kenworth Road), and the service and wash bays are proposed to be located at the side and rear of the building. Offices, a lunch room and board room are located on the second storey.

Staff Comments:

- Consider adding weather protection at the building entrances.
- Section 2.2.12 of the OCP encourages energy efficient building design and green features in commercial buildings. Consider ways to support energy efficient and sustainable design principles.

Landscape Design

Along the front property line, a landscape buffer approximately 3m in width is proposed, with six Persian ironwood trees, a selection of Barberry varieties, lavender, grasses and spirea, and a bio-swale with rushes and sedge groupings. Two Norway maple trees are proposed along the west property line and two groups of plantings are proposed in the rear corners of the property. A garbage, recycling and compost enclosure is proposed in the southwest corner of the building, and is proposed to be screened by solid concrete walls with corrugated metal siding. An outdoor bike rack is located on the east side of the building.

Staff Comments:

- Provide a wide robust landscape buffer along the south and east property lines to compliment the proposed and existing landscaping on the adjacent properties (the proposed residential use building and the existing St. John's Ambulance use building).
- Ensure the landscape plan reflects the proposed location for the PMT hydro box, and demonstrate how it will be screened.
- Provide site lighting information for the development, and ensure the lighting does not impact the residential development proposed at 2345 Kenworth Road.

PROPOSED VARIANCES

Front Yard Setbacks

The maximum front yard setback in the COR3 zone is 6.0m. The proposed front yard setback is 21.7m, a requested variance of 15.7m.

The COR3 zone requires a maximum front yard setback of 6m for at least 50% of the building face. The full building face is proposed to be set back 21.7m, a requested variance of 15.7m.

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 in Corridor zones. A variance is requested for the proposed parking spaces between the front face of the building and the front property line.

Minimum Landscape Treatment Level

The required Minimum Landscape Treatment Level along the south (rear) and west (side) property line is 1.8m. A 0m landscape buffer is proposed along the majority of the south and west property lines, thus a 1.8m variance is requested along both property lines.