STAFF DESIGN COMMENT

DEVELOPMENT PERMIT APPLICATION NO. DP001267 – 254 ADDERLY ROAD

Applicant: DHK ARCHITECTS

Owner: 1323234 BC LTD.

Landscape Architect: KINSHIP DESIGN ART ECOLOGY

SUBJECT PROPERTY AND SITE CONTEXT

Zoning	Steep Slope Residential (R10) + Single Dwelling Residential (R1)
Location	The subject property is located at the terminus of Montclair Drive in the Westwood Neighbourhood
Total Area	R10 portion: 44,735m^2 + R1 portion: 4,989m^2 = 49,724m^2
City Plan	Schedule 2 – Future Land Use Designations: Suburban Neighbourhood Schedule 11 – Development Permit Area (DPA) 6 – Steep Slope Development Schedule 12 – Development Permit Area (DPA) 7 – Nanaimo Parkway Design Schedule 13 – Development Permit Area (DPA) 8 – Form and Character
Relevant Design Guidelines	General Development Permit Area Design Guidelines Nanaimo Parkway Design Guidelines Steep Slope Development Permit Area Guidelines

The subject property is located at the terminus of Montclair Drive at the boundary of the Westwood neighbourhood adjacent to the Nanaimo Parkway. The hooked lot (split by Tralee Road) is irregularly shaped with the development proposed to occur on the larger R10 zoned portion of the lot. The subject property is vacant with a second growth forest sloping downward to the northeast.

The surrounding area is primarily zoned R1 and consists of newer dwellings, a few vacant lots, and parkland. Adjacent properties include single residential dwellings and Tralee Park to the south, single residential dwellings and vacant land to the west, and the Nanaimo Parkway to the northeast.

PROPOSED DEVELOPMENT

The applicant is proposing to construct 13 three-storey ground oriented multi-family residential buildings comprising of a total of 71 townhouse units. The proposed development is sited below the ridgeline of the College Heights University District, west and across the highway from the Vancouver Island University's main campus. The proposed total gross floor area is 14,948m^2 and the total Floor Area Ratio (FAR) will be 0.33, which is below the maximum permitted FAR of 0.45. The proposed site coverage is 18.8%, below the maximum permitted lot coverage of 40%.

	Three Bedroom	**Four Bedroom**	**Five Bedroom**	*Total*
Townhouse	53 units	12 units	6 units	*71 Units*
unit size range	*169m^2 – 187m^2*	*200m^2 – 292m^2*	*268m^2*	

Site Design

The proposed buildings are oriented to face an internal road network with access from Montclair Drive with views oriented to the northeast over the Nanaimo Parkway to downtown and the ocean. Vehicle parking totals 174 automobile spaces which will consist of a mix of private garages for each unit, private driveways for select units and several common parking areas. Long-term bicycle storage

(2 spaces in each garage) will be located within private garages with short-term bicycle parking (2 bicycle racks) located in common areas on-site. The proposed development includes a 15m character protection zone and an additional 20m tree protection zone (containing a walking trail) per the Nanaimo Parkway Design Guidelines. A Statutory Right of Way will be granted to the City for the upper drive aisle to provide access to lands beyond.

Staff Comments:

- An Environmental Noise Study has been submitted, in accordance with the City of Nanaimo Parkway General Design Guidelines, confirming the residential development will meet the Canadian Mortgage and Housing Corporation (CMHC) acoustic criteria for interior spaces. Notwithstanding, the acoustic measurements for Buildings 2 and 8 to 13 (range from 57dBA to 65dba) which exceed the maximum 55dBA noise levels for outdoor amenity areas recommended by the CMHC which does not comply with Nanaimo General Design Guidelines.
- Consider ways to retain more of the wooded character and natural features of the site (particularly as viewed from the Nanaimo Parkway and lands to the north as shown on Plan A900) as the development proposes to remove a significant portion of vegetation within the development footprint. Mature trees could be retained between buildings to create visual breaks between blocks as viewed from the Nanaimo Parkway.
- Consider reducing or eliminating the 32 excess parking spaces (such as the common parking areas located to the south of Buildings 13 and 9; between Buildings 10 and 11; and Buildings 11 and 12). Notwithstanding, as per the Zoning Bylaw, spaces exceeding the minimum bylaw requirements must be surfaced with a durable permeable material.

Building Design

The proposed designs of the buildings are contemporary in nature, three-storeys in height with shed roofs and stepped building elevations utilizing the existing topography of the site. The exterior finishes of the buildings are comprised of a mix of materials including fibre cement panels, wood-look metal plank siding, aluminum soffit and flashing, vinyl decking, tempered glass guardrails, wood, stone, and exposed concrete. Every unit is designed to have private exterior decks or patios (with 1.8m high individual cedar slat privacy screens) on each storey.

Staff Comments:

- The stepped design utilizes the natural slope of the subject property in accordance with the Steep Slope Development Permit Area Guidelines thereby decreasing the mass of the buildings, and siting the buildings in a manner, which allows upslope units to have views over downslope buildings.
- The applicant has used natural materials, colours and textures in accordance with the Steep Slope Development Permit Area Guidelines, however, additional wood, and stone exterior finishes, could be considered as well as incorporating a colour palette that blends with the characteristics of the surrounding ridgeline and vegetation.
- Consider recessing garages and bringing entrances forward for emphasis as well as consider varied entrance door colours to differentiate units and create more variation between the building blocks.
- Consider removing the uppermost decks and reducing glazing, in accordance with the Steep Slope Development Permit Area Guidelines, to reduce prominence of upper storey projections and mitigate noise levels exceeding CMHC acoustic criteria for exterior spaces.

Landscape Design

Following construction, robust landscaping is proposed throughout the site, incorporating a mix of 64% deciduous trees (maples, service berry, arbutus, dogwood, Indian plum and Persian ironwood) and 36% conifer trees (spruce, pine and Douglas fir). Green infrastructure, integrated into the landscaping, includes three raingardens at the entrance and to the northeast of the development and a continuous bioswale (east to west) below the development. The proposed development will have compact chip pedestrian walking trails on both sides of the hooked lot (with wayfinding signage and bollard lighting in key spaces), a communal lawn, a forest amphitheater, and overlook decks.

Staff Comments:

- The proposal includes a walkway network providing access to onsite and off-site destinations in accordance with City of Nanaimo General Design Guidelines for multi-family developments.
- Consider extending the pedestrian trail and adding a pedestrian crossing to connect the trail network (south of Building 9 to between Buildings 9 and 10); consider a pedestrian crossing connecting the sidewalk and pedestrian trail network (southwest of Building 2); and consider raised textured pavement for pedestrian crossings.
- The proposed development utilizes rock retaining walls in accordance with the Steep Slope Development Permit Area Guidelines.
- Consider adding cascading plants to conceal retaining walls for the parking areas along the south portion of the development
- Consider additional landscaping to screen Building 13 from adjacent properties.
- Consider increasing coniferous plantings or retaining more natural areas in accordance with the “South Nanaimo” Character Area (Zoning Bylaw) and Nanaimo Parkway Design Guidelines.
- Remove the common refuse enclosure as each unit incorporates the required three-stream waste receptacles.
- Consider increasing the area of the communal lawn and moving it to more central and less secluded area.
- Consider additional lighting for common parking areas.