

# STAFF DESIGN COMMENT

## DEVELOPMENT PERMIT APPLICATION NO. DP001315 – 821 HALIBURTON STREET

**Applicant/Architect:** RAYMOND DE BEELD ARCHITECT

**Owner:** BAYVIEW MOTOR INN LTD.

**Landscape Architect:** KINSHIP DESIGN ART ECOLOGY

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### SUBJECT PROPERTY AND SITE CONTEXT

<i>Zoning</i>	Medium Density Residential (R8)
<i>Location</i>	The subject property is located on the west side of Haliburton Street, south of Woodhouse Street, and on the east side of the Island Highway.
<i>Total Area</i>	4,876m <sup>2</sup>
<i>City Plan (OCP)</i>	Future Land Use Designation – Suburban Neighbourhood; Development Permit Areas DPA4 – Abandoned Coal Mine Workings Hazards; and DPA8 – Form and Character
<i>Relevant Design Guidelines</i>	General Development Permit Area Design Guidelines; and South End Urban Design Framework and Guidelines

The subject property is located in the southern portion of the South End neighbourhood. The property is presently vacant and slopes downhill by approximately 7m from west to east. A water main runs along the north property line and will be protected by a Statutory Right-of-Way (SRW). The surrounding neighbourhood is a transitional area with a mix of industrial, commercial, and residential uses. Adjacent properties include the Coastland pulp mill across Haliburton Street to the east, a 19-unit residential complex to the south, single residential dwellings and a place of worship across the Island Highway to the west, and a hotel to the north.

### PROPOSED DEVELOPMENT

The proposed development is a 5-storey multi-family residential building with 104 dwelling units. The proposed unit composition consists of 50 one-bedroom units and 54 two-bedrooms units, with unit sizes ranging from 50m<sup>2</sup> to 94m<sup>2</sup>.

The proposed gross floor area is 7,713m<sup>2</sup> and the total Floor Area Ratio (FAR) will be 1.58, which is the maximum permitted FAR for this development. The base maximum FAR for the R8 zone is 1.25 and the applicant is proposing to achieve an additional 0.10 FAR through the provision of amenities as outlined in 'Schedule D – Amenity Requirements for Additional Density' of the "City of Nanaimo Zoning Bylaw 2011 No. 4500" (the "Zoning Bylaw") and an additional 0.23 FAR by providing 93% of the required parking underground.

The applicant is proposing to meet Tier 1 in 'Schedule D' by providing amenities including the following:

- an on-site carshare parking space;
- scooter / motorcycle parking;
- exceeding the BC Energy Step Code by one step;
- 50% permeable surface area; and
- educational signage regarding sustainable transportation alternatives, sustainable energy management practices, and sustainable water management practices.

### Site Design

The proposed building will be sited parallel to the west property line, taking advantage of views towards the ocean. Terraced retaining walls are proposed to manage the grade change between the Island Highway and the building.

Two drive aisle entries are proposed, both from Haliburton Street, with visitor parking in a small surface parking lot in the front of the building. Two levels of under-building parking are proposed, one accessed at grade from the parking lot and one underground accessed by ramp. All required parking will be provided on-site with 12 stalls in the surface parking lot, 63 stalls in the upper parking level, and 94 stalls in the lower parking level. Additionally, all required bicycle parking will be provided including a bike rack for visitors at the building entry and long-term bicycle storage in the under-building parking levels. A refuse receptacle enclosure is proposed adjacent to the at-grade parking level entry.

The pedestrian entry to the site will be via an accessible walkway from Haliburton Street. A secondary egress walkway will wrap around the south side of the building and connect to Haliburton Street via stairs. This secondary walkway will also provide access to a woodchip garden path. A rooftop amenity space with seating is proposed for residents.

Staff Comments:

- Look at opportunities for additional pedestrian connectivity on-site. For example, consider:
  - a pedestrian connection to the Island Highway (potential future sidewalk connection);
  - a more direct walkway (with stairs if necessary) between the accessible walkway and Haliburton Street;
  - a connection between the garden path and the front building entry.
- Consider additional common outdoor amenity features around the garden path (e.g. seating, programming, etc.).

### Building Design

The building layout is organized around an internal corridor that is repeated over five levels. The building will present a 6-storey façade for a portion of its east elevation, facing Haliburton Street, where the building's entry and lobby mask the upper parking level. The building design is contemporary with repeated frames of a 4-storey massing, and the uppermost level set back to de-emphasize the fifth storey. All units will include outdoor balconies or patios.

Exterior building materials will consist of a mix of smooth cementitious panel in different colours, and cedar panel accent walls. Some exposed concrete elements will be present adjacent to drive

aisle entries and along the refuse receptacle enclosure. Balcony rails will be powder-coated aluminum with clear and tempered glass. A covered entry with cedar soffit is proposed for the front entrance.

Staff Comments:

- Look at further opportunities to break up the long horizontal massing of the east and west building faces.
- Consider stepping back the uppermost floor to provide the amenity space on the roof of the fourth level rather than the roof of the fifth level.
- Explore opportunities for more and greater variety of accent colours.
- Emphasize the front entryway and consider a larger entry to scale with the size of the building.
- Consider additional visual interest on the south elevation to avoid blank walls.

Landscape Design

The proposed landscape design includes substantial planting in all areas of the site. A forest edge is proposed with douglas-firs and a mix of evergreen and deciduous trees. No trees are permitted along the north property line where the SRW for underground utilities is proposed. Along the west property line, terraced gardens are proposed between the retaining walls, and another garden is proposed around the chip path on the Haliburton Street frontage. A bioswale and meadow garden is proposed between the surface parking lot and the walkway in front of the building. Additional planting is proposed around all patios, adjacent to the building entry, and in planters on the rooftop amenity space. Green roofs are proposed with a mix of flowering plants and grasses.

Staff Comments:

- Look at substituting the proposed 1.8m cedar board fence along the Island Highway frontage with a more durable and appropriate fence for a front yard (e.g. with transparency, detailing, etc.).
- Consider a low wall to screen edge of surface parking lot facing Haliburton Street.
- Consider climbing vines to screen the exposed concrete wall of the refuse receptacle enclosure, where appropriate.
- Consider additional robust planting in proximity to front entry walkway from Haliburton Street.
- Ensure access is provided for future maintenance of terraced gardens.

**PROPOSED VARIANCES**

The maximum permitted building height in the R8 zone is 14.0m. The proposed building height is 15.1m, a requested variance of 1.1m. The variance is requested to accommodate the rooftop amenity deck.