

STAFF DESIGN COMMENT

DEVELOPMENT PERMIT APPLICATION NO. DP001319 – 5661 CHRISTINA CRESCENT

Applicant: SKLADAN ARCHITECTURE LTD.

Architect: SKLADAN ARCHITECTURE LTD.

Landscape Architect: KINSHIP DESIGN ART ECOLOGY

SUBJECT PROPERTY AND SITE CONTEXT

<i>Zoning</i>	Low Density Residential (R6)
<i>Location</i>	The subject property is located on the east side of the Nanaimo Parkway, at the end of Christina Crescent.
<i>Total Area</i>	2.9 ha
<i>City Plan</i>	Future Land Use Designation – Suburban Neighbourhood Development Permit Area DPA1 – Environmentally Sensitive Areas Development Permit Area DPA5 – Wildfire Hazard Development Permit Area DPA7 – Nanaimo Parkway Development Permit Area DPA8 – Form and Character
<i>Relevant Design Guidelines</i>	Nanaimo Parkway Design Guidelines General Development Permit Area Design Guidelines

The subject property is located in the Pleasant Valley / Rutherford neighbourhood. The property is currently partially forested and sloped to the east with two streams and a wetland located on the lot. Residential properties are located to the south and east of the proposed are to be developed. Portions of the lot are bordered by the railway. The proposed construction is outside of the Parkway Character Protection Zone (15m from property line); however, the proposed buildings are partially located within the Parkway Tree Protection Zone (35m from property line).

PROPOSED DEVELOPMENT

The applicant is proposing a phased multi-family residential development. This phase proposes 20 buildings with a total of 30 units in single detached and duplex forms. The units are comprised of a minimum of three bedrooms per unit and the units will range in size from 119m² to 241m². The total proposed Floor Area Ratio (FAR) is 0.45. The proposed lot coverage is 19%, which is below the maximum permitted lot coverage of 40% in the R6 zone.

Site Design

Access to the proposed buildings is provided via a new City road, which connects to an internal drive aisle. Units 1 to 18 are accessed by the City road while units 19 to 30 are accessed via the internal drive aisle. The drive aisle and siting of buildings has been designed to prevent disturbance of the existing environmentally sensitive areas (stream) located north of the proposed development area. The duplex buildings and some single residential units have shared driveways, and most units have a small backyard with patio space and adjacent landscaping. A gathering space with feature landscaping is proposed alongside forest pockets

that are located throughout the development. Demarcated sidewalks are proposed along the new City road and the internal drive aisle.

The “Off-Street Parking Regulations Bylaw 2018 No. 7266” (the “Parking Bylaw”) requires off-street parking at a rate of two parking spaces per unit. The proposed development requires 60 parking spaces, one of which must be designated accessible and three must be designated visitor spaces. Three short-term bicycle parking spaces and 15 long-term bicycle parking are also required. The proposed development meets the parking requirements.

Staff Comments:

- A walkway network is proposed, in accordance with the General Development Permit Area Design Guidelines. Consider raised or demarcated crosswalks within the private drive aisle to connect the communal path to the remaining units.
- Consider weather protection for short-term bicycle parking areas.

Building Design

The proposed development consists of duplexes and single detached dwellings. Units 1 to 13 are two storey buildings and units 14 to 18 are three storey buildings that step down with the slope of the property. The buildings have a series of shed roofs sloping in different directions. The façade materials include brick cladding on the garage faces and a combination of vertical and horizontal vinyl cladding in various earth tones. Wood elements are included with stained posts and beams used on the decks as well as stained wood entry doors. All windows are black vinyl to complement the black vinyl soffits, gutters, and metal deck railings.

Staff Comments:

- Consider weather protection for all front entries; building entrances should be further emphasized by façade design.
- Consider building projections and areas of recess and/or diverse use of exterior cladding to create additional building interest.

Landscape Design

A combination of nine species of deciduous trees and three coniferous species are proposed throughout the development, primarily located within the front yard planting, rear landscape buffer, and forested pockets. Thirty-six additional species of shrubs, vines, grasses, perennials, and ground cover plantings are also proposed.

A gathering space with concrete wall seating and a pergola are proposed at the eastern property line. A crushed stone communal path connects the gathering space to the development and to the visitor parking located at the front of the site. A bioswale is located along the communal path to incorporate green infrastructure. Additional natural elements incorporated in the landscape design include play-logs, boulders, and steppingstones. The area is lit with bollard and pole mounted lighting. Visitor parking is proposed adjacent to the site entrance and short-term bicycle parking is proposed throughout the site.

A range of fencing types are proposed throughout the development, including post and rail fencing, metal privacy fencing, and chain-link fencing. Forest pockets that include a mix of indigenous plantings are proposed on site to better align with the Nanaimo Parkway Design Guidelines and address wildfire resilience to maintain a forested landscape. The front yards include deciduous trees surrounded by plantings and a privacy screen. Crushed stone is

proposed between units leading to grassed back yards with privacy fencing. The driveways to each unit are paved and complete with herringbone pavers leading to the front entries.

Staff Comments:

- The gathering space serves as an area for meeting and as an area for recreation, in accordance with the General Development Permit Area Guidelines. Consider opportunities for programmed play surfaces within the amenity area.
- Consider replacing chain-link fencing with post and rail fencing along the rear property line, as chain-link is not supported by the Nanaimo Parkway Design Guidelines.
- Looks at ways to increase the amount of indigenous coniferous evergreens (e.g., Douglas fir, Western hemlock, Western red cedar, and Pine varieties) in accordance with the Nanaimo Parkway Design Guidelines.
- Consider robust plantings and/or screening beside the private aisle for units 11 and 12 to ensure privacy.
- Consider making the fencing in rear yards along the private drive aisle more residential in character and ensure views into the play area.