

# STAFF DESIGN COMMENT

## DEVELOPMENT PERMIT APPLICATION NO. DP001342 – 116 PRYDE AVENUE

**Applicant:** JOYCE REID TROOST ARCHITECTURE

**Architect:** JOYCE REID TROOST ARCHITECTURE

**Landscape Architect:** 4 SITE LANDSCAPE ARCHITECTURE AND SITE PLANNING

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### SUBJECT PROPERTY AND SITE CONTEXT

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| <i>Zoning</i>                     | Residential Corridor (COR1)  |
| <i>Location</i>                   | The subject property is located northwest of the intersection of Pryde Avenue and Bartlett Street. |
| <i>Total Area</i>                 | 1,014m <sup>2</sup>  |
| <i>City Plan</i>                  | Future Land Use Designation – Neighbourhood Development Permit Area DPA 8 – Form and Character     |
| <i>Relevant Design Guidelines</i> | General Development Permit Area Design Guidelines  |

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The subject property is located in the Northfield area and is primarily flat. The property currently contains a single family dwelling, constructed in 1976, and a number of large deciduous trees.

The surrounding area is zoned for increased density but currently includes low density residential development including single family dwellings, duplexes and secondary suites. Commercial uses located nearby along Bowen Road include retail spaces, offices, and restaurants. The Nanaimo Aboriginal Centre, Bowen Park and the Millstone River are located to the east, approximately 200m from the proposed development.

### PROPOSED DEVELOPMENT

The applicant is proposing to develop a new multi-family residential development with 17 units. The proposed building will include three storeys of residential space with underbuilding parking. The units will include studio, one bedroom, and two accessible units and will range in size from 38m<sup>2</sup> to 55m<sup>2</sup>. The total proposed Gross Floor Area (GFA) is 1,013m<sup>2</sup> and the proposed Floor Area Ratio (FAR) is 0.99, which is below the maximum allowable FAR of 1.00 in the COR1 zone.

#### Site Design

The proposed building is centrally located on the lot, with gated parking located under the building. Additional surface parking is proposed adjacent to the building. Vehicle access to the site is proposed from Bartlett Street and pedestrian access is located via the main entrance fronting Pryde Avenue. Permeable paver walkways are proposed throughout the site to facilitate pedestrian circulation. A shared deck on the third residential floor is proposed as an amenity area and waste collection is proposed from Bartlett Street.

The “Off-Street Parking Regulations Bylaw 2018 No. 7266” (the “Parking Bylaw”) requires 20 off-street parking spaces, two of which must be designated accessible and one must be designated as a visitor space. Nine long term bicycle spaces and two short term bicycle spaces are also required.

Staff Comments:

- Parking areas are screened by landscaping and pedestrian connections to the street are provided, in accordance with the General Development Permit Area Design Guidelines.
- Short-term bicycle parking should be provided in a sheltered location.

Building Design

The proposed building is four storeys with the top three levels dedicated to residential units. The ground level includes under building parking for vehicles and bicycles, a lobby, service room, and refuse area. The residential storeys are accessible via elevator and stairs. Each unit will include a private balcony with glass railings. Exterior building materials include hardie panels in various shades of gray, hardie lap siding and board and batten. Wood elements are present to articulate the building entrance and provide privacy for the balconies. The siding materials will alternate between vertical and horizontal orientation and areas of the building have been recessed to reduce apparent building mass. All windows and doors have black trim, and elements of the building project above the roofline to provide visual interest and differentiate between units. The proposed building height is 15m. An additional 4m of height is permitted where at least 75% of the required parking area is located below or beneath a building.

Staff Comments:

- Areas of projection and recess are used to create building interest, in accordance with the General Development Permit Area Design Guidelines.
- Consider the addition of weather protection for the uppermost balconies.
- Consider the addition of glazing to emphasize the building entrance (facing Pryde Ave).
- Consider the incorporation of sustainable building technologies into the building design.

Landscape Design

A 1.8m wide landscape buffer is proposed along the north, south, and west property lines. Trees, shrubs, ground cover plantings and perennials are proposed within the landscape buffer and large shrubs are proposed along the east property line to screen the parking area from neighbouring properties. An outdoor amenity space is proposed adjacent to the main pedestrian entrance along Pryde Avenue, complete with outdoor seating, plants, and a bicycle rack. A planted raingarden is located along the north property line and the property is bordered on the north and east with a wood privacy fence. Bollard lighting is proposed throughout the site, including along the landscape buffer and pedestrian walkways.

Staff Comments:

- Site entrances and exits should be well marked and lit. Consider improved lighting at the main building entrance, entrance to under building parking, and within the parking area for security purposes.
- Existing deciduous trees are proposed to be retained and integrated into existing vegetation, in accordance with General Development Permit Area Design Guidelines.
- Consider solid fencing to screen headlights from neighbouring properties.

## **PROPOSED VARIANCE**

### *Minimum Required Parking*

The minimum required parking for the proposed development requires 20 off-street vehicle parking spaces. A total of 16 parking spaces are proposed, a requested variance of 4 spaces.

The maximum permitted percentage of small car parking is 40% (8 spaces). A total of 50% (10 spaces) of the parking is proposed to be small car parking, a requested variance of 10% (2 spaces).