



MINUTES

DESIGN ADVISORY PANEL MEETING

Thursday, May 23, 2024, 5:04 pm
Boardroom, Service and Resource Centre,
411 Dunsmuir Street, Nanaimo, BC

Present: Marie Leduc, Chair*
Councillor Eastmure
Hector Alcala, AIBC*
Johnathan Behnke, BCSLA/CSLA
Kaein Shimuzu, At Large*

Absent: Angela Buick, At Large
Kevin Krastel, At Large
Nathan Middleton, At Large

Staff: L. Rowett, Manager, Current Planning
P. Carter, Planner, Current Planning*
K. Mayes, Planner Current Planning*
A. Bullen, Steno, Current Planning
J. Vanderhoef, Recording Secretary

1. CALL THE MEETING TO ORDER:

The Design Advisory Panel Meeting was called to order at 5:04 p.m.

2. ADOPTION OF AGENDA:

It was moved and seconded that the Agenda be adopted. The motion carried unanimously.

3. ADOPTION OF MINUTES:

It was moved and seconded that the Minutes of the Design Advisory Panel meeting held in the Boardroom of the Service and Resource Centre, 411 Dunsmuir Street, Nanaimo, BC, on Thursday, 2024-MAY-09 at 5:00 p.m. be adopted. The motion carried unanimously.

* Denotes electronic meeting participation as authorized by "Council Procedure Bylaw 2018 No. 7272"

4. PRESENTATIONS:

a. Development Permit Application No. DP001339 - 5645, 5655, 5657 Metral Drive

Introduced by Kristine Mayes, Planner, Current Planning.

Presentations:

1. Matthew Cheng, Applicant, Matthew Cheng Architect Inc., presented the neighbourhood context, site characteristics, building plans and requested variances. Highlights included:

- The application is for a 22-unit townhouse development
- The subject properties contain an existing dwelling on one property and a duplex on the other property
- Metral Drive is on the east side of the property and the E&N Railway/ Island Corridor Lands are on the west side
- Requesting variances to reduce the front yard setback from 6m to 3.5m and to reduce the side yard setback from 3m to 1.8m
- The proposed development is made up of six buildings
- The access driveway is in the middle of the site from Metral Drive with internal driveways between the rows of townhouses
- The side yard variance is being requested to provide a pedestrian crosswalk through the middle of the site rather than along the side yard
- All units have roof top patios
- An outdoor amenity space, visitor parking and short term bike storage are located centrally on the site
- 43 parking spaces are being provided including two visitor spaces, one of which will be accessible
- 22 long-term bike parking spaces are being provided and 2 short-term bike parking spaces
- Private garbage collection is proposed at the curbside
- A contemporary style is proposed for the form and character
- The staircase enclosures to the rooftop areas are located away from adjacent properties and the rooftop railings are recessed in from the edge of the buildings to provide more privacy to neighbours

2. Brad Forth, Landscape Architect, Forsite Landscape Architecture, presented the landscape plans. Highlights included:

- An underground stormwater storage tank located in front of the amenity area under the pavement
- Five street trees are planned along the frontage of the property
- Individual entrances have paved landings with a small area of lawn with a small flowering tree in front of each unit
- Special paved walkway surfaces create a link through the property from the entrance drive
- Amenity play structure is located in the center of the site
- Each unit has a dedicated patio space at ground level
- A buffer zone between the units and the E&N Railway/Island Corridor Lands includes large trees, a coniferous border, and some rain garden elements
- Along either side of the property are coniferous hedges
- Privacy fencing is planned for the three sides of the property

Marie Leduc, Chair, opened the floor for questions to Staff. Highlights included:

- Clarification that the variance for the minimum landscape treatment level is requested because there are not enough trees along the upper side lot line to meet the minimum landscape treatment level
- Clarification regarding the side yard variance being requested and how buildings on the neighbouring properties could potentially be constructed close to these townhouses

Panel discussion took place. Highlights included:

- Support for the design and massing of the buildings
- Clarification that the internal curbs are raised curbs
- Raised crosswalks do not seem necessary as traffic speeds will most likely be low in this space
- Consider ways to break up the blank walls on the sides of the building to make them more interesting
- Clarification that the retaining walls along the south side of the site would be Allan Block walls and no more than 3 feet high at the maximum height
- Clarification regarding the type of fencing proposed along the E&N Railway/Island Corridor Lands. A wood fence is being proposed

- Consider a chain link or transparent fencing material for Crime Prevention through Environmental Design (CPTED) along the railway
- Clarification regarding the proposed rain gardens being primarily for ground level catchment and designed to hold water temporarily during a peak event
- Desire to see more long-term bike storage for families and additional short-term bike storage spaces
- Future developments needing to be mindful of the proximity between buildings if the side yard variance is approved
- Support for the rooftop areas
- Potentially increasing the visitor parking spaces
- Support for townhouses which are family friendly
- Potentially adding windows to break up the end walls

It was moved and seconded that Development Permit Application No. DP001339 - 5645, 5655, 5657 Metral Drive be accepted as presented, with support for the proposed variances. The following recommendations were provided:

- Consider ways to add visual variety to the north and south walls of each unit
- Consider a fence type that enables views into the rail corridor at the back of the property

The motion carried unanimously.

b. Development Permit Application No. DP001342 - 116 Pryde Avenue

Introduced by Payton Carter, Planner, Current Planning.

Presentations:

1. Applicant, Krithi Koushik, Troost Architecture, presented the neighbourhood context, site characteristics, building plans and requested variances. Highlights included:
 - Proposed development is for a four storey building (first level parking and three levels of residential)
 - 17 units proposed with 6 one-bedroom units and 11 studio units
 - The main pedestrian entrance to the building is located on Pryde Avenue and the vehicle entrance is located on Bartlett Street

- The majority of the parking spaces are located under the building
- On level four, one of the units has been replaced with a roof deck amenity space
- The entrance area on Pryde Avenue offers a plaza area and different materials have been used to highlight the entrance to the building
- The majority of the studio units are located on the north side of the building close to the neighbouring property
- Frosted glass and vertical walls have been used to provide privacy for the balconies
- Colour changes and recessed balconies create interest in scale
- Fencing is used to block the view of the parking area on two sides of the property
- Propose to reduce the parking requirement from 19 spaces to 16 spaces and to increase the ratio of small car spaces to 50%
- Most of the proposed units are small units located close to mobility hubs allowing residents the opportunity to walk, cycle, or use public transportation

2. Brad Forth, Landscape Architect, Forsite Landscape Architecture, presented the landscape plan(s). Highlights included:

- Attempting to take advantage of the front boulevards due to the compact nature of the site
- Three street trees are proposed along Pryde Avenue and two trees along Bartlett Street
- Planting a specimen type of tree on the corner
- Using native plant material within the 1.8m planting buffer and using raised box planters
- Using hedging to create a natural boundary
- Sidewalks and entrance areas will use special paving to give colour and texture
- Incorporated textured paving in the driving aisle to better define the parking area
- There is a rain garden and native species tree in the back area

Krithi Koushik, Troost Architecture, noted the trash would be collected by a private company. The truck would pick up from the side of the street and turn around further down the street. No turn around is proposed onsite.

Marie Leduc, Chair, opened the floor for questions to Staff. Highlights included:

- Discussion regarding future sidewalks along Pryde Avenue. The City will acquire a right-of-way for the future construction of sidewalks; however, the Development Engineering Department does not have a timeline for when those sidewalks will be constructed
- Staff noted that a vehicle turn around diagram will be requested to demonstrate how garbage and recycling collection will occur

Panel discussion took place. Highlight included:

- Potentially increasing the bike parking spaces
- Potentially adding a roof or covering to the patio space on the top level and top level balconies
- Support for the materials proposed and the recessed patios to create interest
- Providing more amenity spaces due to the small size of the units
- Preference to use a large parking stall for stall 08 because it is located against a wall
- Addressing potential overlook to the property to the north by adding columnar trees
- Conducting a shadow study to assess the impact on neighbouring properties
- Consider using benches with backs for more comfort
- Confirmation that the fence heights would be the standard heights allowed within the city bylaw
- Support for accessible units being included in the proposed development
- Consider adding an indoor amenity space

It was moved and seconded that Development Permit Application No. DP001342 - 116 Pryde Avenue be accepted as presented, with support for the proposed variances. The following recommendations were provided:

- Consider ways to provide weather protection on the top floor balconies
- Consider providing more amenity space inside or on the rooftop
- Consider increasing the length of parking stall 08 to match the adjacent stall, but maintain the width as small car in order to maintain the landscape plan
- Consider adding columnar trees along the north side of the property line to improve privacy with the neighbouring property

The motion carried unanimously.

5. ADJOURNMENT:

It was moved and seconded at 6:17 p.m. that the meeting adjourn. The motion carried unanimously.

CHAIR

CERTIFIED CORRECT:

RECORDING SECRETARY