

STAFF DESIGN COMMENT

DEVELOPMENT PERMIT APPLICATION NO. DP001386 2230 BOXWOOD ROAD

Applicant: PATH DEVELOPMENTS

Architect: WA ARCHITECTS

Landscape Architect: MACDONALD GRAY CONSULTANTS

SUBJECT PROPERTY AND SITE CONTEXT

<i>Zoning</i>	COR2 – Mixed Use Corridor
<i>Location</i>	The subject property is located at the northeast corner of the Boxwood Road and Northfield Road intersection.
<i>Total Area</i>	2.15 ha
<i>City Plan</i>	Future Land Use Designation – Mixed-Use Corridor Development Permit Area DPA 4 – Abandoned Mine Workings Hazards Development Permit Area DPA 8 – Form and Character
<i>Relevant Design Guidelines</i>	General Development Permit Area Design Guidelines

The subject property is a prominent site that forms part of the Midtown Gateway area of Nanaimo. The property was previously a brownfield site, contaminated by past industrial activity. The lot fronts onto Northfield Road and two newly created sections of Boxwood Road. The surrounding neighbourhood is characterized by residential development, local-serving commercial, and light industrial uses. A church and a daycare are also located nearby, and Beban Park is located to the northeast.

PROPOSED DEVELOPMENT

The applicant proposes to construct a phased development with two six-storey multi-family apartment buildings, as well as three-storey townhouses, on the western portion of the site (Proposed Lot A). The site is currently undergoing a three-lot subdivision. A total of 211 units are proposed and a variety of unit types are provided, ranging in size from 47m² to 146m². The gross floor area for the development is 15,216m² and the proposed Floor Area Ratio (FAR) is 1.57. The maximum FAR in the COR2 zone is 1.75 with amenities provided in accordance with Schedule 'D' Amenity Requirements for Additional Density of the "City of Nanaimo Zoning Bylaw 2011 No. 4500".

Site Design

Vehicle access to the site is proposed from a new public road extending through the property (north/south) from Northfield Road to Boxwood Road. The site is separated into three developable areas using internal drive aisles, parking, and landscape islands. The multi-family apartment buildings are oriented to provide street presence along both Northfield Road and Boxwood Road, and the majority of the required parking is provided below grade, accessed by a central drive aisle. Building A is anchored on either side with public plazas and additional landscaping is provided within the remaining surface parking. Ground-oriented units have an

outdoor patio with privacy screening and landscaping, as well as pedestrian access to the street.

The “Off-Street Parking Regulations Bylaw 2018 No. 7266” (the “Parking Bylaw”) requires 264 parking spaces (at a rate of 0.90 spaces per studio unit, 1.07 spaces per 1-bedroom unit, 1.44 spaces per 2-bedroom unit, and 1.68 spaces per 3-bedroom unit. Each townhouse unit (3-bedrooms) will have two dedicated parking spaces located within individual garages and driveways. Five stalls must be dedicated as accessible spaces for the apartment buildings, and ten must be dedicated as visitor spaces. Additionally, 106 long-term and 21 short-term bicycle spaces are required. The required long-term bicycle storage is proposed within the under-building parking area and the short-term bicycle parking is located adjacent to the building entrances.

Staff Comments:

- Consider relocating the loading space to avoid conflicts with the proposed public plaza in the northwest corner of the site.
- Consider a pedestrian connection from the primary site entrance through the site and from surface parking areas to building entrances, as well as from the townhouse units to Boxwood Road.
- Consider relocating the proposed public art to a prominent corner of the site to ensure visibility.

Building Design

The proposed buildings are a modern design with a flat roofline and clad with corrugated metal as well as white and wood-look siding. The multi-family apartment buildings have individual, weather-protected balconies for all units with a clear glass or picket guardrail. The townhouse units have a similar colour palette with corrugated metal and siding panels in white and wood-look textures. Each unit has an individual garage, generous glazing and a coloured front door to provide visual interest.

Staff Comments:

- Entrances should front onto main streets and be emphasized by building/façade design. Consider adding features to ensure a prominent building entrance for Building A and Building B.
- Consider design elements to further differentiate between Building A and Building B and between townhouse units and add visual interest to the building face of Building A facing the roundabout (north).
- Consider opportunities to address the building transition between the proposed buildings and the low-density residential neighbourhood to the west and adjacent to the public plazas.
- Ensure window treatments and glazing is bird-friendly.
All mechanical rooftop equipment should be integrated into the design of a building and screened from view.
- Consider a rooftop amenity space for the townhouse units.

Landscape Design

The site is bordered by generous landscaping and a number of trees that will provide shade at maturity. The surface parking areas are screened from street view and are broken up with

landscape islands to direct vehicle movements. Two large public plazas are proposed on the northwest and southwest corners of the site, complete with trees, outdoor seating, and broom finished concrete with a score pattern. Public art, to be selected, is proposed between Buildings A and B. A combination of trees, shrubs, and lawn are proposed throughout the site to provide privacy between units and areas for recreation. Dark-sky compliant bollard and pole lighting are proposed throughout the site.

Staff Comments:

- Consider additional programming in the outdoor plazas.

PROPOSED VARIANCES

Minimum Required Off-Street Parking

The required number of parking spaces is 264. The applicant is proposing 215 parking spaces, a requested variance of 49 spaces.