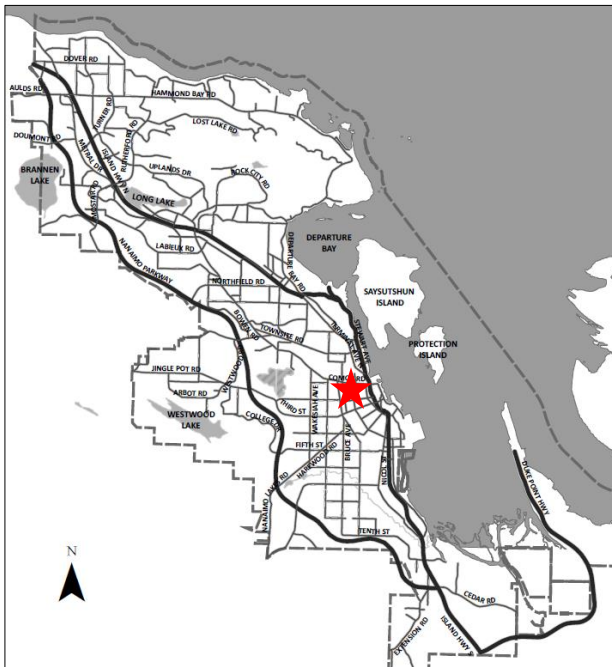


DATE OF MEETING July 21, 2025

AUTHORED BY KRISTINE MAYES, PLANNER, CURRENT PLANNING

SUBJECT DEVELOPMENT PERMIT APPLICATION NO. DP1371 – 55, 65, 69 & 73 PRIDEAUX STREET



Proposal:

A 116-unit multi-family residential development

Zoning:

DT8 – Old City Mixed Use

City Plan Land Use Designation:

Primary Urban Centre

Development Permit Areas:

DPA8 – Form & Character

Lot Areas:

55 Prideaux: 1,223m²

65 Prideaux: 808m²

69 Prideaux: 808m²

73 Prideaux: 808m²

3,647m² (combined)

DP



OVERVIEW

Purpose of Report

To present for Council's consideration a development permit application for a multi-family residential development at 55, 65, 69 and 73 Prideaux Street.

Recommendation

That Council issue Development Permit No. DP1371 for a multi-family residential development at 55, 65, 69 and 73 Prideaux Street with variances as outlined in the "Proposed Variances" section of the Staff Report dated 2025-JUL-21.

BACKGROUND

A development permit application, DP1371, was received from Low Hammond Rowe Architects Inc., on behalf of Ballenas Housing Society, to permit a multi-family residential development.

This application follows a rezoning application (RA463) approved in 2023, which rezoned the subject properties to allow a site-specific maximum Floor Area Ratio (FAR) of 2.1 and building height of 21m in the existing DT8 zone to accommodate the proposed development.

Subject Properties and Site Context

The subject properties are located in the Old City neighbourhood. The lots will form an irregular shaped lot that fronts Prideaux Street to the east and the Island Rail Corridor to the west. The lots are relatively flat and contain four existing low-rise apartment buildings, which will be removed to facilitate the proposed development and will form part of a Ballenas Housing Society campus. Established multi-family, single-family dwellings, commercial developments, and Comox Gyro Park characterize the surrounding area.

As condition of the development permit, the subject properties will be consolidated.

DISCUSSION

Proposed Development

The applicant is proposing to construct a six-storey, 116-unit affordable residential rental building ("Trackside"). The proposed total gross floor area is 7,510m², and the proposed total FAR is 2.06.

The unit composition is as follows:

Unit Type	No. of Units	Floor Area
Studio	29	39m ²
1-Bedroom	70	54m ²
2-Bedroom	17	73m ²
Total:	116	

Site Design

The proposed building is a long, rectilinear building broken into two volumes with a main entrance in the centre of the building and vehicle access to the underground parking and surface parking at the south end of the site. Vehicle parking consists of one level of underground parking with 62 spaces and three surface visitor parking spaces, as well as three small and standard dimensioned surface loading spaces to facilitate truck turning onsite (a total of 68 parking spaces). Eight scooter spaces and long-term bicycle storage (58 spaces) will be located within secure rooms in the underground parking garage, and short-term bicycle racks (12 spaces) are located at the front and side entrances to the building. A refuse enclosure is located beside the surface parking area.

Building Design

The building is contemporary in design with a flat roof. The ground floor units have direct connections to the street or the common amenity area. The building is divided into two blocks, with one block set back to break up the building massing and the top floor set back to reduce the apparent height of the building. The exterior finishes of the buildings include a mix of cementitious panels and siding; copper metal accent panels; cedar soffit; glazed curtain walls for the entrance, sack rub concrete; decorative metal guardrails and privacy screens for lower patios; and glass guardrails for the sixth storey balconies. Energy efficient design elements include high-performance glazing, an airtight building envelope, and vertical sunshades on the west elevation.

Landscape Design

The proposed development includes various deciduous and coniferous trees, shrubs, perennials, ferns, grasses, groundcovers, bulbs, and grass seeding inspired by the Coastal Douglas fir ecosystem. Private patios are provided for the ground floor units, and private balconies are provided for select sixth-floor units. The common outdoor amenity area will allow connectivity and shared use with residents of 619 Comox Road. This area will include tables, chairs, and benches, a sun garden, a woodland garden, a grass lawn, and a courtyard. Bollard and recessed wall lighting are provided along pedestrian walkways in the common amenity area, with a dark sky compliant light pole provided in the surface parking area.

The proposed development meets the intent of the General Development Permit Area Design Guidelines (1992) and Old City Multi-Family Residential Design Guidelines including connections for ground level units to the street or common amenity areas; provision of underground parking; building design which creates visual interest and emphasizes building entrances; generous outdoor amenity areas and interior courtyards; and large blocks of open space with natural surveillance.

Design Advisory Panel

The Design Advisory Panel (DAP), at its meeting held on 2025-FEB-27, accepted DP1371 as presented and provided the following recommendations:

- Consider adding a space with weather protection in the outdoor common area;
- Consider having accessible parking in the visitor parking lot or work with the City to add an on-street accessible parking space in front of the building;
- Consider reducing the depth of the parapet height;
- Consider having more two-bedroom units on the ground floor with gated patios;
- Consider switching Studio A1 with a two-bedroom unit;

- Consider adding artwork in the entrance feature;
- Consider adding roses or a commemorative plaque about the Karlin Rose Garden;
- Add a window at the end of the north corridor if the Heat Recovery Ventilator rooms are removed;
- Consider using “salmon safe” material for the copper detailing; and,
- Consider adding subtle variability in finish on the upper floor to distinguish units from one another.

The applicant subsequently submitted revised plans in response to the DAP recommendations, including the following key design revisions and clarification:

- The applicant has worked with the City to identify opportunities to incorporate an on-street accessible parking stall in front of the building at time of Design Stage Acceptance (DSA);
- The parapet height was reduced;
- It was noted Nookta Rose (indigenous rose) forms part of the planting palette; and,
- It was noted the copper-look cladding pre-finished metal material is “salmon safe” which would not impact salmon habitat and water quality.

Proposed Variances

Siting of Buildings

The minimum front yard setback for a principal building in the DT8 zone is 3m for the first storey and 4m for the second and third storeys. A variance is requested for the north block of the building from 3m to 1.5m for the first storey, and for 4m to 1.5m for the second and third storeys, a requested variance of 1.5 and 2.5m respectively. Additionally, a variance is requested for an entry feature forming part of the building from 3m to 0m, a requested variance of 3m. Staff support the proposed variances as the first floor units are well connected to the street, and the required landscape buffer can be accommodated within the reduced setback, while the siting of the building provides additional space for the common amenity area at the rear of the properties. Additionally, the design of the entry feature and building provides visual interest and articulation, which is supported by the design guidelines.

Accessible Parking Spaces

As the subject properties are located within the Downtown Urban Centre, the minimum number of parking spaces required for the development is 0 parking spaces following the adoption of “Off-Street Parking Regulations Amendment Bylaw 2025 No. 7266.04” on 2025-JUL-07. Notwithstanding, the applicant is proposing to provide 65 off-street parking spaces and three small and standard dimensioned loading spaces for the proposed development. Where an off-street parking plan is provided with a development, the required number of small car, visitor, electric vehicle charging, and accessible parking spaces must be provided in accordance with the “Off-Street Parking Regulations Bylaw 2018 No. 7266” (the “Parking Bylaw”). The minimum number of accessible parking spaces required for the development is eight – two based on a rate of 1 per 33 spaces, as well as one for each accessible unit (six). The applicant is proposing to reduce the number of accessible parking spaces from eight to six spaces, a requested variance of two spaces. Staff support the proposed variance as one accessible parking space is provided for every residential dwelling unit used, designed, or intended to be used by a person with a physical disability in accordance with the Parking Bylaw, and as the applicant is working with the City to accommodate an on-street accessible parking space.

The application was received prior to the removal of parking minimums within the Downtown Urban Centre, and the initial submission included a reduction of the required number of off-street parking spaces triggering a requirement to provide a parking study in accordance with “City of Nanaimo Policy for Consideration of a Parking Variance”. The parking study proposed a number of Transportation Demand Management (TDM) measures which are no longer warranted as the required off-street parking for the development has been reduced to 0. The applicant is proposing to voluntarily implement TDM measures which include a bike maintenance facility, a bus transit pass program, and a brochure provided to new residents that outlines transit, bicycle, and carshare options available in the area. |

SUMMARY POINTS

- Development Permit application No. DP1371 proposes a new 116-unit multi-family residential development at 55, 65, 69 and 73 Prideaux Street.
- Variances are requested to reduce the front yard setback and reduce the required number of accessible parking spaces.
- Staff support the proposed variances. |

ATTACHMENTS

ATTACHMENT A: Permit Terms and Conditions
ATTACHMENT B: Subject Properties Map
ATTACHMENT C: Site and Parking Plans
ATTACHMENT D: Building Elevations and Details
ATTACHMENT E: Building Renderings
ATTACHMENT F: Landscape Plans and Details |

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