

STAFF DESIGN COMMENT

DEVELOPMENT PERMIT APPLICATION NO. DP001405 – 4444 & 4446 WELLINGTON ROAD

Applicant: LOW HAMMOND ROWE ARCHITECTS

Owner: 1500593 B.C. LTD.

Architect: LOW HAMMOND ROWE ARCHITECTS

Landscape Architect: KINSHIP DESIGN ART ECOLOGY

SUBJECT PROPERTY AND SITE CONTEXT

<i>Zoning</i>	Community Corridor (COR3)
<i>Location</i>	The subject properties are located between Wellington Road and the Island Highway
<i>Total Lot Area</i>	4,325.9m ²
<i>City Plan (OCP)</i>	Future Land Use Designation – Mixed-Use Corridor Development Permit Area DPA8 – Form and Character
<i>Relevant Design Guidelines</i>	Form & Character Design Guidelines

The subject site is located in the Diver Lake Neighbourhood and includes two properties that are currently vacant. The site slopes down to the rear, with a grade difference of approximately 5m across the site. The properties will be consolidated as a condition of this Development Permit to facilitate the proposed development.

The surrounding neighbourhood is a mix of residential and commercial uses. Adjacent properties include: duplexes across Wellington Road to the southwest; mixed-use commercial and residential development to the northwest; mini storage to the east; and light industrial and commercial retail uses to the southeast.

PROPOSED DEVELOPMENT

The proposed development is a four-storey residential building with 48 dwelling units and underground parking. The proposed unit composition is as follows:

<i>Unit Type</i>	<i>Number of Units</i>	<i>Approximate Unit Floor Area</i>
Studio	4 (including 2 adaptable units)	35m ²
One-Bedroom	12 (including 8 adaptable units)	52m ²
Two-Bedroom	30	74m ²
Three-Bedroom	2	109m ²

The proposed gross floor area of the site is 4,049.4m² and the total Floor Area Ratio (FAR) is 0.95. The maximum permitted FAR in the COR3 zone where amenities are provided in

accordance with Tier 1 'Schedule D – Amenity Requirements for Additional Density' in the Zoning Bylaw is 1.00.

Site Design

The site is accessed from Wellington Road at the south corner of the site. Underground parking is provided as well as surface parking to the rear of the building. 80 parking spaces are required, and 78 parking spaces are proposed on-site, including 33 parking spaces underground and 45 parking spaces at-grade. The 78 parking spaces include 25 small car parking spaces, 20 electrical vehicle parking spaces, and 3 accessible parking spaces. Long-term bicycle storage is proposed within the underground parking level and inside the first floor rear entrance. Short-term bicycle parking is proposed outside the front entrance.

Staff Comments:

- Provide pedestrian connections and crossings on-site, including between building entrances, parking areas, waste management, and common amenity areas (2.1.2.1, 2.1.3.8 iv, 3.3.3.1 & 3.3.3.2).
- Consider locating building entrances to provide an accessible path of entry at grade (2.1.1.5).
- Consider providing weather protection for short-term bicycle parking racks (2.1.3.12).
- Install outdoor lighting closer to the waste enclosure (2.1.5.4).
- Screen ground level utilities (e.g. PMT) from view using landscaping or opaque screening that complements the building and site design (2.2.2.2).

Building Design

The proposed building is four-storeys plus underground parking and rooftop amenity space. The building form is rectangular with a flat roof. The street-oriented ground level units and the fourth storey are distinguished from the other floors by dark charcoal panels. The second and third floors are separated by vertical and horizontal fin walls with copper-coloured accents. The principal building entrance mid-block provides vertical separation with the two-storey entry lobby, canopy overhang, and address detail. Vertical elements such as the staircase and elevators are accentuated with varying sizes of white panels. White horizontal siding creates a base colour punctuated by the copper-coloured panels. Other detailed elements include white and charcoal vinyl windows.

Most of the ground floor units have patios and the units fronting the street can be accessed externally. Indoor and outdoor amenity space is provided on the rooftop. The indoor amenity space is set back from the front of the building to minimize the perceived height.

Staff Comments:

- Consider incorporating balconies to provide private amenity areas for residents (2.1.4.3 & 2.1.4.4 & 3.3.1.4)
- Consider providing weather protection for the rooftop amenity space (2.1.4.2).
- Consider incorporating on-site energy capture systems into the building design (e.g. optimize the placement of solar energy collection devices, design for future solar installations, incorporate electrical rough ins) (2.2.1.12).

Landscape Design

Landscaping is proposed around the perimeter of the site, between the surface parking area and the building, and within the rooftop amenity area. The landscape buffer along the side and rear property lines are planted with primarily indigenous, evergreen and deciduous, ground covers, ferns, shrubs, and trees, providing landscape screening to the adjacent properties.

A series of three raingardens are included to support on-site stormwater management. The lower raingarden includes balance logs and stepping boulders for informal movement and play. A collection of benches provides an outdoor amenity space for residents to sit and enjoy the landscape of trees, plants, and raingarden. A rooftop patio off the indoor amenity space includes a communal table, benches, lighting, and landscaping.

A waste management enclosure is proposed along the northwest side property line. Proposed lighting is downward facing and either bollard, recessed wall, or pole mounted.

Staff Comments:

- Consider providing opportunities for art and cultural expression to be integrated within the site and landscape design, to reflect the diverse community of Nanaimo and the rich history of the land (2.4.1.7).

PROPOSED VARIANCES

- Reduce the minimum setback for a waste management enclosure to a residential use lot line from 3m to 0.75m;
- Reduce the minimum required number of parking spaces from 80 to 78; and
- Increase the maximum permitted height of the principal building from 14m to 17m.