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REZONING APPLICATION

Prepared by:

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Owner:

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PARKSVILLE MIXED USE

560 Island Hwy East and 539 Stanford Ave
Plan 6523 Lot 18 and Plan 6523 Lot S/18 Parksville BC



Date : 08 Nov 2010



Project Overview:

This rezoning application proposes a dynamic mixed use complex at the corner of the Island Hwy and Shelly road. The owner Caley Holdings Ltd. aspires to create a profitable investment which adds more density and variety than what is permitted within the current zoning.

The proposal is to rezone two adjacent properties 560 and 539 from their respective CS-1 and CS-3 zone allocations to either a complete CD zone for both properties, or combination of CS-1 and CD.

This complex will feature sustainable values, mixed use functions, and pedestrian oriented planning that reflect its local identity and respects its natural setting and community.

Project Community Benefits:

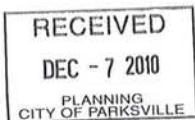
- Create a gateway project that showcases Parksville's identity as a progressive, business and resident friendly community that also respects its beautiful natural environment.
- Provide a more sustainable and energy efficient mixed use development benefiting users, workers, and residents.
- Create a pedestrian oriented development along the Island Highway in contrast to the existing automotive oriented strip malls/ chain outlets.
- Increase economic opportunity and attraction for people travelling along the Island Highway.
- Provide a more compact, livable, secure, casual contemporary styled development.
- Density/ mixed use provides increased opportunity to offset capital costs in providing quality construction/ materials, sustainable development and public/ pedestrian amenities.
- Provide a livelier street and neighbourhood, day and evening, with usable public open space and defined street edge.
- Provide 27 rental residential units (strata titled).
- Provide commercial/ retail services within walking distance to the neighbouring residential area to the north, adjoining light industrial area, and Parksville in general.
- Provide an architecture that reinforces the character, form and materials of downtown redevelopment and civic facilities.

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Appendices:

- Sustainable Community Builder Checklist
- Accessible Community Checklist



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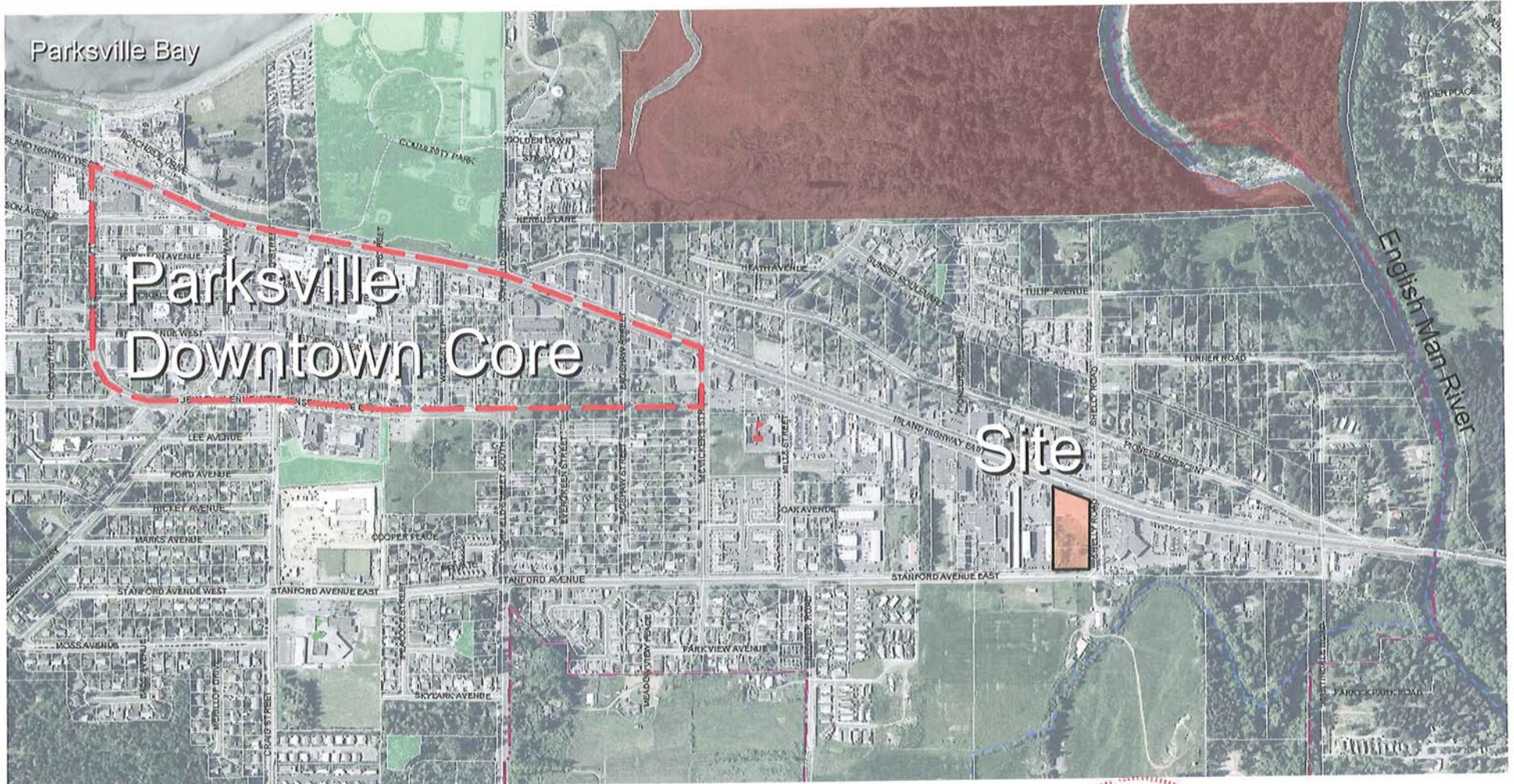
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Location Plan



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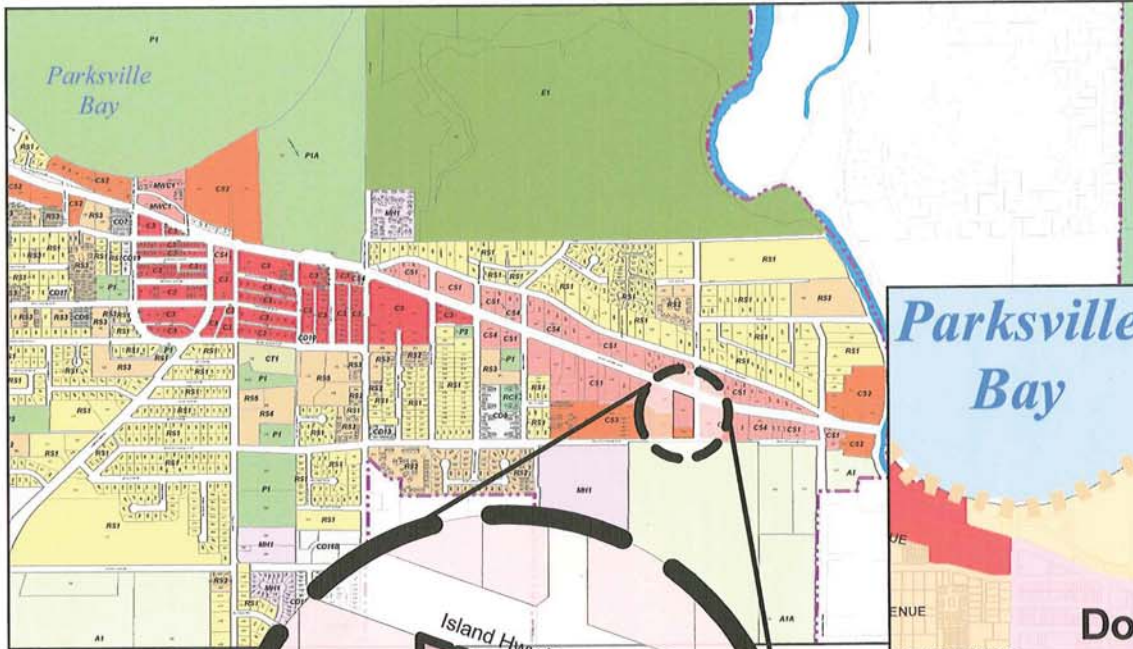
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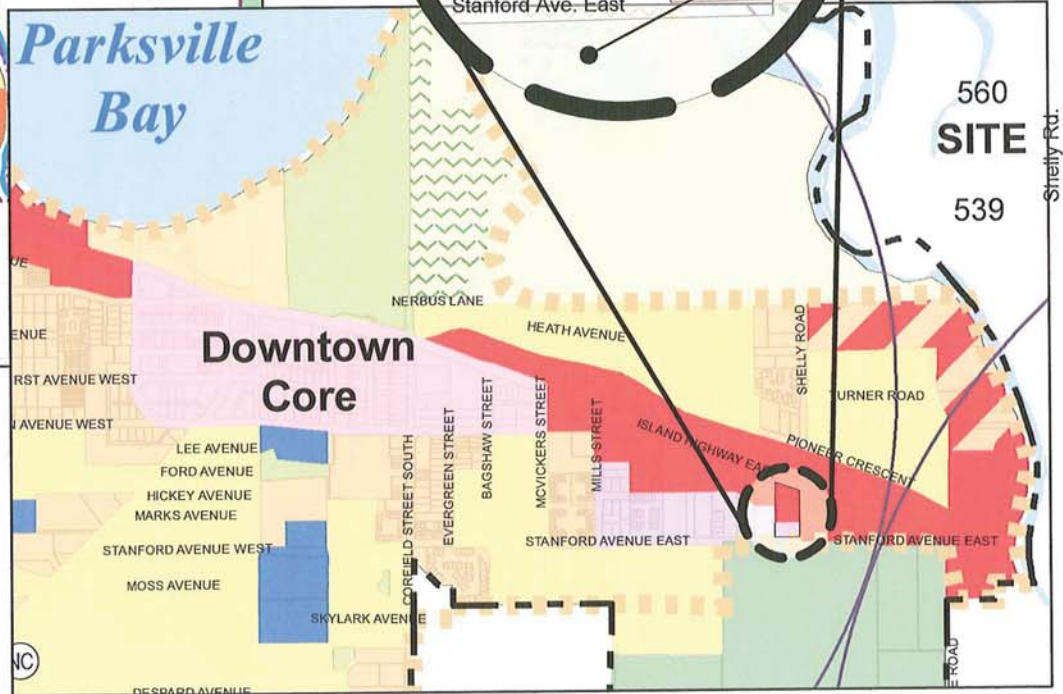


Zoning Map

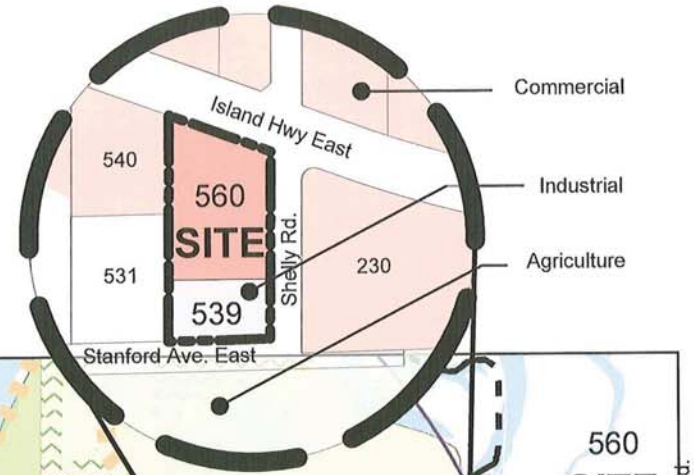
CS1 Highway Commercial

CS3 Service Commercial

A1 Agriculture

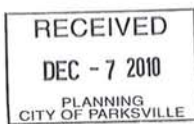


OCP Future Land Use



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Parkville Zoning Comparison

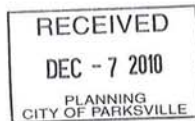
Zoning	Permitted use	Min. Lot	Units	Max. Lot Coverage	Max. Floor Area Ratio	Max Height	Parking	Front Setback	Rear Setback	Exterior Lot Line	Interior Lot Line	Indoor Recreation Space	Recreation Area
		m2		%		m		m	m	m	m		bach. needs 9sm
RS-2	Medium Density Residential Multi family res.	1000	30 units / ha 40 units / ha	40% 40%	0.7 0.7	7.5 7.5	80% concealed parking	6	6	6	6	units>30 none req	1 bdrm needs 19sm 2 bdrm needs 28sm 3 bdrm needs 46sm
RS-3	High Density Residential	2000	75 units / ha 100 units / ha 125 units / ha	45% 45% 45%	1.5 1.5 1.5	11 11 11	80% concealed parking affordable housing	6	6	6	6	units>30 none req	sim.
C3	Downtown commercial			85%	2	11		0	4	0	0		
Existing Zone → CS-1	Highway Commercial	4000		50%	0.6	7.5		3	3	3	0		
Existing Zone → CS-3	Service Commercial			50%	0.6	7.5		7.5	3	7.5	0		
CD-7	Comprehensive Development	6000+/-	36	39%		4 Storeys	111	-	-	-	-	open Site Area 20%	
CD-11	Comprehensive Development Residential		430	-	-	17	Div. 400	8	6	6	6	Arch. Appurtenances exempt for height	
CD-12	Shopping Mall	70000		35%	-	11	Special	8	4	4.5	0		
CD-16b	Residential + care	2000	120	45%	1.5	14	Div. 400	6	6	6	6	2.3m2 / unit	
CD-17	Multi family res.	2500	35	45%	1.5	12	Div. 400	6	15	6	6	-	-
Proposed Option 1 →	Combined Lots 560 & 539 into Single Zone												
	CD Highway Commercial +	8095	27	43%	0.8	15	CRU's Div. 400 1 per Residential Unit	3	3	3	0	units>30 none req	
Proposed Option 2 →	As separate Lots												
	CS-1 Highway Commercial +	5829		50%	0.6	7.5	75	3	3	3	0	-	
	CD Residential Commercial	2267	27	70%	2.0	15	Residential 27 Commercial 17 Shared with CS-1 Lot	3	3	3	3	units>30 none req	

Zoning Conformity:

The proposed zone is assumed to be site specific and subject to City staff advice whether a comprehensive development zone, new mixed use zone, or a site specific amendment to an existing zone with or without variances. The same applies whether the two lots remain separate or become amalgamated.



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View (looking West from Shelly Road)

Site Description	Lot 560		Lot 539	
Civic Address	560 Island Highway East, Parksville, B.C.		539 Stanford Ave. Parksville B.C.	
Legal Address	Plan 6523 Lot 18, Parksville B.C.		Plan 6523 Lot S. 120' of 18, Parksville B.C.	
Zoning	CS1 Highway Commercial		CS3 Service Commercial	
Site Area (sq. meters)	5825.746		2267.566	
Floor Area Gross (sq. meters)				
Main Floor bldg 1	CRU	511		
Main Floor bldg 2	CRU	642		
Main Floor bldg 3	CRU	508		
Main Floor bldg 4			CRU	1013.0
Second Floor	CRU bldg 1	58.0	Residence	1139.0
Third Floor	-	-	Residence	1139.0
Fourth Floor	-	-	Residence	1139.0
Total (sm)		1719.0		4430.0
Zoning Data	allowed/req.	proposed	allowed/req.	proposed
Lot Coverage (using LC area)	50%	28%	50%	85%
Floor Area ratio	0.60	.30	0.60	1.96
Building Height	7.5m	7.5m	7.5m	15m
No. of storeys	-	1	-	4
Building Setbacks				
Front	7.5m	3.0m	7.5m	3.0m
(Interior) Rear	3.0m	0.0m	3.0m	0.0m
Exterior	3.0m	3.0m	7.5m	3.0m
Interior	0.0m	0.0m	0.0m	0.0m
			0.0m	3.0m
Off Street Parking		std. small		std. small
commercial 1/2000sm loading	1	-	1	-
H/C	-	3	-	1
bldg 1(+mezz),2,3 @1/30sm 1719sm/30	57	58 14	-	-
commercial @1/30 937sm/30	-	-	31	33 10
residential 27 units @1.5/unit	-	-	40	-
Total	58	75	72	44
Total parking provided			119 spaces	
Total parking required			130 spaces	

Project Data 03 Nov 2010

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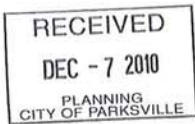
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Context Plan

Site Analysis:

- The project consists of two highly visible vacant lots. The larger north lot (560 Island Highway) is zoned CS1 Highway Commercial and designated Commercial in the OCP. The smaller south lot (539 Stanford Avenue) is zoned CS3 Service Commercial and is designated Industrial in the OCP.
- A gateway/ precursor to downtown Parksville as the lot is visible from the Englishman River bridge due to the curve of the Island Highway.
- A context mixed with highway oriented businesses, light industrial services/ offices, single family residential and rural farm land.
- Within walking distance to adjoining businesses and residential area to the north.
- Acoustical, pedestrian and vehicular considerations due to high traffic along the Island Highway.
- High exposure for businesses/ services along the Island Highway.
- Lot faces three different scaled street frontages from fast moving/ heavy traffic of the Island Highway to a pastoral perimeter roadway.
- Future signalized intersection at the Island Highway and Shelly Road.
- Interior lot line features unattractive large blank wall of light industrial building. Isolated free standing drive thru restaurant creating highway exposure along interior lot line.
- Potential for unobstructed passive solar opportunities due to farmland to the south.
- Potential for unobstructed views of Mount Arrowsmith.
- Urban heat island effects and impervious drainage due buildings, surface parking lots and little vegetation.
- Proximity of adjacent business and land holdings (future redevelopment) by the successful local community oriented Owner.



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Uses:

- Mixed use of commercial/ retail/ residential contributing to a complete and sustainable neighbourhood.
- Bank as anchor tenant providing good rental income and essential service to many local residents and businesses.
- Parking sufficient to accommodate a restaurant which can provide good rental income and animate outdoor public spaces.
- While providing visually interesting and pedestrian scaled building forms, the commercial retail units remain flexible to accommodate different business needs/ sizes.
- Residential: suitable for retirees, empty nestors, young professionals with convenience services on site.

Building Layout:

- A small scaled urban village of buildings centered around a sunny public pedestrian oriented open space.
- Opportunity to integrate with adjacent lots to the west in any future redevelopment.
- Development oriented inward to promote a better pedestrian environment sheltered from street noise, safety concerns, solar orientation for buildings and outdoor areas, convenience to parking, and provide a sense of community amongst suites.
- Residential component oriented to south end of property to take advantage of solar orientation, views of farmland/ Mt. Arrowsmith, acoustical distance from highway, etc.
- Commercial retail units with single entry orientation for security and back of store requirements. Commercial frontage along a busy road without parking or heavy pedestrian traffic, located opposite to parking is typically unsuccessful for business security, staffing, customer confusion and often visually problematic to correct later.
- Commercial retail units split into three building masses for building code advantage, permit intrigue to common outdoor spaces and provide multiple convenient pedestrian access points.

Parking:

- Secure covered parking for residents.
- Convenient accessible (handicapped) parking stalls near entries, dispersed throughout site, and exceed minimum quantity due to aging population.
- Mixed use allows different peak demand of different users to be shared parking facilities to maximize efficiency of impervious surfaces and land use.
- Possible short term offstreet parking along Stanford Avenue and possibly portion of Shelly road.
- Internal parking lot, easy traffic flow, adjacency to inward facing shop entries, and visibility from within shops, will encourage internal parking instead of offstreet use.
- Provision for secure and covered bicycle parking in residential building and under canopies in commercial/ retail units.

Architectural Image:

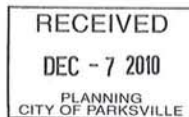
- Contemporary/ modern architecture that reflects its sense of place a progressive community on the eastern shore of Vancouver Island.
- An architecture that features local materials, native plantings, daylighting, sloped roofs with overhangs, and casual form.
- Native plantings, heavy timber, driftwood, sand/ stone and rain water features highlighting local ecology.
- Heavy timber accents with semi transparent stain, square profile, black connectors reflecting civic signage and community theme.



View looking East into Site



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Building Mass:

- Building massing and architectural detail in scale with various frontages from highway speeds to secondary road to pedestrian courtyard.
- Solar orientation and passive design principles influence the building mass and materials such as sloped roofs, clerestorey glazing, glazing maximized facing south and minimized facing north, and canopies to provide solar shading of glazed walls/ entries.
- Winter rain and summer shading protected walkway canopies for pedestrians use.
- Sloped roofs reduce visual exposure of roof top units, provide visual interest to residents looking down onto commercial retail units, and provide means for natural ventilation.
- Flat roofs tend to collect debris, often have water ponding creating discolouration, and generally unsightly to look upon unless landscaped.

Signage:

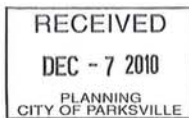
- Incorporated as part of architectural features for ease of installation and future changes.
- Vehicular scaled along highway/ street frontages and pedestrian scaled internally.
- One pylon sign provided for tenants to supplement common identity from architectural design. To match building architectural language and not overscaled to the development.



View from Pedestrian Lane looking South



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Building Setbacks:

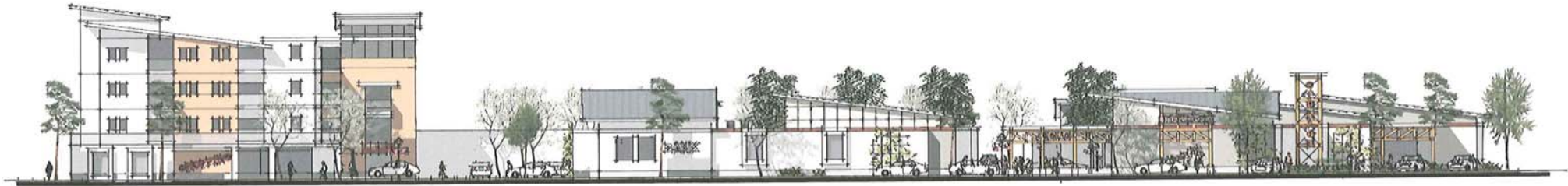
- Minimal frontal setbacks to create a street edge and hide much of the parking from the street.
- Minimal frontal setbacks to maximize efficiency of land/ density to minimize urban sprawl.
- Frontal setbacks large enough to provide native landscaped drainage swales for building rain water.
- Where possible, incorporate City boulevard to increase integrated landscaping for maximum visual impact, pedestrian interest and reduced maintenance.
- North west building setback from property to provide opportunity for landscaping, visual interest due to visibility from the Island Highway through the A & W site.
- Varied building setbacks along Island Highway for visual interest, business exposure, and variety of landscaping.
- Residential portion of south building setback from interior lot line for privacy, daylight, and wall articulation. Residential floors setback from commercial to provide private and resident common amenity spaces on the second level.
- Commercial portion of south building zero lot line to maximize land use and increase distance of entry to underground parking/ garbage pickup/ residential drop off from Shelly Road/ Stanford Avenue intersection.

Security:

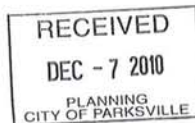
- Natural surveillance of commercial/ retail areas by residents, particularly during non business hours.
- Natural surveillance of residential area by businesses/ customers, particularly during business hours.
- Centralized surface parking in view of shops and public open spaces.
- Secure underground parking for residents.
- Formal surveillance of residential lobby and underground parking.
- Territoriality of public open spaces and passageways, via wall glazing, sidewalk textures, ambient lighting, and landscaping.



North Elevation (looking from Island Hwy East)



East Elevation (looking from Shelly Road)

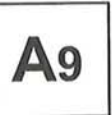


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Affordability:

- Rental (strata titled) residential units catering to retirees, non traditional families and urban professionals.
- Mix of commercial retail frontages, sizes and exposure to cater to various leasing rates.
- Common building services and energy efficiency to reduce triple net costs (utilities) for commercial retail units and utility costs for residents.

Accessibility:

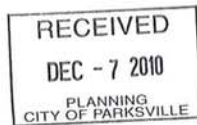
- The project essentially complies with all requirements in order to provide livability for all residents, businesses and the public.
- See attached 'Accessible Community Builder Checklist'.

Green Features:

- Passive solar design: south faced glazing/ thermal mass/ window wall ratios/ roof overhangs/ external shading/ natural day lighting/ high insulation values/ reduced thermal bridging/ natural ventilation/ etc.
- Decorative landscaped rain gardens/ swales with water sourced from buildings and parking lot.
- Priority for recycled and local building materials.
- Low or no VOC interior finishing.
- Solar hot water preheat for residential suites.
- High efficiency and quiet heat pumps, energy star appliances, some LED lighting, low flush toilets, etc..
- See attached 'Sustainable Community Builder Checklist'.



Site Section



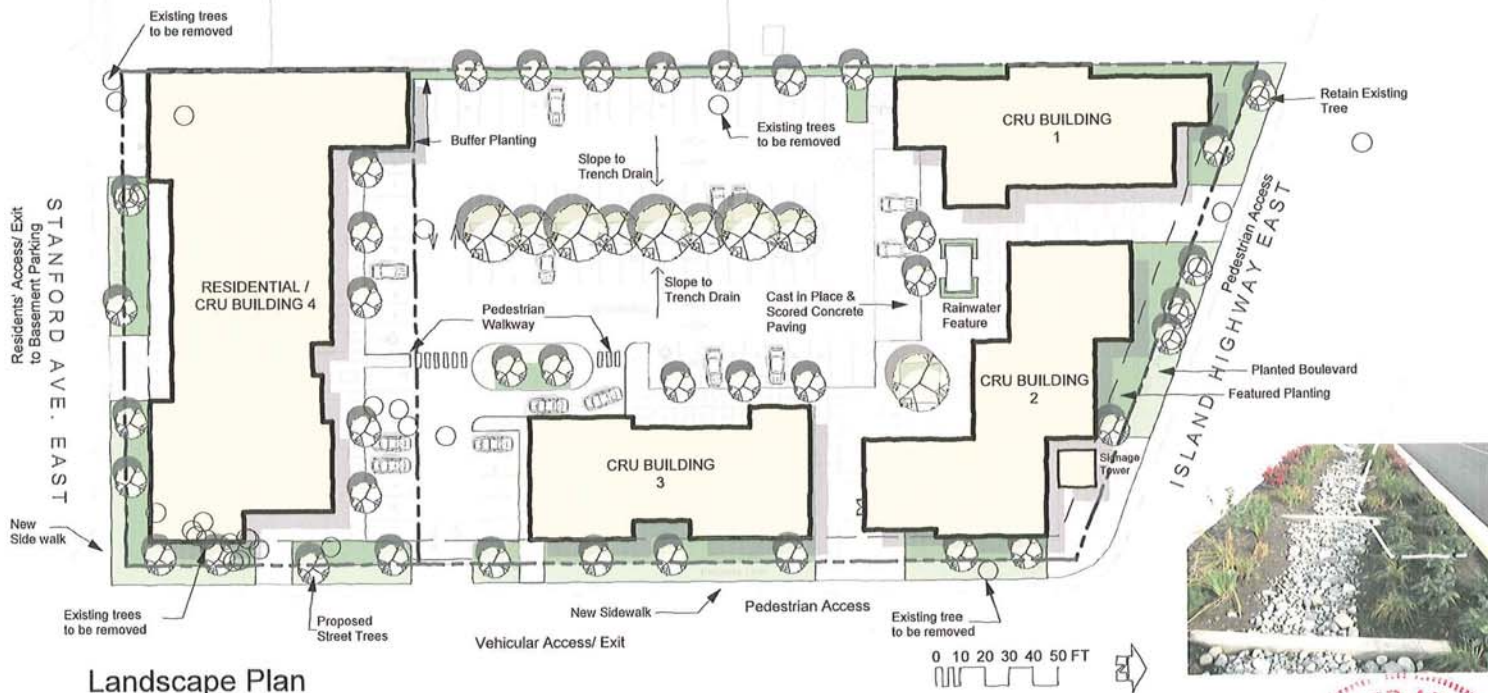
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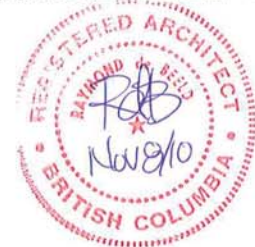


Landscape Plan

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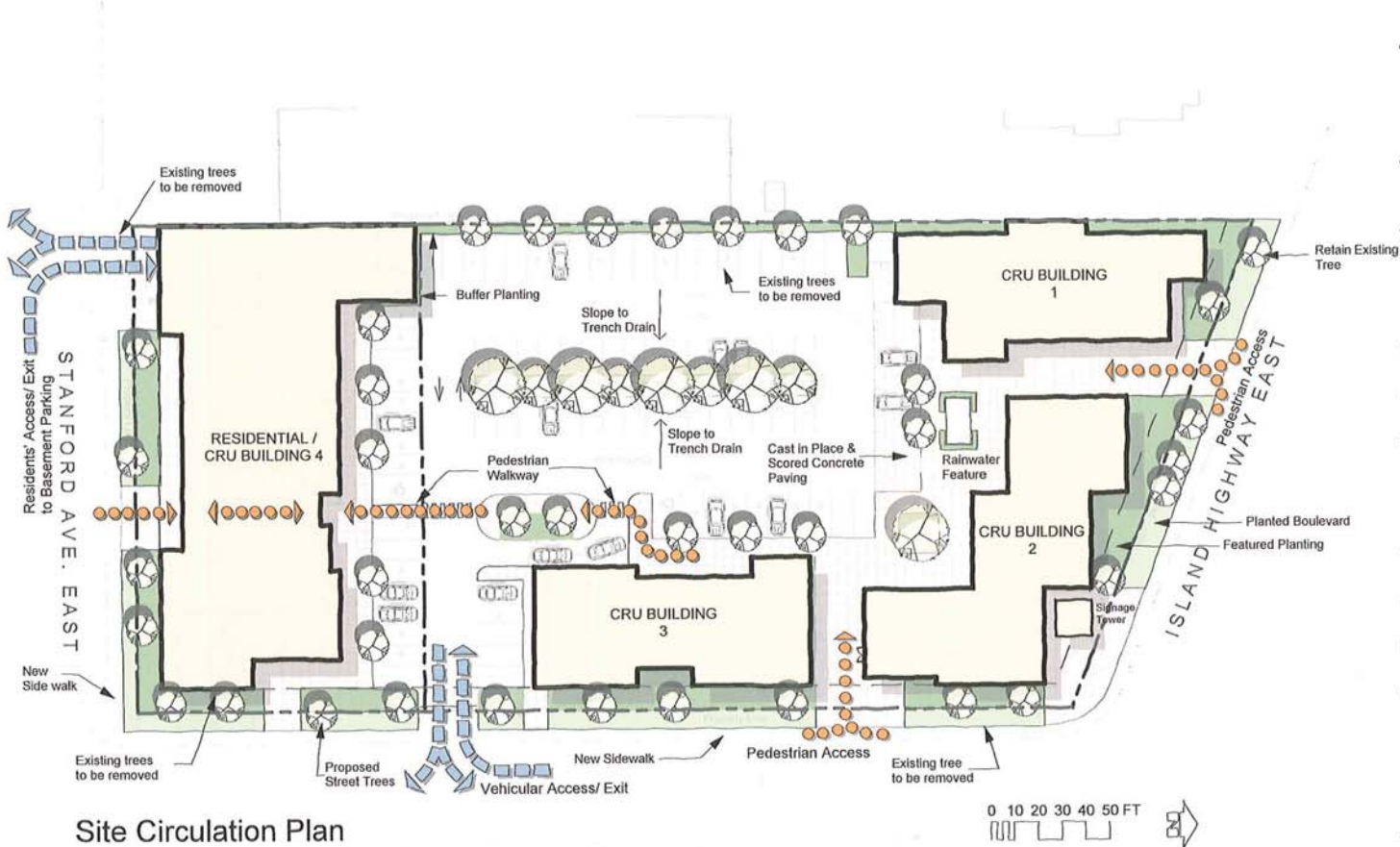
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Site Plan:

- To provide an enhanced pedestrian environment for commercial retail units that is public, visually interesting, socially interactive, beneficial to the success of businesses, and ultimately the success of the development/ investor.
- Multiple buildings/ pedestrian street access, lighting and landscaping creates interest, intrigue, and safety.
- Northeast corner of site provides corner element and landmark to entry to downtown Parksville.

Site Circulation:

- No access off highway to reduce vehicle flow, safety concerns or pedestrian conflicts.
- Single access of Shelly Road to promote exposure for southern commercial retail units.
- Internally, priority of pedestrian over vehicular circulation: raised pedestrian crossings; oversized sidewalks; textured pathways; outdoor pedestrian amenities such as benches; covered walkways/ entries; and passageways/ short cuts.
- Efficient vehicular layout, circulation and separation from pedestrian movements.
- Internalize parking hidden from street to maximize urban street edge.
- Residential vehicular access separate from commercial retail units for safety and identity.
- Transitional zones separate from vehicle parking/ circulation and simple parking lot perimeter profile permit ease of snow removal and/ or stockpiles.

Livability:

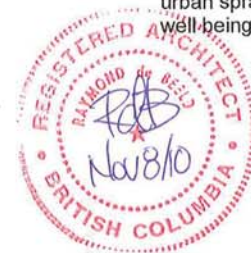
- Rich mix of uses for housing, work and social activity.
- Walkability for local residents/ workers to businesses/ services.
- Environmental and passive solar design principles to improve energy efficiency (embodied energy and operation), reduce green house gases, reduce urban sprawl, improve indoor air quality, and overall well-being.

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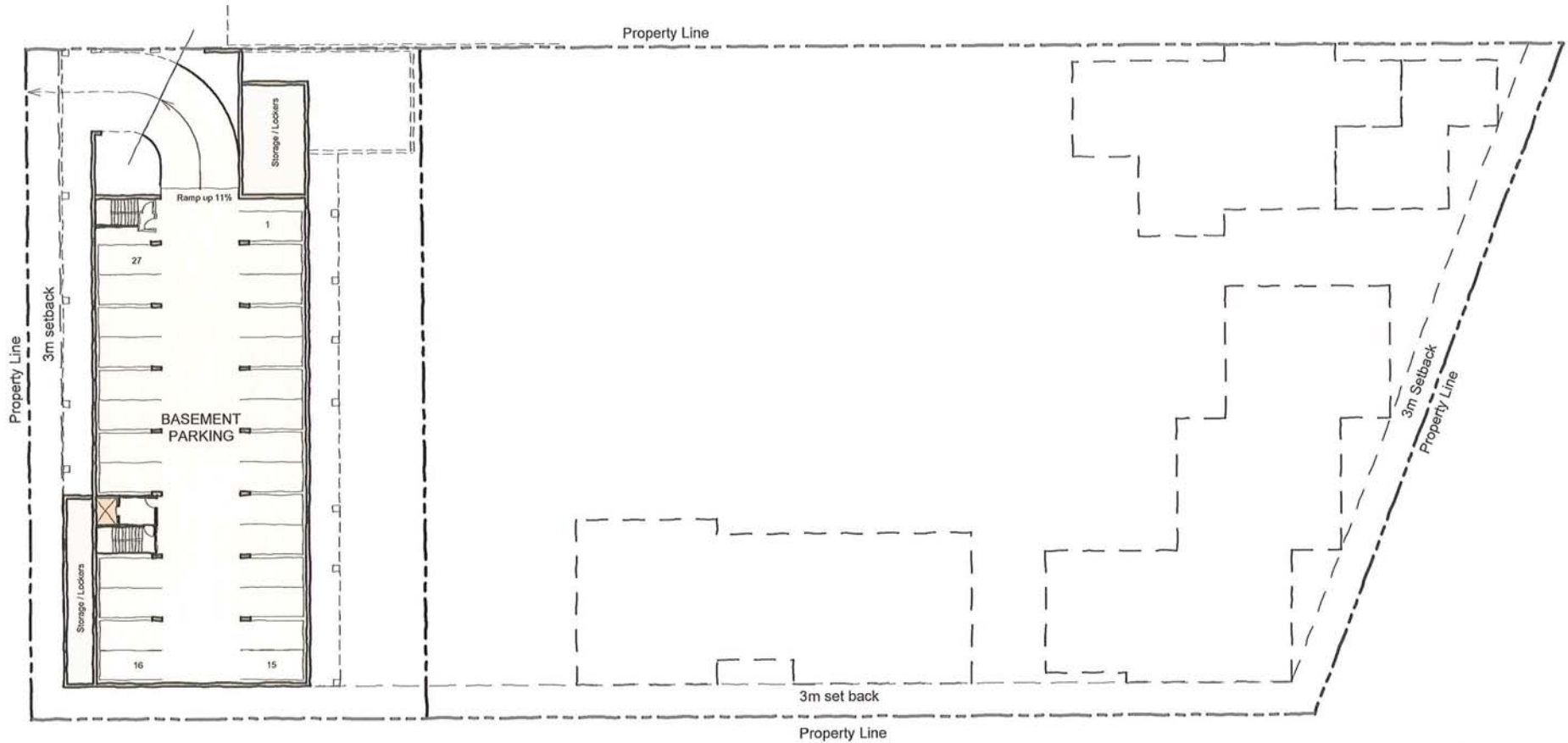
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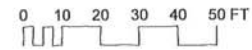
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STANFORD AVE. EAST



Basement Parking



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