

STAFF DESIGN COMMENT

DEVELOPMENT PERMIT APPLICATION NO. DP001326 – 1950/1960 ISLAND DIESEL WAY

Applicant: JARROD KOSTER – HEROLD ENGINEERING LIMITED

Architect: ALVIN REINHARD FRITZ ARCHITECT INC.

Landscape Architect: MACDONALD GRAY CONSULTANTS

SUBJECT PROPERTY AND SITE CONTEXT

<i>Zoning</i>	High Tech Industrial (I3)
<i>Location</i>	The subject property is west of Boxwood Road, at the intersection of Island Diesel Way and Bollinger Road.
<i>Total Area</i>	1.2798 ha
<i>City Plan</i>	Future Land Use Designation – Light Industrial Development Permit Area DPA 8 – Form and Character
<i>Relevant Design Guidelines</i>	General Development Permit Area Design Guidelines

The subject property is located in the Northfield area and is currently vacant. The surrounding area includes industrial development and the commercial Bowen Centre to the east of the site. The lot is primarily flat, however, an earth bank is located at the northeast portion of the site, alongside existing landscaping.

PROPOSED DEVELOPMENT

The applicant is proposing to develop a new 6,004m² industrial complex with six units within two buildings. The proposed buildings will include 4,827m² of industrial warehouse space and 1,177m² of accessory office space, all to be leased to tenants. The units range in size from 775m² to 1,225m². The total proposed Floor Area Ratio (FAR) is 0.46 and the proposed lot coverage over both sites is approximately 44%.

Site Design

The proposed buildings are located at either end of the site, with parking located on either side of the internal drive aisle and to the rear of both buildings. The parking in front of the buildings is envisioned for customers and the parking at the rear of the site is dedicated to staff. Building entries face the internal drive aisle and recessed loading spaces are incorporated into the building design. A refuse enclosure is proposed at the eastern property line, accessed by a pedestrian crossing from Building B. An additional pedestrian crossing is located at the front of the site adjacent to the main entrance, connecting both buildings and in front of the loading space areas to ensure pedestrian safety. An outdoor employee amenity area is located at the rear of the site, behind Building B.

The “Off-Street Parking Regulations Bylaw 2018 No. 7266” (the “Parking Bylaw”) requires off-street parking at a rate of 1 space per 100m² of gross floor area. The proposed development requires 60 parking spaces. Four loading spaces and one accessible space are also required.

Staff Comments:

- Consider removing excess parking and providing additional amenity space for staff.

Building Design

The proposed development consists of two pre-engineered steel buildings located at grade. The buildings are divided into individual units and include warehouse space and accessory office space on the first and second storeys, with the remainder of the second storey open to the warehouse below. Long-term bicycle storage is provided within each unit and recessed areas are proposed along the front elevation of each building to create screened loading spaces.

Proposed Building A is clad with prefabricated metal panels with additional accent panels on the west and south building face. The southern building face also includes two drive-in truck bays and three recessed overhead doors. Building B includes insulated metal panels in various shades and textures to differentiate between the individual units, and four individual building entrances with surrounding glazing are proposed. Weather protection is provided at the entrances of Building B. The parapet of the recessed bays projects about the main roofline for visual interest. Both buildings have timber soffits under the eaves complete with downward lighting and have been designed to integrate into the existing industrial neighbourhood.

Staff Comments:

- Look at design strategies to increase transparency and strengthen the building presence to the street, consistent with newer developments in the surrounding industrial park.
- Consider adding weather protection to the building entrances to Building A.
- Consider adding shower facilities within the building for staff.
- Loading spaces are screened from view, as per the General Development Permit Area Design Guidelines.

Landscape Design

A landscape buffer is proposed along the front and rear property lines, as well as a partial buffer along the southern property line. Additional landscaping is also proposed in front and along the side of each building. The landscaping includes various tree species, shrubs, vines, and perennials. Broom-finished sidewalks with bollards surround the buildings for pedestrian circulation throughout the site. Cinderblocks with chain-link fencing are proposed around the site and will be lined with trees to provide additional screening over time.

Staff Comments:

- Consider adding landscape islands with trees to reduce the extent of surface parking and provide shade.
- Consider adding outdoor seating to the employee amenity area and near building entrances.
- Consider relocating the outdoor amenity space to a more visible and central location.

PROPOSED VARIANCES

Landscape

Section 17.2 of the Zoning Bylaw requires a 1.8m landscape buffer along the south side yard property line. The applicant proposes no landscape buffer for a portion of the property line between the proposed Building B and the existing buildings at 1950/1960 Boxwood Road.