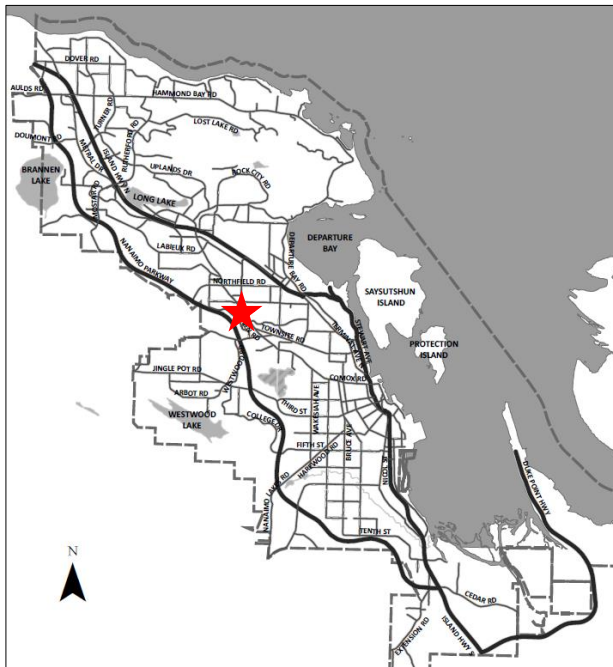


DATE OF MEETING April 22, 2024

AUTHORED BY PAYTON CARTER, PLANNER, CURRENT PLANNING

SUBJECT DEVELOPMENT PERMIT APPLICATION NO. DP1326 – 1950 & 1960 ISLAND DIESEL WAY



Proposal:
Industrial Development

Zoning:
I3 – High Tech Industrial

City Plan Land Use Designation:
Light Industrial

Development Permit Areas:
DPA8 – Form and Character

Lot Area:
1.28ha

DP



City Aerial Photo 2022

OVERVIEW

Purpose of Report

To present for Council's consideration a development permit application for an industrial development at 1950 and 1960 Island Diesel Way.

Recommendation

That Council issue Development Permit No. DP1326 for an industrial development at 1950 and 1960 Island Diesel Way with variances as outlined in the "Proposed Variances" section of the Staff Report dated 2024-APR-22.

BACKGROUND

A development permit application, DP1326, was received from Herold Engineering Ltd., on behalf of TGC Nanaimo General Partner Inc. to permit an industrial development consisting of two buildings with warehouse and office space at 1950 and 1960 Island Diesel Way.

Subject Property and Site Context

The subject properties are located at the intersection of Island Diesel Way and Bollinger Road and was previously being used as a storage yard. The lot has since been cleared and the buildable area remains flat. An earth bank is located at the northeast property line, within existing landscaping.

The surrounding neighbourhood area includes a variety of new and established light industrial developments, including Green Rock Industrial Park, mini-storage, wholesale, and warehousing. A private recreation facility is located to the northeast, and Bowen Centre is located east of the subject properties.

DISCUSSION

Proposed Development

The applicant is proposing to consolidate the lots and develop a new industrial complex with six units within two buildings. The proposed buildings will include a combined 4,629m² of industrial warehouse space and 1,156m² of accessory office space, to be leased to individual tenants. The units range in size from 798m² to 1,290m² and the total proposed Floor Area Ratio (FAR) is 0.44. The consolidation of lots results in a proposed lot coverage of 43%.

Site Design

The proposed buildings are located at opposite sides of the lot, facing the internal drive aisle. Parking is located on either side of the internal drive aisle and to the rear of both buildings. The west elevation of each building faces Island Diesel Way. 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 seating area for employees is located at the rear of the site, behind each building.

Building Design

The proposed development consists of two pre-engineered steel buildings situated 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 loading spaces are proposed along the front elevation of each building.

Proposed Building A is clad with prefabricated metal panels with additional accent panels surrounding the ground level windows and entryways. The southern building face also includes two drive-in truck bays and three recessed overhead doors. Building B includes insulated metal panels in various colours and textures to differentiate between the individual units, and four individual building entrances with glazing facing the internal drive aisle.

Glass and steel awnings are provided as weather protection at all patron entrances and the parapet of the drive-in truck bays projects above 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.

The building design substantially meets the intent of the General Development Permit Area Design Guidelines.

Landscape Design

Robust landscaping is provided along the street frontage of Island Diesel Way, along the rear property line, and within the outdoor seating areas. Proposed plantings include drought tolerant and native species such as trees, shrubs, vines, and perennials. Landscaping is used to screen the refuse receptable from the adjacent Bowen Centre, which is complete with a concrete masonry wall, steel gate, and timber awning.

Downward facing pole lighting is proposed throughout the site and broom-finished sidewalks with bollards provide pedestrian circulation throughout the site. Black galvanized chain-link fencing is proposed around the site and will be lined with trees, including maple and ash trees, to provide additional screening over time.

Design Advisory Panel

The Design Advisory Panel (DAP), at its meeting held on 2024-JAN-11, accepted DP1326 as presented and provided the following recommendations:

- Consider ways to expand the amenity area by creating a flexible space on the parking lot using permeable paving;
- Consider expanding the landscaping around the site entrance;
- Consider adding more electric vehicle chargers throughout the site;

- Consider adding weather protection and other seating to the amenity areas;
- Consider installing a bike rack that can accommodate different types of bikes;
- Consider ways to mitigate stormwater runoff in the area of the proposed landscape variance; and,
- Consider using transparent fencing along the Island Diesel Way frontage.

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

- Reduced the excess parking and converted to landscaped area;
- Increased the landscaping long the Island Diesel Way frontage;
- Increased the number of electric vehicle chargers from three to twelve;
- Provided shade trees within the outdoor seating area;
- Added weather protection awnings to Building A;
- Proposed a bike rack that can accommodate a range of bike sizes;
- Incorporated permeable surfacing behind Building B for stormwater management; and,
- Provided black galvanized steel chain-link fencing along the street frontage.

Proposed Variances

Landscape Buffer

The minimum required landscape buffer along the south side lot line (abutting 1950 Boxwood Road) is 1.8m. The proposed landscape buffer is 0.0m, a requested variance of 1.8m.

The landscape buffer to be varied is at the rear of Building B and screened from view by an existing building at 1950 Boxwood Road and would be further screened by the proposed Building B. A permeable gravel walkway intended for emergency egress and stormwater management is proposed in place of the landscape buffer. The variance is necessary for the proposed site configuration as a City Statutory Right-of-Way is located beneath the proposed internal drive aisle. Staff support the proposed variance as additional landscaping and outdoor amenity space has been proposed elsewhere onsite, and the location of the variance is screened from view from adjacent properties and streets.

Refuse Receptacle

The minimum required setback for refuse receptables from any lot line adjoining a property zoned for residential use is 3.0m. The proposed setback for the refuse receptable along the east property line is 1.5m. The Bowen Centre, located at 1925 Bowen Road, is zoned Community Corridor (COR3) where residential development is a permitted use, though the site has been developed as a commercial services centre. As such, a 1.5m variance is requested.

Staff support the proposed variance as the refuse enclosure is screened from view from the Bowen Centre using beech trees and shrubs. The receptables are screened using masonry walls, a gate, and appropriate lighting. |

SUMMARY POINTS

- Development Permit Application No. DP1326 is for an industrial development complete with warehouse and accessory office space.
- The building design substantially meets the intent of the General Development Permit Area Design Guidelines.
- Variances are requested to reduce the landscape buffer for a portion of the south side lot line (abutting 1950 Boxwood Road) and to reduce the setback for refuse receptables.
- Staff support the proposed variances.

ATTACHMENTS

ATTACHMENT A: Permit Terms and Conditions
ATTACHMENT B: Subject Property Map
ATTACHMENT C: Site Plan
ATTACHMENT D: Building Elevations and Details
ATTACHMENT E: Building Renderings
ATTACHMENT F: Landscape Plan and Details

Submitted by:

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