

STAFF DESIGN COMMENT

DEVELOPMENT PERMIT APPLICATION NO. DP001349 – 1935 ISLAND DIESEL WAY

Applicant/Architect: 2K ARCHITECTURE INC.

Owner: KSG CONSULTING LTD.

SUBJECT PROPERTY AND SITE CONTEXT

<i>Zoning</i>	High Tech Industrial (I3)
<i>Location</i>	The subject property is located on the north side of Island Diesel Way between Boxwood Road and Bollinger Road.
<i>Total Area</i>	992m ²
<i>City Plan (OCP)</i>	Future Land Use Designation: Light Industrial Development Permit Area DPA8 – Form and Character
<i>Relevant Design Guidelines</i>	General Development Permit Area Design Guidelines

The subject property is a small industrial lot located in the Green Rock Industrial Park,. Established light industrial developments predominantly characterize the surrounding area. The subject property currently contains an existing building that will be removed to facilitate the proposed development.

PROPOSED DEVELOPMENT

The applicant is proposing a light industrial building with an accessory dwelling unit with a total gross floor area of 624m². The proposed total lot coverage with the addition of the new building is 40% and the height of the new building is 9m.

Site Design

The proposed building is oriented to face an internal drive aisle. Vehicle access to the site will be from the existing access off Island Deisel Way with seven surface parking spaces. A short-term bicycle rack (two spaces) is located beside the industrial entrance of the proposed building. A refuse enclosure is proposed at the rear of the site with waste management containers also located within the ground level warehouse space. A pedestrian walkway along the front of the building leads to the accessory dwelling unit entrance.

Staff Comments:

- Consider raised and textured pedestrian crossings to reduce vehicle and pedestrian conflicts.
- Relocate the short-term bicycle rack located within the pedestrian connection to the street.
- Consider providing long-term bicycle parking spaces and end of trip facilities for employees.

Building Design

The proposed building is contemporary in nature, two- to three-storeys in height with a rooftop deck for the accessory dwelling unit. The exterior finishes of the buildings are comprised of a mix of grey brick veneer; fibre cement (or aluminum composite) panels; standing seam (or interlocking aluminum) panels in vertical and horizontal orientation; tongue and groove wood (or wood-look) siding, black vinyl windows and doors; black coated guardrails, canopies over the building entrances; metal roll-up loading doors; and soffit/canopy lighting around the perimeter of the building.

Staff Comments:

- Consider opportunities to emphasize building entrances including reorienting the industrial entrance to front Island Diesel Way, and the dwelling entrance closer to the parking area and site amenities.

- Consider opportunities to add glazing at the south facing corner of the lower floor of the building.
- Consider incorporating design elements from adjacent developments such as similar rooflines (ie. low-slope or shed roofs) and timber detailing to complement the existing streetscape.

Landscape Design

The proposed development includes clearing most of the existing vegetation (with the existing Common oak to be potentially retained) and planting various native shrubs including Salal and Evergreen huckleberry. A private rooftop deck is provided for the accessory dwelling unit and an amenity area for customers and employees with benches and landscaping is located across from the industrial entrance to the building, beside the parking area.

Staff Comments:

- Separate outdoor amenity area (rooftop deck) for the accessory dwelling unit and common ground level amenity area provided as per the General Design Guidelines.
- Add additional trees between the building and street to complement the building and meet the required minimum landscape treatment level.
- Consider incorporating ground covers in the landscaped areas and in front of the parking spaces.
- Consider opportunities to consolidate and centralize the three-stream waste management bins for shared access and pickup.

PROPOSED VARIANCES

Minimum Rear Yard Setback

The minimum required side yard setback in the I3 zone is 6.0m. The applicant is proposing a minimum rear yard setback of 3.9m, a requested variance of 2.1m.

Off-Street Parking

The minimum required number of loading spaces is 2. The applicant is proposing to reduce the number of loading spaces to 1 and to reduce the length of the remaining loading space from 10m to 5.8m.

Landscaping

The applicant has not identified any landscape variances; however, a continuous pathway is proposed within the required landscape buffer and the minimum landscape treatment level has not been achieved, which may require variances to be confirmed through application review.