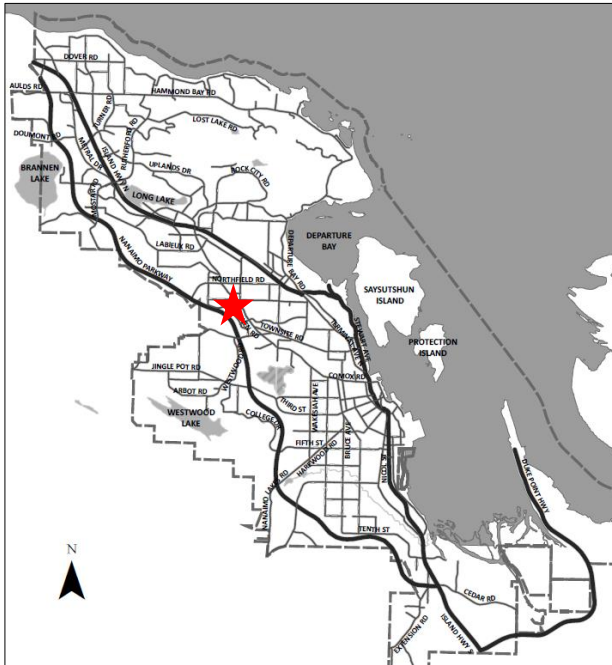


DATE OF MEETING | December 16, 2024

AUTHORED BY | KRISTINE MAYES, PLANNER, CURRENT PLANNING

SUBJECT | **DEVELOPMENT PERMIT APPLICATION NO. DP1349 – 1935 ISLAND DIESEL WAY**



Proposal:

A light industrial development with accessory dwelling unit

Zoning:

I3 – High Tech Industrial

City Plan Land Use Designation:

Light Industrial

Development Permit Areas:

DPA8 – Form & Character

Lot Area:

992m²



OVERVIEW

Purpose of Report

To present for Council's consideration a development permit application for a light industrial development with an accessory dwelling unit at 1935 Island Diesel Way.

Recommendation

That Council issue Development Permit No. DP1349 for a light industrial development at 1935 Island Diesel Way with variances as outlined in the "Proposed Variances" section of the Staff Report dated 2024-DEC-16.

BACKGROUND

A development permit application, DP1349, was received from 2K Architecture Inc., on behalf of KSG Consulting Ltd., to permit a light industrial development with an accessory dwelling unit.

Subject Property and Site Context

The subject property is a small industrial lot located on the north side of Island Diesel Way between Boxwood Road and Bollinger Road 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.

DISCUSSION

Proposed Development

The applicant is proposing a light industrial building containing a 127m² accessory dwelling unit and related site and landscaping improvements. The total Gross Floor Area of the building is 624m². The height of the building is 9m (below the maximum permitted building height of 14m).

Site Design

The proposed building is located within the northern half of the lot and is oriented to face an internal drive aisle. Vehicle access to the site will be from an existing access off Island Diesel Way with onsite parking comprising of six surface parking spaces and a loading space. A short-term bicycle rack (two spaces) is located beside the industrial entrance of the proposed building. A secured storage area and refuse enclosure is proposed at the rear of the site with additional three-stream waste management containers within the warehouse bays. A pedestrian walkway along the front of the building leads to the accessory dwelling unit entrance on the north side of the building which is highlighted by a coloured entry canopy. A 1.0m statutory right-of-way for future road widening has been secured as a condition of the Development Permit.

Building Design

The proposed building is contemporary in nature and two- to three-storeys, with increased height and change in materials to emphasize the building entrance and accessory dwelling unit which incorporates a rooftop deck. The exterior finishes of the building are comprised of a mix of brick; fibre cement or aluminum composite panels; standing seam or interlocking aluminum panels in a vertical and horizontal orientation; tongue and groove wood or wood-look siding, black vinyl windows and doors; canopies over the building entrances; metal roll-up loading doors with windows; and soffit, canopy, and bollard lighting around the perimeter of the building and in the parking lot.

Landscape Design

The proposed development includes clearing most of the existing vegetation (with the existing Common oak to be potentially retained) and planting coniferous trees and native shrubs. Groundcover is proposed to be planted along the front of the parking spaces. 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 beside the parking area.

The proposed development meets the intent of the General Development Permit Area Design Guidelines with a well-articulated building design that relates to the street; a loading area that is located away from front building activity; planting of groundcover in parking areas; provision of a common amenity area; and provision of a rooftop deck for the accessory dwelling unit.

Design Advisory Panel

The Design Advisory Panel (DAP), at its meeting held on 2024-SEP-12, accepted DP1349 as presented and provided the following recommendations:

- Consider adding more landscaping at the rear of the building;
- Consider adding windows to the loading bay doors;
- Consider using another material in place of the brick veneer;
- Consider adding some subtle colour changes to the loading bays to help differentiate the units;
- Consider ways to use rainwater runoff to recharge the landscape before it goes into the city sewer system; and,
- Consider subtly highlighting the residential entry.

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

- Windows added to the warehouse bay doors;
- Brick veneer replaced with brick; and,
- Residential entrance highlighted with a more visible weather protection feature.

Proposed Variances

Siting of Buildings

The minimum front yard setback for buildings in the I3 zone is 3.0m. The proposed front yard setback is 2.7m, a requested variance of 0.3m. Staff support the proposed front yard setback for an aerial encroachment as the variance accommodates an architectural feature for only a portion of the top two storeys of the building and as landscaping can still be accommodated.

The minimum rear yard setback for buildings in the I3 zone is 6.0m. The proposed rear yard setback is 3.95m, a requested variance of 2.05m. Staff support the proposed rear yard setback reduction as the siting of the building will provide the desired width to accommodate the third full sized warehouse bay while still accommodating for the required functions of the use. A reduced rear yard setback would not impede truck-turning onsite which is accommodated in the south side of the drive aisle.

Landscape Buffer

The applicant is proposing a landscape buffer of up to 3.0m. A variance is proposed to reduce a portion of the landscape buffer width along the front lot line from 3.0m to 1.0m, a requested variance of 2.0m. Staff support the proposed variance as the siting of the building is constrained by the front yard setback and a required 1.0m statutory right-of-way. Also, the buffer incorporates a continuous walkway from the parking area to the accessory dwelling unit (with landscaping on either side).

Loading Spaces

The minimum number of loading spaces required for the proposed use is two. The applicant is proposing to reduce the number of loading spaces from two to one and to reduce the length of a loading space from 10.0m to 5.8m. Staff support the proposed variances as the lot is constrained in size and will continue to limit the size of vehicles entering the site. The applicant has also indicated these light industrial units would typically be serviced by smaller vehicles. |

SUMMARY POINTS

- Development Permit Application No. DP1349 is for a light industrial development with an accessory dwelling unit at 1935 Island Diesel Way.
- Variances are requested for the front yard setback, rear yard setback, landscaping, loading space requirements.
- Staff support the proposed variances. |

ATTACHMENTS

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

Submitted by:

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