

STAFF DESIGN COMMENT

DEVELOPMENT PERMIT APPLICATION NO. DP001408 – 4073 OLD SLOPE PLACE

Applicant/Architect: KARIM KADRI - 2K ARCHITECTURE INC.

Owner: MAIKE MARNET

Landscape Architect: KATE STEFIUK – KINSHIP DESIGN

SUBJECT PROPERTY AND SITE CONTEXT

<i>Zoning</i>	Light Industrial (I2)
<i>Location</i>	The subject property is located on the east side of Mostar Road, just north of the Nanaimo Parkway.
<i>Lot Area</i>	Approximately 1.03 ha
<i>City Plan (OCP)</i>	Future Land Use Designation – Light Industrial Development Permit Areas: DPA7 – Nanaimo Parkway; and DPA8 – Form and Character
<i>Relevant Design Guidelines</i>	Nanaimo Parkway Design Guidelines (Rural Parkway-Wooded & Mostar Guidelines 3.2.5); and Form & Character Design Guidelines

The subject property is located northeast of the Mostar Road/Nanaimo Parkway intersection within an existing industrial/business park. The parcel is a triangular lot with Old Slope Place terminating along the south property line. The northern half of the property is gently sloping and largely cleared of vegetation. The remainder of the property contains several mature trees and slopes moderately up 6-7m to the south, with a steep rocky outcrop adjacent to the southwest corner of the property. There is an existing building and outdoor parking within the property to be removed through development. Surrounding uses include a variety of light industrial and warehouse uses to the north and west, and low density residential developments to the east and south of Old Slope Place.

PROPOSED DEVELOPMENT

The proposed development includes three, two-storey multi-tenant industrial strata buildings with a total Gross Floor Area (GFA) of 6,268m²:

- Building A – multi-tenant building, 3,783m², 11 units.
- Building B – multi-tenant building, 2,122m², 12 units.
- Building C – Auto repair facility, 363m², 6-bay workshop with accessory offices.

The proposed buildings will provide flexible space to support a range of light industrial uses such as warehousing, storage, distribution, service and repair, with accessory office space.

Site Design

The site design responds to the topography and significant grade change with three accesses from Old Slope Place. Building A and the lower units within Building B share a central surface

parking area. Building C, and the upper units within Building B, have separate surface parking areas at the south end of the site. The Parking Bylaw requires 41 parking spaces, including 3 accessible spaces, for the proposed warehouse and automotive repair uses. A total of 78 parking spaces are proposed. Three full-size loading spaces are provided in front of Building A. No short-term bicycle parking is required; however, six long-term bicycle parking spaces are required. Pedestrian sidewalks and stair connections are provided to each building and to the streets. Dark sky compliant building mounted lighting, bollard lighting, and pole lighting are provided throughout the site. Two waste management enclosures are proposed, one at the west end of Buildings A and B and the other within the parking area south of Building B.

Staff Comments:

- Provide safe and accessible pedestrian connections north-south between Buildings A and B; adjacent to Building C; and to the waste management enclosure on the south side of Building B (3.6.3.5).
- Consider relocating an accessible parking space to be directly in front of Building A (3.6.3.5).

Building Design

The buildings are designed with a contemporary industrial aesthetic utilizing a combination of tilt-up concrete panels, metal composite accent panels, and aluminum window frames. The long facades of Buildings A and B are articulated with points of recess and contrasting finishes to reduce visual mass. Accent colours are used strategically to distinguish each building and identify individual tenants and entry points. Two-storey storefront glazing further reinforces the unit entrances and enhances the front facades at the pedestrian level. Rooftop mechanical equipment is centralized on the roof areas and screened by extended parapets.

Staff Comments:

- Consider incorporating natural accent materials (e.g. heavy timbers) or corrugated metal to provide warmth and texture, particularly facing Mostar Road (3.6.1.2).
- Increase visual interest where blank wall areas (building or retaining walls) face the streets, using architecture features, windows, or façade treatments to enhance the public realm (3.6.1.3 & 3.6.2.3).
- Consider the provision of end of trip amenities to encourage active transportation given the proximity to the E&N and Parkway trails (2.1.3.11).

Landscape Design

The proposed landscape design includes tree retention and substantial planting of indigenous and complementary species of trees, shrubs, and understory to reinforce an informal forested edge to the site. An outdoor employee amenity space is provided with seating integrated into the landscaping on the west side of Building B. Chainlink security fencing is provided where necessary and the fence-line is integrated with the landscaping to allow a 'feathered' and fragmented forest edge in accordance with the DPA7 design guidelines. Retaining walls within the development are planted with cascading species for screening.

Landscape buffers are required and provided with dense forest plantings along both road frontages. No buffer is required along the north property line adjacent to other industrial uses. The Zoning Bylaw allows a reduced front yard setback of 4.5m where the area between the front face of the building and the property line is landscaped and not used for parking.

Staff Comments:

- Reduce excess surface parking to increase opportunities for tree retention, replanting, and stormwater management, and to minimize visual impacts of industrial activities on nearby residential uses (3.6.3.3).
- Provide more accessible or additional outdoor amenity space(s) for employees (3.6.3.5).

PROPOSED VARIANCE

The minimum required landscape buffer width along the west and south property lines is 3.0m. A variance is proposed to reduce the landscape buffer width to 1.8m for a portion of the parking area (near stall #64) and to accommodate a waste management enclosure (west of Building B).