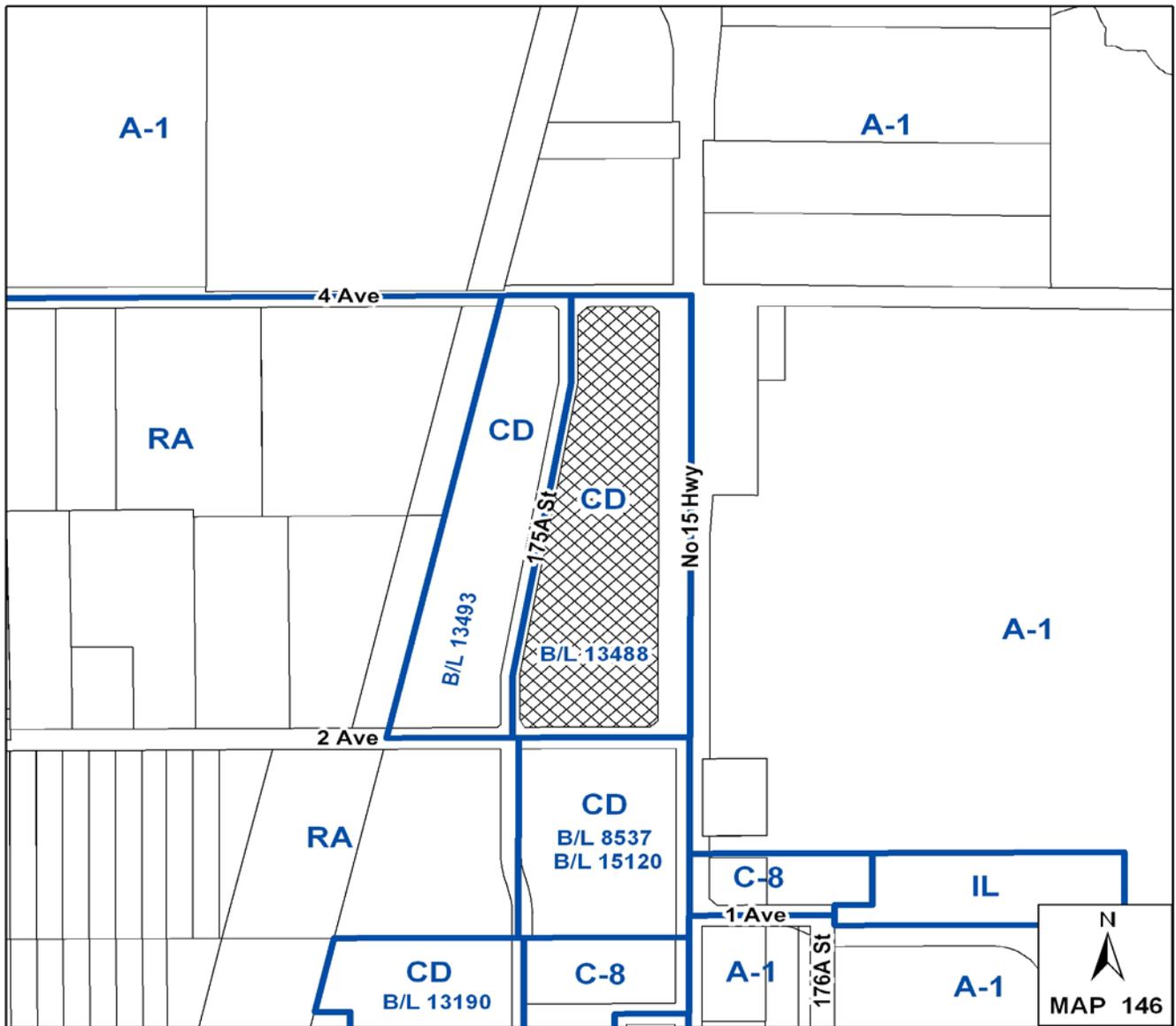


**Proposal:** OCP Amendment from Commercial to Industrial. Rezoning from CD (By-law No. 13468) to CD and Development Permit to permit the development of a business park with limited commercial uses.

**Recommendation:** Approval to Proceed

**Location:** 17565 - 2 Avenue      **Zoning:** CD (By-law No. 13488)

**OCP Designation:** Commercial      **Owner:** SSC Ventures (No. 75) Ltd.



## PROJECT TIMELINE

Completed Application Submission Date: July 15, 2005  
Application Revision & Re-submission Date: June 22, 2006  
Planning Report Date: September 25, 2006

## PROPOSAL

The applicant is proposing:

- an OCP amendment from Commercial to Industrial;
- a rezoning from CD to CD; and
- a Development Permit

in order to permit the development of a Business Park with limited neighbourhood commercial uses.

## RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to redesignate the property in the OCP from Commercial to Industrial and a date for Public Hearing be set. (Appendix X)
2. Council determine the opportunities for consultation with persons, organizations and authorities that are considered to be affected by the proposed amendment to the Official Community Plan, as described in the Report, to be appropriate to meet the requirement of Section 879 of the *Local Government Act*.
3. a By-law be introduced to rezone the property from "Comprehensive Development Zone (CD)" (By-law No. 13488) to "Comprehensive Development Zone (CD)" (By-law No. 12000) and a date be set for Public Hearing. (Appendix IX)
4. Council authorize staff to draft Development Permit No. 7905-0079-00 generally in accordance with the attached drawings (Appendix III).
5. Council instruct staff to resolve the following issues prior to final adoption:
  - (a) ensure that all engineering requirements and issues including restrictive covenants, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
  - (b) finalize design to the satisfaction of the Planning and Development Department;
  - (c) approval from the Ministry of Transportation;

- (d) registration of a Section 219 Restrictive Covenant to restrict access on 2 Avenue to right-in and left-out as per the Ministry of Transportation requirements; and
- (e) submission of a landscaping cost estimate to the specifications and satisfaction of the City Landscape Architect.

### REFERRALS

Engineering:	The Engineering Department has no objection to the project subject to the completion of Engineering servicing requirements as identified in the attached (Appendix IV). Applicant is to provide traffic calming on 175A Street.
Ministry of Transportation:	No concerns. Applicant is to have access restricted on 2 Avenue to right-in/left-out only (Appendix V).

### SITE CHARACTERISTICS

- **Existing Land Use** Vacant lot.
- **East:** Across Highway No. 15/176 Street, ALR, zoned A-1, designated Agricultural in the OCP.
- **South:** Across 2 Avenue, Tudor Inn and Commercial truck border crossing, zoned CD (By-law No. 8537), designated Commercial in the OCP.
- **West:** Across 175A Street, townhouse development (Douglas Point), zoned CD (By-law No. 13493), designated Urban in the OCP.
- **North:** Across 4 Avenue, small ALR holding, zoned A-1, designated Agricultural in the OCP.

### PLAN AND POLICY COMPLIANCE

OCP Designation: Needs amendment to Industrial.

### JUSTIFICATION FOR PLAN AMENDMENT

- Highway No. 15 has transitioned to a major truck corridor with Provincial Ministry controls and truck traffic often isolating the site thus eliminating strong commercial viability for the whole site.
- With a Light Industrial Business Park use enhanced with limited commercial uses, the site provides an appropriate transition between major highway to the east, future and existing commercial and border facility development to the south, and residential development to the west.

- The site was originally designated Industrial in the OCP prior to its redesignation to Commercial in 1996.

## DEVELOPMENT CONSIDERATIONS

### Background

- The subject site is located directly adjacent to Highway No. 15/176 Street (on the west side of Highway No. 15) and extends from 2 to 4 Avenue.
- Directly to the west, across 175A Street, is the Douglas Point Townhouse site, which contains 75 townhouse units.
- The site is north of the entry to the parking and truck staging area for the Pacific Highway Border Crossing.
- The subject site is approximately 3.6 hectares (9 acres) in size and an unusual shape. It is 54 metres (177 ft.) wide at the north end of the lot, and widens to 105 metres (345 ft.) on the south side with a north-south length of approximately 311 metres (1,020 feet).

### Previous Applications

- In 1998, the site was redesignated to Commercial in the Official Community Plan (OCP). It was rezoned to a Comprehensive Development (CD) Zone (By-law No. 13488) under Development Application No. 7900-0194-00 to accommodate a community shopping centre and tourist accommodation. The CD Zone allows a wide range of retail, service commercial and office uses, including assembly halls, hotels and pubs (Appendix VIII).
- On November 4, 2002, Council considered the Development Permit (No. 7902-0272-00) for the development of a banquet hall and hotel, and authorized staff to proceed with drafting of the Development Permit, and that the detail design be finalized in conjunction with input from the neighbours.
- The adjacent property owner to the west made a legal challenge of Council's resolution. The Court agreed and the resolution was quashed on the basis that the proposed Banquet Hall as the principal use on the site was contrary to the intent of the CD Zone which was to accommodate a commercial shopping centre and tourist accommodation. Consequently, Council rescinded the resolution to draft the Development Permit in February 2003.
- A subsequent rezoning application was submitted for a shopping centre, including a hotel, pub, retail commercial uses and banquet hall facility. The application was eventually withdrawn.
- In 2003, a rezoning application (Project No. 7903-0136-00 ) was made to rezone the site from the current CD Zone to another CD Zone that expanded the uses on the site to include a banquet hall facility. The proposal was denied by Council.

### Current Proposal

- The site design is composed of nine buildings. There is 13,774 square metres (148,266 sq.ft.) of floor area proposed for the commercial and industrial uses. Of this, 10,560 square metres (113,670 sq.ft.) are proposed as Business Park uses and 3,214 square metres/34,596 sq.ft. are proposed as Commercial uses. Two caretaker units are proposed on site.
- The overall site coverage is proposed at 38.4 % and floor area ratio is 0.40.
- Since 2002, the Ministry of Transportation has widened Highway No. 15 and is currently introducing the FAST lane to expedite commercial goods movement at the border. The commercial truck crossing has also been routed a portion of the way along 2<sup>nd</sup> Avenue. The site is often blocked on one side with commercial transport trucks queuing to enter the commercial truck crossing, which isolates the subject site from being well exposed to Highway No. 15, decreasing the ability of the site to function well as a commercial centre. The changes also compromise ease of traffic movement on and off the site, which is more detrimental to a commercial site.
- This application has taken these Highway changes into account and is proposing to amend the OCP to redesignate the site from Commercial to Industrial to allow for a light industrial business park to be developed on approximately 70% of the site. The remainder of the site will be commercial uses that are complementary to the industrial uses and consistent with providing retail and service commercial uses for the neighbouring residential community and Douglas. Two caretaker units provide for on-site surveillance.

### Site Layout, Access and Parking

- The internal site layout of the proposal has been designed to accommodate light commercial vehicles (such as cube vans and small trucks). While large trucks can access the site for deliveries the site has been designed to discourage these types of vehicles moving through the site. As shown in Appendix III, the north part of the development has been 'disconnected' from the south part of the site through the creation of a 90 degree turn to prevent traffic short cutting through the site to 2<sup>nd</sup> Avenue and further discourage large commercial trucks from entering the site at the north end and moving through the site. These measures are being taken to limit traffic impact on the residential townhouse development and keep highway traffic from intruding into a residential community.
- The site is also proposed to be traffic calmed with curb extensions, crosswalk and speed hump on 175A Street in order to discourage commercial truck traffic from routing along this street while allowing traffic en route to the RV Park to the south.
- The site requires access restrictions. At the 2<sup>nd</sup> Avenue access, due to the potential conflict with heavy truck traffic and the desire to minimize impact on the residential development, a restrictive covenant will guarantee that site will have only right-in and left out traffic and the access will be redesigned to prevent other turning movements.
- There are 280 parking spaces proposed for the site, which exceeds the Zoning By-law requirement of 245 spaces.

Proposed CD Zone

The proposed Comprehensive Development (CD) Zone takes into account the following constraints of the site:

- The site is not viable as a full retail and office commercial development due to the limitations on access and compromised Highway frontage;
- The Industrial Designation (OCP) permits C-5 and IB uses;
- Limited neighbourhood commercial (C-5) uses are desirable at this location to serve the surrounding residents;
- Consistent with the IB zone, the industrial uses are limited to light industry and office park uses, fully contained within buildings and having no external impacts; and
- The applicant is gearing the site to cater to light industrial and business uses focusing on small transport vehicles. The operation can combine a retail and warehouse component for niche businesses that can fully utilize the proximity to the border (i.e. mail order businesses with a retail sales component).

The following is a comparison table of the major elements within the existing CD Zone, with the IB and C-5 Zones and the proposed CD Zone for the site.

Section	Existing CD Zone	IB Zone	C-5 Zone	Proposed CD Zone
<b>Intent</b>	Community shopping centre and tourist accommodation.	Comprehensive design of industrial business parks with light impact industrial, offices and service uses with no nuisance apparent outside of enclosed buildings.	Neighbourhood scale shopping nodes.	Comprehensive design of an industrial business park with light impact industrial, offices, service uses and limited commercial uses with no nuisance outside of enclosed buildings.
<b>Permitted Uses</b>	<ul style="list-style-type: none"> <li>• Retail stores</li> <li>• Personal service uses</li> <li>• General service uses</li> <li>• Eating establishment excluding drive-through restaurants</li> <li>• Neighbourhood pubs</li> <li>• Office uses</li> <li>• Parking facilities</li> <li>• Automotive service uses</li> <li>• Indoor recreational facilities</li> <li>• Entertainment uses</li> <li>• Assembly halls</li> <li>• Community services</li> <li>• Child care centres</li> </ul>	<ul style="list-style-type: none"> <li>• Light impact industry</li> <li>• Office uses</li> <li>• general services uses</li> <li>• Warehouse uses</li> <li>• Distribution centres</li> <li>• Limited personal service uses</li> <li>• Recreation facilities</li> <li>• Eating establishments excluding drive-through restaurants</li> <li>• Community services</li> <li>• Assembly halls limited to churches</li> </ul>	Not to exceed: 370 square metres (4,000 square feet): <ul style="list-style-type: none"> <li>• Retail stores</li> <li>• Limited personal service uses</li> <li>• Eating establishments excluding drive-through restaurants</li> <li>• Neighbourhood pubs</li> <li>• Office uses</li> <li>• Limited general service uses</li> <li>• Community services</li> <li>• Child care centres</li> <li>• Caretaker unit</li> </ul>	<ul style="list-style-type: none"> <li>• Light impact industry with limited retail component</li> <li>• General service uses</li> <li>• Warehouse uses</li> <li>• Distribution centres</li> <li>• Limited office uses</li> </ul> Not to exceed 370 square metres (4,000 square feet) (2): <ul style="list-style-type: none"> <li>• Retail stores,</li> <li>• Limited personal service uses.</li> <li>• Eating establishments limited to 335 square metres (3600 square feet) including one drive-through restaurant</li> <li>• Two caretaker units</li> </ul>

Section	Existing CD Zone	IB Zone	C-5 Zone	Proposed CD Zone
	<ul style="list-style-type: none"> <li>Tourist accommodation</li> <li>Caretaker suites</li> </ul>	<ul style="list-style-type: none"> <li>Child care centres</li> <li>Caretaker units</li> </ul>		
<b>Density (max.)</b>	FAR of 0.80.	NCP with amenities provided – FAR 0.75. Non NCP is 0.75.	NCP with amenities provided – FAR of 0.50. Non-NCP is 0.50.	FAR of 0.60.
<b>Lot Coverage</b>	50%	45%	50%	45%
<b>Yards and Setbacks</b>	7.5 metres for all setbacks.	7.5 metres for all setbacks.	7.5 metres for all setbacks.	East Yard – 3.3 m West Yard – 5.2 m North Yard – 7.3 South Yard - 6.2 m
<b>Building Height</b>	12 metres.	12 metres	9 metres	10 metres

- The proposed zoning differs from the existing zone due to the change in the focus of the property from a commercial/tourism site to a focus on a style of development with a lower customer/traffic demand. The uses in the IB Zone are modified to recognize the site constraints and recognition of the unique circumstance in this location (business park located next to residential and major highway).
- Recreation facilities, assembly hall, automotive service uses, and church have been eliminated as uses due to the site constraints. Pubs, liquor stores and automotive service uses also were not included due to neighbourhood concern. Office uses were limited (professional offices do not allow anything related to health professionals) and other types of high traffic uses such as restaurants were limited in size. The number of drive-through restaurants on site has been limited to one.
- Setbacks were relaxed for the CD Zone as recognition that the lot is in a unique location, not a uniform shape, and that there are opportunities to address neighbourhood concerns about Highway No. 15. The buildings have been pushed to the exterior of the lot in order to provide an internal focus for site traffic and to create a noise barrier between Highway No. 15 and the townhouse development. Additionally, the public property between this site and the curb line of Highway No. 15 is quite substantial, allowing the locations of the buildings closer to the edge.

### Existing Vegetation

- There are no existing by-law trees on the site. The applicant is proposing landscaping throughout the site with special emphasis on creating a lush edge on the western edge of the property to create a green buffer between the site buildings and the Douglas Townhouse development. The landscaping plan has not been finalized.

### DESIGN PROPOSAL AND REVIEW

- The site design is composed of nine buildings. The buildings on the western edge of the site (A/C/E/G as shown on the site plan in Appendix III) are connected to create a sight and sound barrier between the residential townhouse development to the west and Highway No. 15 to the east.

- There is 13,774 square metres (148,266 sq. ft.) of floor area proposed for the commercial and industrial uses. Of this, 10,560 square metres (113,670 sq. ft.) are proposed as Business Park and 3,214 square metres (34,596 sq. ft.) are proposed as commercial use.
- The general form and character of the buildings is a modern industrial business park an office style with clean lines, reveals in the concrete to add visual interest to the building, and glazing on both the first and second storeys.
- The industrial buildings have metal cladding above entry doors and introduce canopies above the second storey windows. The building is articulated along the long façade with differing depths and stepping down the roof height between the south and the north.
- The commercial buildings have the same features, but are one storey with articulated rooflines and the introduction of a cornice at the roofline.
- The office building is located at the southeast edge of the site, and has been treated with glass and glazing, with a well developed corner feature that will enhance the site and create a pedestrian-scale edge to balance the traffic influences of Highway No. 15.
- The site grades change from southwest to northeast, dropping by approximately 4 metres across the property and requiring changes in building slab elevations and sloping vehicles paths, retaining walls that will also create landscaping spaces and steps introduced into on-site walkways.
- Landscaping is proposed within the site between parking areas and against the building to break up the expanse of the parking areas. A walkway has been introduced to the perimeter of the site to create the ability for local residents to walk further away from the traffic. Landscaping has been proposed around the perimeter to create a lush edge treatment and provide buffering to the townhousing to the west as well as some on-site buffering against the traffic impacts of Highway No. 15. Landscaping is not finalized.
- Corner features have been developed for the 4<sup>th</sup> and 2<sup>nd</sup> Avenue intersections with Highway No. 15 to create a gateway type of feel. The features are circular pedestrian plazas with stamped concrete paving and wooden trellis features enhanced with a semi-circular trellis extending off the building in the backdrop.
- The building signage is proposed to be channel letters metal cladding for the fascia signage and it will be located above the main doors on the entry buildings. There are two freestanding signs shown for the site the have been designed to incorporate the border crossing them with unique metal and concrete-tilt up elements that blend well with the building character and landscaping.
- Lighting has been proposed that responds to the site constraints. The lights in the central area of the site are lower than building height and will be high-pressure sodium with downcast fixtures so as to not create light spill beyond the property. The west side of the buildings where the proposal interfaces with the Douglas Town home community, has extended arm lights that will be located lower on the building face and only illuminated enough to light the landscaping and walkway for CPTED purposes.

- The building colours proposed use a certain colour scheme to define the nature of uses. The effect will be to have coordinated colours across the site with three main building colours and alternating accent colours. The colour palette is not finalized and may change before final adoption.
- The site also contains two dwelling units to serve as owner/caretaker suites for the site. These units are located in the northerly portion of the site adjacent to the 175 A Street access to the site. The applicant has incorporated a 'garden' area for the caretaker suites to complement the landscaping and increase the livability of the caretaker units.
- The site is proposed to be gated at the 175A Street access after business hours.

### ADVISORY DESIGN PANEL

This application was presented to the Advisory Design Panel on July 28, 2006. Most ADP suggestions have been satisfactorily addressed except the following, which will be addressed before final approval:

- Resolve landscaping to the satisfaction of the Planning and Development Department;
- Resolve final colour scheme and cladding, particularly along 175A Street, to the satisfaction of the Planning and Development Department; and
- Resolve lighting scheme to the satisfaction of the Planning and Development Department.

### PUBLIC CONSULTATION

#### Pre-Notification

Pre-notification letters were sent on May 24, 2005 and staff received 2 letters of concern. Additional phone calls were received requesting more information. The following is a summary of the concerns identified in the pre-notification correspondence and the applicant's response:

- Do not want to see any type of development on the property that would include "Truck Repair Depots, Truck Garages, Fast Food Drive-Through Restaurants". Further opposed to any development that would create pollution or noise after normal business hours.

*(There are no automotive uses permitted within the proposed zoning. The applicants have received support from the majority of the neighbours that we spoke to about the possible tenant for the drive through. This project is designed to minimize the noise from not only this development but also that of 176<sup>th</sup> Street.)*

- Neighbours understood that this property would be developed as a retail strip mall containing office and retail space. They would have no opposition to this property being tastefully developed with retail and professional office space.

*(This property is not currently zoned for full retail use as described above. The proposal is intended to limit a high traffic commercial and tourist accommodation site by introducing a lower traffic volume Business Park for the majority of the site, with office and service retail uses.)*

- Concern about four storey building with 175A Street being a narrow road.

*(The proposed Business Park Buildings are classified as two storeys (maximum of 10 metres) not four storeys; the building setbacks from the property lines prescribed to reflect the unusual configuration of the site. The retail buildings are on average one storey to one and a half storeys high and are setback from the property line as recommended by City staff, and bylaw requirements. The height and width of the proposed development will serve to create a buffer from both visual and noise impacts created by the trucks lining up to access the border crossing. This issue is the most important concern relayed to staff and the applicants, by the majority of the neighbours.)*

- Concern about access on 175A Street and that 175A is too narrow to accommodate additional traffic and additional noise.

*(175A Street is a legal width City Street. The applicant has reduced the number of access points approved by the Engineering Department in the preceding application from three to one. As well, the applicant will support any Engineering Department recommendations for traffic calming (curb extension, crosswalks and speed humps), travel direction limitation and on street parking that they may make.*

*The Ministry is requiring that the 2<sup>nd</sup> Avenue access be restricted to a right-in/left-out only. The Engineering Department has required a Restrictive Covenant to be registered on the 2<sup>nd</sup> Avenue access to ensure that the access movement is right-in/left out.)*

### Public Information Meetings

- The applicant has held two Public Information Meetings (PIM's) one on June 16, 2005 and a second PIM on June 28, 2006.

#### June 16, 2005 PIM:

- Invitations were sent to 186 households.
- 60 people attended the PIM.
- 37 people completed the questionnaires.
- The concerns have been included in the summary below.

#### June 27, 2006 PIM:

- Invitations were sent to 186 households.
- 39 people attended the PIM.
- 19 people completed the questionnaire.

### Summary of Public Information Meeting Concerns

- Concerns about the Industrial Designation and Business Park type uses.

*(The site has been designed to minimize heavy truck traffic and mitigate the impact of Highway No. 15 traffic and the commercial border crossing on the townhouse residences on 175A Street between 2<sup>nd</sup> and 4<sup>th</sup> Avenue. With the proposed zoning, the Business Park uses are not likely to result in a nuisance outside of enclosed buildings. Some commercial*

*uses have been incorporated into the site to provide some amenity for the neighbouring townhouse development.)*

- Concern about uses that increase heavy truck traffic closer to Douglas Point.

*(The site is designed to minimize heavy truck traffic as a site user by creating short spaces that would be difficult to maneuver in, overhead doors are oriented to the centre of the site and are overhead doors instead of docks for large trucks, and the access at the south entrance has been restricted to right-in left out. Further traffic calming measures are being required by the Engineering Department for 175A Street in order to discourage large truck traffic. The site layout has been developed in order to mitigate heavy truck traffic impact on the residential townhouse development.)*

- Concern about site access and its impact on adjacent residential development.

*(The applicant has limited the number of access points on 175A Street to one in order to address resident concerns about impact on the adjacent residential development.)*

- Concern about noise or business operation beyond normal hours of operation.

*(As this is a site with varied uses it is expected that hours of operation will differ between users. In General, the business hours of most of the businesses are expected to be between 8:00 a.m. to 10:00 p.m.)*

- Concern about automotive services or wood shops.

*(There are no automotive services or wood shops in the permitted uses. The proposed CD Zone restricts the "Industrial" uses to those with no nuisance outside of enclosed buildings.)*

- Concern about noise from roof top units.

*(Roof top units will be fully screened and located on the eastern side of the building roof when required.)*

- Concern about building height.

*(Under the current zoning, buildings can be 12 metres/39 ft. in height. The applicant is proposing generally one-storey buildings with opportunity for future, limited, mezzanine space. The building height is 10 metres/33 ft. and will be restricted to 10 metres/33 ft. under the proposed CD Zone.)*

- Concern about drive through restaurants, liquor stores and pubs.

*(A pub is permitted under the current zoning but the applicant is not requesting a pub or liquor store within the new zoning. The applicant is proposing a drive-through restaurant on the northeast corner of the subject site, located on the other side of the lot from the residential use. the proposed CD Zone allows for one drive-through restaurant only.)*

- Concern about gas bars.

*(No gas bar is proposed on the site.)*

- Concern about lighting and its impact on neighbours.

*(Lighting plans are designed so as to not glare into residential yards while providing enough lighting on the building face and into the landscaping to address safety.)*

### PUBLIC CONSULTATION PROCESS FOR OCP AMENDMENT

Pursuant to Section 879 of the *Local Government Act*, it was determined that it was not necessary to consult with any persons, organizations or authorities with respect to the proposed OCP amendment, other than those contacted as part of the pre-notification process.

No other agencies and organizations are considered to be affected by the proposed OCP Amendment that requires specific consultation.

### INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheets
Appendix II.	Contour Map
Appendix III.	Proposed Subdivision Layout, Site Plan, Typical Floor Plans and Elevations, Landscape Plans and Perspective
Appendix IV.	Engineering Summary
Appendix V.	Ministry of Transportation Comments
Appendix VI.	Summary of Tree Survey and Tree Preservation
Appendix VII.	ADP Comments and Applicant's Response
Appendix VIII.	Existing CD Zone
Appendix IX.	Proposed CD By-law
Appendix X.	OCP Amendment Map.

### INFORMATION AVAILABLE ON FILE

- Detailed Engineering Comments dated September 12, 2006.
- Soil Contamination Review Questionnaire prepared by Gerald Heirichs dated February 8, 2005.

How Yin Leung  
Acting General Manager  
Planning and Development

TW/kms

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Information for City Clerk

Legal Description and Owners of all lots that form part of the application:

1. (a) Agent:      Name:                 David Tyrell (David Tyrell Architect Inc.)  
                         Address:                 #306 - 2760 Gladwin Road  
                                                 Abbotsford, B.C.  
                                                 V2T 4S6  
                         Tel:                         604-853-7375
  
2.      Properties involved in the Application
  - (a)      Civic Address:                 17565 - 2 Avenue
  
  - (b)      Civic Address:                 17565 - 2 Avenue  
                         Owner:                         SSC Ventures (No. 75) Ltd., Inc. No. 0710200  
                         PID:                                 025-639-072  
                         Lot 1 Section 32 Block 1 North Range 1 East New Westminster District Plan  
                         BCP5031
  
3.      Summary of Actions for City Clerk's Office
  - (a)      Introduce a By-law to amend the Official Community Plan to redesignate the property.
  
  - (b)      Introduce a By-law to rezone the property.
  
  - (c)      Application is under the jurisdiction of MOT (File No. 01-006-22733).

## DEVELOPMENT DATA SHEET

Proposed/Existing Zoning: CD

Required Development Data	Minimum Required / Maximum Allowed	Proposed
<b>LOT AREA*</b> (in square metres)	n/a	36,789 m <sup>2</sup>
Gross Total		
Road Widening area	n/a	
Undevelopable area	n/a	
Net Total		36,789 m <sup>2</sup>
<b>LOT COVERAGE</b> (in % of net lot area)		
Buildings & Structures	50%	38.4%
Paved & Hard Surfaced Areas		38.4%
Total Site Coverage	50%	38.4%
<b>SETBACKS</b> ( in metres)		
North	7.5 m	7.3 m
South	7.5 m	6.3 m
East	7.5 m	3.3 m
West	7.5 m	5.2 m
<b>BUILDING HEIGHT</b> (in metres/storeys)		
Principal	12 m	10 m
Accessory	4.5 m	6.0 m
<b>NUMBER OF RESIDENTIAL UNITS</b>		
Bachelor		
One Bed	n/a	2
Two Bedroom		
Three Bedroom +		
Total	n/a	2
<b>FLOOR AREA: Residential</b>		230 m <sup>2</sup>
<b>FLOOR AREA: Commercial</b>		
Retail		1,737 m <sup>2</sup>
Office		1,505 m <sup>2</sup>
Total		3,242.8 m <sup>2</sup>
<b>FLOOR AREA: Industrial</b>		11,100 m <sup>2</sup>
<b>FLOOR AREA: Institutional</b>		
<b>TOTAL BUILDING FLOOR AREA</b>		14,572.8 m <sup>2</sup>

*\* If the development site consists of more than one lot, lot dimensions pertain to the entire site.*

## Development Data Sheet cont'd

Required Development Data	Minimum Required / Maximum Allowed	Proposed
DENSITY		
# of units/ha /# units/acre (gross)		
# of units/ha /# units/acre (net)		
FAR (gross)	0.80	0.40
FAR (net)	0.80	0.40
AMENITY SPACE (area in square metres)	n/a	n/a
Indoor		
Outdoor		
PARKING (number of stalls)		
Commercial		119
Industrial		115
Residential Bachelor + 1 Bedroom		4
2-Bed		
3-Bed		
Residential Visitors		
Institutional		
Total Number of Parking Spaces	245 (min)	270
Number of disabled stalls		6
Number of small cars	61	61
Tandem Parking Spaces: Number / % of Total Number of Units		
Size of Tandem Parking Spaces width/length		

Heritage Site	NO	Assessment Provided	YES
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## MULTIPLE BUILDINGS DATA SHEET

**Existing Zoning: CD**

<b>Required Development Data</b>	<b>Building A</b>	<b>Building B</b>	<b>Building C</b>	<b>Building D</b>	<b>Building E</b>
<b>SETBACK (in metres)</b>					
South	6.5 m	6.2 m			
West	6.1 m		8.3 m		6.3 m
East		3.3 m		6.2 m	
North					
Building Height (in metres/storeys)	9 m/2 storey				
<b>NUMBER OF RESIDENTIAL UNITS/ SIZE RANGE</b>					
Bachelor					
One Bedroom					
Two Bedroom					
Three Bedroom +					
<b>TOTAL FLOOR AREA</b>					

## MULTIPLE BUILDINGS DATA SHEET

**Existing Zoning: CD**

Required Development Data	Building F	Building G	Building H	Building J
SETBACK (in metres)				
South				
West	6.7 m	5.2 m		
East			6.3 m	6.9 m
North		7.3 m	12 m	
Building Height (in metres/storeys)	9 m/2 storey	7 m/2 storey	7 m/2 storey	7 m/2 storey
NUMBER OF RESIDENTIAL UNITS/ SIZE RANGE				
Bachelor				
One Bedroom				
Two Bedroom				
Three Bedroom +				
TOTAL FLOOR AREA				

### CONTOUR MAP FOR SUBJECT SITE

