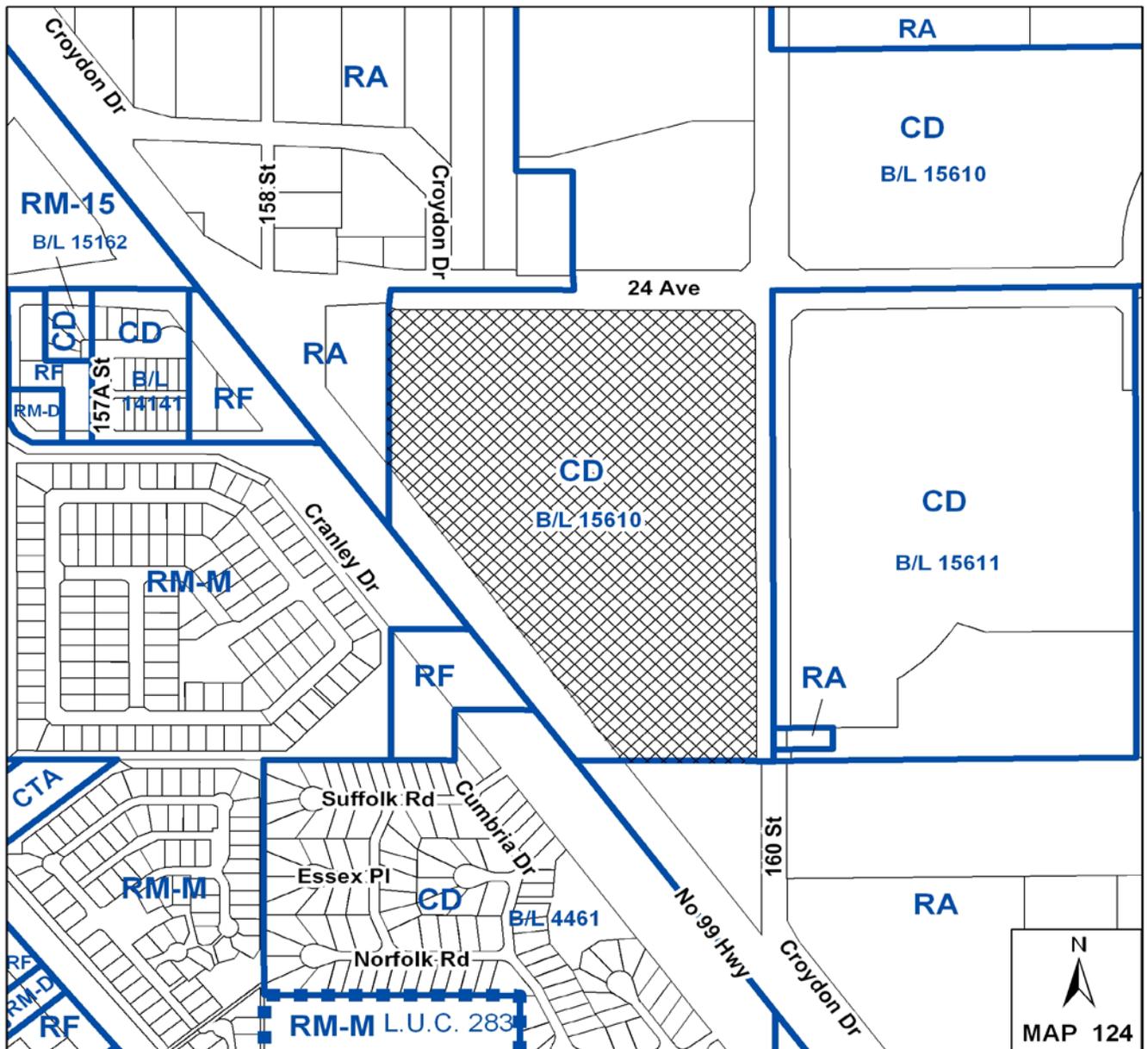


Proposal:	Development Permit to permit the development of a Wal-Mart store with a garden centre at 24 Avenue and 160 Street.		
Recommendation:	Approval to Proceed		
Location:	2355 - 160 Street	Zoning:	CD (By-law No. 15610)
OCP Designation:	Commercial	Owner:	Surrey South Shopping Centres Limited
LAP Designation:	Commercial		



PROJECT TIMELINE

Completed Application Submission Date: November 23, 2005
Application Revision & Re-submission Date: July 10, 2006
Planning Report Date: July 24, 2006

PROPOSAL

The applicant is proposing:

- a Development Permit

in order to permit the development of a Wal-Mart store with garden centre at the southwest quadrant of 24 Avenue and 160 Street, as part of the overall Grandview Corners commercial development.

RECOMMENDATION

The Planning & Development Department recommends that:

1. Council authorize staff to draft Development Permit No. 7905-0237-00 generally in accordance with the attached drawings (Appendix III).
2. Council instruct staff to resolve the following issues prior to approval:
 - (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) submission of revised landscaping plans and a landscaping cost estimate to the specifications and satisfaction of the City Landscape Architect; and
 - (c) completion of final design details to the satisfaction of the City Architect.

REFERRALS

Engineering: The Engineering Department has no objection to issuance of this Development Permit (Appendix IV).

Ministry of Transportation: No objection (Appendix V).

BC Hydro: No objection subject to comments noted in their letter dated January 12, 2006 (Appendix VI).

Fire Department: No concerns.

SITE CHARACTERISTICS

- **Existing Land Use** Former Semiahmoo Golf Centre, greenhouses and suburban residential homes.
- **Significant Site Attributes** The site is impacted by a BC Hydro right-of-way running in a north-west south-east direction. The site is also impacted by two watercourses. Prior to final adoption of Rezoning Application No. 7904-0112-00 to achieve the CD Zone (By-law No. 15610), the applicant was required to register a Restrictive Covenant for environmental habitat preservation (approximately 1.74 acres in area).
- **East:** Across 160 Street, proposed Real Canadian Superstore, zoned CD (By-law No. 15611), designated Commercial.
- **South:** Part of Grandview Corners commercial development, zoned CD (By-law No. 15610), designated Commercial and proposed for entertainment uses in the overall master plan.
- **West:** Highway No. 99, and one existing suburban residential lot fronting 24 Avenue, zoned RA, designated Suburban. This property is proposed for Commercial use in the approved Highway 99 Corridor Local Area Plan.
- **North:** Across 24 Avenue, fronting 160 Street, proposed Home Depot store zoned CD (By-law No. 15610), designated Commercial. Across 24 Avenue at Croydon Drive, existing suburban residential homes zoned RA, designated Suburban and currently under OCP Amendment and Rezoning Application No. 7906-0137-00 for a proposed mixed-use lifestyle village.

PLAN AND POLICY COMPLIANCE

OCP Designation: Complies.

LAP Designation: Complies

DEVELOPMENT CONSIDERATIONS

Grandview Corners Rezoning Application

- Located at the southwest corner of 24 Avenue and 160 Street, the site is currently designated Commercial in the Official Community Plan (OCP) and is proposed for large-format commercial uses in the Highway 99 Corridor Local Area Plan approved by Council in February 2004.

- The site is part of the overall Grandview Corners commercial development, which comprises all four quadrants of 24 Avenue and 160 Street approximately 30 hectares (74 acres) in land area. The site was subject of OCP Amendment and Rezoning Application No. 7904-0112-00 to allow for the development of large-format commercial buildings and small-scale commercial buildings in a comprehensive design. The OCP Amendment By-law No. 15584 to re-designate the site from Suburban to Commercial and Rezoning By-law No. 15610 to rezone the properties from Golf Course Zone (CPG) and One-Acre Residential Zone (RA) to Comprehensive Development Zone (CD) received final adoption by Council on July 25, 2005.
- Subsequent to final adoption of Rezoning By-law No. 15610 on July 25, 2005, Council passed a further resolution "That the design development and sustainability initiatives of the Vancouver Wal-Mart be considered for the Surrey Wal-Mart application, in particular, the LEEDS gold standard." (Res. R05-1955). The sustainable design features of this project are discussed below.

Development Permit Requirements

- The generalized Development Permit No. 7904-0112-00 to establish an overall development scheme with an overall site plan, access and circulation system, pedestrian connections, design guidelines dealing with the general form and character of buildings, and landscaping details was approved by Council on October 14, 2005. This generalized Development Permit did not permit construction to occur, but established the guidelines for the evaluation of future Development Permits in the area. Subsequent detailed Development Permits are required for each individual building to be submitted for approval by Council prior to building construction.
- As part of the rezoning application for Grandview Corners, a commitment was provided to Council and the community that prior to individual Development Permits being considered public consultation would be undertaken.
- Since the approval of the generalized Development Permit No. 7904-0112-00, two detailed Development Permit applications for Grandview Corners commercial development were approved: Real Canadian Superstore at the southeast quadrant (DP No. 7905-0189-00); and Home Depot at the northwest quadrant (DP No. 7905-0235-00) of 24 Avenue and 160 Street. Building permit for the Superstore building was issued in March 2006; however, construction had not proceeded yet. Building permit for Home Depot is being finalized.

Wal-Mart Project Description

- The southwest quadrant formerly consisted of 3 properties (15862, 15876 and 15948 – 24 Avenue). Subsequent to final adoption of Rezoning By-law No. 15610 on July 25, 2005, the 3 properties have now been consolidated into one lot. This consolidated lot (Lot A BCP Plan 22198) is shown as Block A under Comprehensive Development Zone (By-law No. 15610).
- The gross site area of the proposed lot is about 88,100 square metres (21.7 acres). The site is impacted by a B.C. Hydro right-of-way at the northeast corner near the intersection of 24 Avenue and 160 Street, the area of which is about 33,909 sq.m. After discounting the undevelopable Hydro right-of-way area, the net site area for the purpose of density calculations is about 54,191 sq.m. (13.4 acres).

- The applicant is proposing to develop a Wal-Mart with a garden centre on the northern portion of the development site. According to the overall master plan under the generalized DP, the southern portion of the development site is intended for an entertainment theme development including theatre, restaurants and a parkade. Additionally, a 465 sq.m. (5,000 sq.ft.) free-standing commercial building is proposed in the future fronting 160 Street, but will not form part of this Development Permit. The southern portion of the lot and free-standing commercial building will be subject to separate Development Permit applications in the future.
- The site plan also shows a future expansion of the Wal-Mart store to the south, which will require a future Development Permit.
- The proposed Wal-Mart store is approximately 15,255 sq.m. (164,210 sq.ft.), with a garden centre of approximately 242 sq.m. (2,605 sq.ft.). The proposal will include a McDonalds restaurant with internal access from the store.
- The proposed floor area ratio (FAR) based on the net site area for density calculation is approximately 0.29. The proposed lot coverage is about 29%. Therefore, both the proposed FAR and lot coverage comply with the maximum FAR of 0.40 and lot coverage of 50% permitted in the CD Zone (By-law No. 15610) for Block A.
- Building setbacks are proposed at 21.7 metres (71 ft.) from the north property line (24 Avenue), 97.4 metres (200 ft.) from the east property line (160 Street), 219.1 metres (718 ft.) from the south property line, 61.2 metres (200 ft.) from the west property line abutting the adjoining lot, and 47.4 metres (155 ft.) from west property line where it abuts Highway 99. All proposed setbacks comply with the minimum setbacks prescribed in the CD Zone (By-law No. 15610) regulations for Block A.
- The height of the building is varied at different points. The height as measured from the finished floor to the top of parapet of the high roof features is proposed at 7.86 metres (25.8 ft.). This complies with the maximum building height of 12 metres (40 ft.) permitted under the Zone.

Parking

- Under Part 5 Off-Street Parking and Loading/Unloading of the Zoning By-law No. 12000, 465 parking spaces are required based on 3.0 parking spaces per 100 square metres (1,076 sq.ft.) gross floor area. The proposed development will provide a total of 759 parking spaces including 393 underground parking spaces and 366 surface parking spaces. Out of the total parking spaces, 18 disabled parking stalls and 68 small car parking spaces are proposed. The proposed parking provision exceeds the by-law requirements in terms of the number of required parking spaces.
- In addition, under CD Zone (By-law No. 15610), the maximum number of surface parking spaces shall not exceed a total of 3 parking spaces per 100 square metres (1,076 sq.ft.) of gross floor area. Based on this ratio, the maximum number of surface parking spaces that can be provided on the site is 465 and the number of surface parking spaces in the development proposed is 366. In this regard, the proposal complies with the maximum number of surface parking spaces that can be provided on the site.

- Parking for this site is proposed to be a combination of 393 underground parking and 366 surface parking spaces. A designated parking area consisting of 9 handicapped stalls is proposed immediately in front of the store, 2 handicapped stalls located close to another building entrance, with an additional 7 handicapped stalls proposed in the underground parking level.

Access and Site Circulation

- Vehicular access to the site is proposed from 24 Avenue and 160 Street. The site will contain an internal street and pedestrian links into and through the site.
- The main transportation and access elements, including signalizations and road improvements along 24 Avenue and 160 Street have been secured under the rezoning of Grandview Corners, and are under construction. The proposal conforms to the overall transportation pattern established for Grandview Corners.
- Two access points to the Wal-Mart site are proposed on 24 Avenue and 160 Street respectively. On 24 Avenue, there is a signalized intersection at Croydon Drive to allow full movement and a right-in right-out access between Croydon Drive and 160 Street to allow access to the front of the Wal-Mart building. On 160 Street, there is one signalized intersection which allows connection to the Real Canadian Superstore site to the east of 160 Street. There is another right-in right-out access on 160 Street which provide direct entrance to the underground parking and surface parking area for the Wal-Mart building.
- Access to underground parking is via a ramp down only from the driveway access from 160 Street on the east side of the building. One entrance lane and two exit lanes from the underground parking are provided from the south side of the building which connects directly to the internal street leading to the signalized intersections on 24 Avenue and 160 Street respectively.
- Truck access is proposed via the intersection of 24 Avenue and Croydon Drive through the internal street to the loading area on the west side of the building.
- There is a main north-south pedestrian walkway proposed in front of the Wal-Mart building, and three main east-west pedestrian walkways connecting the parking areas to the building.

DESIGN PROPOSAL AND REVIEW

Design Proposal

- This site falls under the Grandview Corners Shopping District Design Guidelines approved by Council on October 14, 2005. The following site planning principles are incorporated in the design guidelines and being applied to this site:
 - Internal roads and pedestrian walkways that link to the access points, entrances and parking areas to allow for safe and effective vehicular and pedestrian movements;
 - Primary roads and pedestrian walkways that take on attributes of municipal elements such as boulevards and sidewalks;
 - Location of anchor stores given their size and footprint requirements with in the three quadrants: SW, SE and NW quadrants;

- Positioning of the anchor stores so that they ‘backdrop’ the remainder of the development;
 - Parking areas planned with significant amount of landscaping that will create an urban forest and reduce the environmental and visual impact of large areas of paving; and
 - Promote a retail ‘draw’ for all areas of development to ensure no dead zones are created.
- The site constraints include a significant BC Hydro right-of-way at the north-east corner of the site, under which no building is allowed. There is also a significant grade of approximately 3 to 4 metres (10 to 13 ft) at the north west corner of the site between the public sidewalk and the surface of the proposed development.
- This building contributes to the character of Grandview Corners as a whole and the architect has tried to set the building apart from the traditional Wal-Mart design in the following ways:
 - Unlike a typical Wal-Mart store, there is no Wal-Mart peak and the signage is muted;
 - The design is varied rather than uniform, with a significant amount of cultured stone proposed;
 - There is a lot more glazing proposed than in most Wal-Mart stores; and
 - Vertical elements including stairwells are used to break up the length of the building.
- The rear of the building facing Highway 99 contains the loading bays, therefore this elevation has been treated with cultured stone, spandrel glass and some articulation to add variety.
- The building is not completely hidden from the highway, but has been softened by landscaping.
- The southwest corner of the building is planned for future expansion. The future expansion area will be subject to a separate Development Permit application in the future.
- According to the schematic overall master plan, there is a proposed building (Building E) fronting 160 Street near the signalized intersection to the south of 24 Avenue. This future development area is proposed to be landscaped in the interim prior to development. No parking is allowed in the areas indicated for future development.
- The exterior materials of the building include painted exterior insulation and finish system (EIFS) panels, prefinished composite foam/metal panels, cultured stone, cultured stone column on masonry backing. Extensive use of clear double glazing is proposed on the north, east and south building elevations facing 24 Avenue, 160 Street. Single glazed spandrel panel is proposed extensively on the west building elevation. Pre-finished metal parapet coping, pre-finished metal flashing and high roof parapet cornice (prefinished flat metal panels) are proposed. All roof top mechanical units will be screened and painted to match the colour of the metal panels of the building.
- The colour scheme for the proposed building includes beige prefinished panels, cultured stone, dark tan EIFS panels, and tan painted overhead door, and pre-finished blue metal flashing. A black ornamental metal fencing is proposed around the garden centre on the east elevation of the building.

- The applicant is proposing one Wal-Mart fascia sign on the north elevation facing 24 Avenue and one on the east elevation facing 160 Street respectively. In addition, a MacDonald fascia sign is also proposed on the east elevation of the building. The proposed number of fascia signs complies with the Sign By-law. The applicant is not proposing any freestanding signs as part of this Development Permit application. The applicant is aware that any additional signage will be subject to a separate DP in the future.
- It should also be noted that in accordance with the Sign By-law, there will not be any freestanding or fascia signage facing Highway 99 frontage.

Landscaping

- The guidelines for landscaping are consistent through the Grandview Corners development. The parking lot design create opportunities for landscaping with several strong pedestrian spines leading to the building.
- A multi-use pathway (Pioneer Greenway) through the Highway 99 Corridor Plan Area is proposed to connect the pathway (already partially constructed) in the Rosemary Heights Business Park to the north and 8 Avenue to the south. The multi-use pathway runs along the south side of 24 Avenue on the north property boundary of this development site. This area contains a stone wall, trees, benches leading to pedestrian walkways into the site.
- There is a major environmental area proposed along the south western portion of the site abutting Highway 99. This buffer area is significantly planted. The planting within the habitat area has been revised to include the recommended naturalistic planting pattern with large scale trees in groups rather than a distinctive cedar hedgerow along Highway 99. A berm and large scale trees will be planted along side of the building to further screen the building from Highway 99. To address CPTED concerns about access to this area, the applicant has agreed to include prickly plantings to deter people from entering this area.
- To address the significant grade change at Croydon Drive and 24 Avenue at the northwestern corner of the site, the applicant proposes an extensive landscaped pedestrian area stepping down from 24 Avenue to the elevation of the building site. This Pedestrian Area is intended to provide a prominent entrance feature to Grandview Corners shopping district. Additional landscaping has been proposed to further add to the attractiveness of this Pedestrian Area and linkage from the intersection and 24 Avenue to Wal-Mart building. It also serves to screen the loading area to the south from 24 Avenue.
- A series of details include serpentine walls, straight arbours and other elements such as columns and banners of stone and a variety of plant material are proposed throughout the site at key locations to provide diversity and interest.
- Special treatment have been proposed to minimize the impacts of the B.C. Hydro transmission tower bases on the landscape such as changing the shape of the material that will be placed under the hydro towers to be more angular and natural in appearance.

- Bioswales are required throughout the surface parking areas pursuant to the Grandview Corners Stormwater Management Plan. It is proposed that the bioswales are a minimum of 1.5 metres (5 ft.) in width, contained within a continuous cast-in-place concrete curb with the necessary number and size of letdowns to permit water to drain into them, and terminated with a parking lot planting island. The primary bioswale planting is to be grass or ground cover, trimmed with an ornamental 'hedge' to create an aesthetically pleasing feature. The final planting selection shall not detract from the environmental 'scrubbing' benefit of this feature necessary to achieve the prescribed benefit under the stormwater management plan.

Sustainable Design Features and LEED Analysis

- On July 25, 2005, Council passed a resolution requesting that the "design development and sustainability initiatives of the Vancouver Wal-Mart be considered for the Surrey Wal-Mart".
- In December 2005, a team of expert sustainability and LEED consultants led by Cobalt Engineering were tasked with identifying strategies that would bring the South Surrey Wal-Mart project to a LEED Certified rating equivalent. Cobalt Engineering submitted a report on July 13, 2006 documenting the following:
 - An outline of the features the Wal-Mart site and building will incorporate and how these translate to a LEED Canada certification level equivalent; and
 - A discussion of how the Grandview Corners Wal-Mart compares with that previously proposed at 86 South East Marine Drive, Vancouver.
- LEED (Leadership in Energy and Environmental Design) is internationally recognized as the leading voluntary green building standard in North America. LEED enables developers to freely choose from a range of environmentally sustainable design elements in various categories to incorporate into their developments. The combination of mandatory (Prerequisites) and voluntary (Credits) elements count for points towards a LEED certification at various levels: Certified, Silver, Gold, and Platinum.
- A LEED Certified Rating requires a minimum of 26 points, as well as 7 Prerequisites. To demonstrate a Certified Rating equivalent, each section of the LEED Canada Rating System is discussed and detailed as to how each point is achieved. A LEED Canada Scorecard Summary for this project is provided in Appendix IX.
- The sustainable design strategies results in a total of 26 points, which meets the requirements for a LEED Certified Rating (require 26 to 32 points). This addresses the requirement set forth in the Grandview Corners Design Guidelines for sustainability.
- In order to achieve Gold standard, the total score will require 39 to 51 points. Based on the analysis, the project will not achieve LEED gold standard.

Comparison with the Vancouver Wal-Mart at SE Marine Drive and Grandview Corners

The following provides a brief comparison between the two proposed Wal-Mart projects, where applicable. It should be noted that the Vancouver development was rated against the United States LEED Scoresheet while the Grandview Corners Wal-Mart used the Canadian version of the LEED Scorecard.

- Sustainable Sites - Both proposals include sustainable strategies such as alternative transportation opportunities for public transit and cyclists and extensive landscaping for shading and reducing urban heat island effect. A major contributing factor to the overall sustainability of the proposed Vancouver site was the proposed development's location in an existing urban area and its classification as a Brownfield site. The method that the proposed Grandview Corners Wal-Mart contributes to sustainability is parking. Grandview Corners has greatly reduced surface parking by over 40% with 366 stalls. The remaining stalls are located under the proposed building.
- Water Efficiency - Both projects provide mechanisms that result in a 30% reduction in water usage. Grandview Corners consists of detailed complex landscaping throughout the site. This includes a 1.74 acres of heavily landscaped habitat which will be preserved to the south-west of the proposed building.
- An environmental habitat area was provided and forms part of the Grandview Corners larger development, as well as the provision of bio-swales throughout the parking area for drainage control.
- Energy and Atmosphere - Wal-Mart has identified the proposed Vancouver store as its test location for many of the unique and complex energy saving techniques. Until these techniques and products are tested in a large-format retail environment, they will not be included in other proposed developments. Furthermore, site-specific characteristics enabled this development to take advantage of energy saving mechanisms such as wind and geothermal power, use of specific construction materials and a day lighting strategy, which resulted in additional LEED credits. It is not relevant to directly compare the proposed Vancouver development with Grandview Corners with respect to these initiatives. Geothermal power was considered at Grandview Corners, but was not feasible due to the possibility of deep aquifer contamination. The Grandview Corners development did satisfy the three prerequisites necessary for this category and to receive points for energy optimization and green applications.
- Innovation and Design Process - Both projects have unique design elements including exceptional mechanical performance, the purchasing of green energy credits, a green building educational program, and using an accredited LEED professional consulting team to review the project. The most significant investment and one of the features of the Grandview Corners Wal-Mart is the provision of underground parking. Unfortunately, this does not result in a LEED credit, but is a significant element to the development, particularly as the majority of Wal-Mart stores do not have underground parking.

Crime Prevention Through Environmental Design (CPTED)

- The following Crime Prevention Through Environmental Design (CPTED) principles have been considered in the design of Grandview Corners:
 - Visibility into parking areas from the streets will be considered to allow cars and pedestrians a good level of surveillance from passing traffic.
 - Pathways will have low plantings at the edges to provide a secure, visible corridor with no unusual areas of concealment.

- Buffer plantings will include a number of thorny plants to discourage pedestrian traffic into the buffer areas.
- Lighting levels will be appropriate (balance between light pollution and security).
- A coordinated security effort will be implemented between the anchor stores and the remainder of the site.
- Building walls will be protected with plantings and/or anti-graffiti furnishings.
- Natural surveillance will be maximized as street activity will be maximized.
- Transit locations will be in safe, convenient locations along municipal road.

PRE-NOTIFICATION

- Under current Council policy, the City is not required to send pre-notification letters to surrounding property owners for Development Permit applications. However, pursuant to Corporate Report No. L007 considered by Council on July 5, 2005, notification letters are to be forwarded to owners of surrounding properties using the pre-notification criteria for rezoning applications (i.e. properties within 100 metres (300 ft.) from application site, but in any case, a minimum of three lots in any direction from the building site) and to respective Residents Associations and community groups. A preliminary notice on this Development Permit application was sent out on May 11, 2006 in accordance with the above notification criteria.
- For Development Permit applications, Council policy requires that Development Proposal Signs be installed on each frontage of the building site. The applicant installed three signs: one fronting 24 Avenue, one fronting 160 Street and one fronting Highway 99 on the subject property.
- Pursuant to Corporate Report No. L007, the applicant held a Public Information Meeting for this specific DP for the Wal-Mart building.
- The applicant submitted a report (Appendix VIII) documenting the process and results of the public consultation meetings as follows:
- A Public Information Meeting was held on May 31, 2006 from 5:30 to 9:00 p.m. at the Aston Pacific Inn located at 1160 King George Highway. It was conducted as an Open House style of meeting.
 - Notification was provided to the public by way of the following:
 - Preparation of an invitation.
 - Publication of the invitation in the Peace Arch News on May 20, 24 27 and 31, 2006.
 - Publication of the invitation in the Surrey Leader on May 20, 24, 27 and 31, 2006.
 - Direct mailing of the invitation to a notification list provided by the Planning & Development Department.
- At the Public Information Meeting, attendees were free to move about the room to view the presentation materials. These included:
 - An aerial photograph with an overall Grandview Corners site plan
 - Proposed Site Plan of the Wal-Mart DP application
 - Three display boards highlighting all elevations of the proposed Wal-Mart building

- Boards providing samples of elevation materials and colours
- Six boards presenting the Landscape Plan and specific landscaping and lighting details
- Two boards that highlighted Sustainability features
- Representatives of the developer and their consulting team were present to answer questions from the attendees.
- The applicants received 104 response sheets following this meeting. Copies of all comment sheets received by the applicant had been submitted to the Planning & Development Department.
- Of the 104 responses, 81 are returned with positive comments, 17 with negative comments and 6 with miscellaneous and undecided comments. This represents approximately 78% of the returned responses are positive, 16% are negative and 6% are undecided.
- The comments received are summarized as follows:
 - Design is an improvement from a "normal" Wal-Mart store. Overall building design should be "the best looking Wal-Mart in the Province when completed." Happy with attention given to architecture and design.
 - Do not want to drive out of town anymore. Feel the need for local shopping to be improved. Hurry up and build.
 - Love the design, but do not feel the project should proceed unless access issues from Highway 99 are addressed.
 - Traffic already congested, more attention is needed to this and less on beautification.
 - Prefer the muted tones.
 - Underground parking well received. Satisfied with the attention paid to handicapped parking. Make sure parking stalls fit larger vehicles.
 - Design looks like a regular box store/warehouse. Do not like the square box, would like to see it blended with main street theme.
 - Approve of the stone, wood and glass; approve of lighting concept.
 - Suggest more architectural detail, pillars to break up the wall.
 - Native plants, habitat are well received. Make sure landscaping and walkways are maintained and serviced regularly. Raise sidewalks and walkways. Would like to see softer materials for walkways.
 - Suggest to provide advertising and description of the Stormwater Management that this site has to help educate the public.
- Since over 75% of the responses from the Public Information Meeting were positive, the applicant considered that a second Public Information Meeting would not be warranted. As a follow up, the applicant forwarded a final consultation letter on July 6, 2006 to all the individuals who submitted comment sheets after the May 31, 2006 PIM, 17 were couriered to individuals that had expressed concerns with the proposed development. The applicant provided a summary of responses to the letter:
 - One resident would not accept the letter from the courier and instructed the courier to return the letter to the applicant.
 - One returned letter with an unknown address.

ADVISORY DESIGN PANEL

ADP Meeting Date: May 31, 2006 (See Appendix VII).

- Most of the ADP recommendations have been addressed as documented in Appendix VII. Staff have been working with the applicant to resolve the outstanding design issues and have reached agreement on the majority of these issues, including augmentation of landscaping and other features. The outstanding issues will be resolved prior to final approval and issuance of the Development Permit.

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 Site Plan, Typical Floor Plans and Elevations, Landscape Plans and Perspective
Appendix IV.	Engineering Summary
Appendix V.	Ministry of Transportation Comments
Appendix VI.	BC Hydro Comments
Appendix VII.	ADP Comments and Applicant's Response
Appendix VIII.	Summary of Results of Public Information Meeting held on May 31, 2006
Appendix IX.	Sustainability and LEED Analysis

INFORMATION AVAILABLE ON FILE

- Detailed Engineering Comments dated July 21, 2006.
- Soil Contamination Review Questionnaire prepared by EBA Engineering Consultants dated November 16, 2004.
- Site Profile dated February 28, 2005.
- Sustainability and LEED Analysis prepared by Cobalt Engineering dated July 13, 2006.
- Results of Public Information Meeting held on May 31, 2006 and Final Public Consultation Letter

How Yin Leung
Acting General Manager
Planning and Development

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DEVELOPMENT DATA SHEET

Existing Zoning: CD (By-law No. 15610)

Required Development Data	Minimum Required / Maximum Allowed	Proposed
LOT AREA* (in square metres)		
Gross Total		88,100 m ²
Road Widening area		
Undevelopable area		33,909 m ²
Net Total		54,191 m ²
LOT COVERAGE (in % of net lot area)		
Buildings & Structures	max. 50%	29%
Paved & Hard Surfaced Areas		38%
Total Site Coverage		67%
SETBACKS (in metres)		
Front (24 Avenue)	7.5 m	21.7 m
Rear (South)	7.5 m	219.1 m
Side #1 (East) (160 Street)	7.5 m	97.4 m
Side #2 (West)	4.0 m	60.9 m
Side #3 (Highway 99)	18.0 m	47.4 m
BUILDING HEIGHT (in metres/storeys)		
Principal	12 m	7.86 m
Accessory		
NUMBER OF RESIDENTIAL UNITS		n/a
Bachelor		
One Bed		
Two Bedroom		
Three Bedroom +		
Total		
FLOOR AREA: Residential		n/a
FLOOR AREA: Commercial		
Retail		15,255 m ²
Garden Centre		242 m ²
Total		15,497 m ²
FLOOR AREA: Industrial		
FLOOR AREA: Institutional		
TOTAL BUILDING FLOOR AREA	21,676 m ²	15,497 m ²

** 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)		
FAR (net)	max. 0.40	0.29
AMENITY SPACE (area in square metres)	n/a	n/a
Indoor		
Outdoor		
PARKING (number of stalls)		
Commercial	465	759
Industrial		
Residential Bachelor + 1 Bedroom		
2-Bed		
3-Bed		
Residential Visitors		
No. of Surface Parking Spaces	465 max.	366
No of Underground Parking Spaces		393
Total Number of Parking Spaces		759
Number of disabled stalls	min. 8	18
Number of small cars	max. 116	68
Tandem Parking Spaces: Number / % of Total Number of Units		
Size of Tandem Parking Spaces width/length		

Heritage Site	NO	Tree Survey/Assessment Provided (Under Application No. 7904-0112-00)	YES
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CONTOUR MAP FOR SUBJECT SITE

