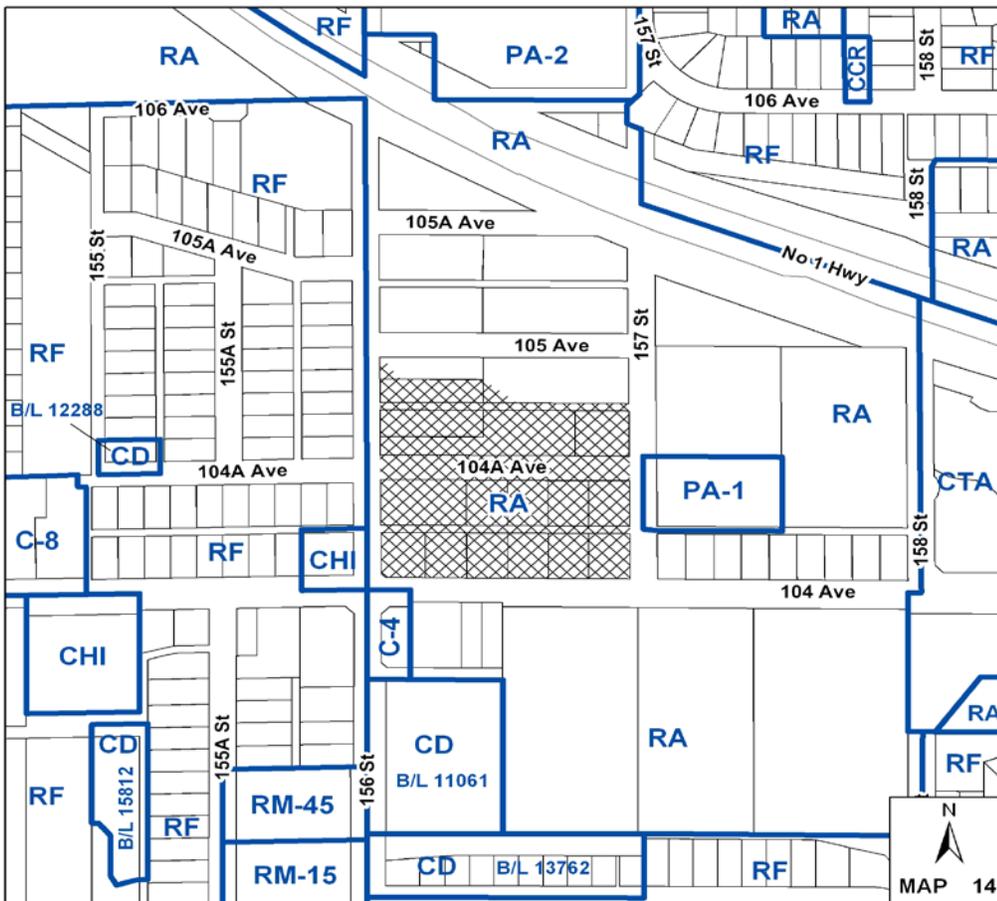


Proposal: OCP Amendment from Urban to Commercial. Rezone from RA to C-8 and Development Permit to permit a multi-building shopping centre. Development Variance Permit to relax setbacks.

Recommendation: Approval to Proceed

Location: 104 Avenue and 156 Street **Zoning:** RA

OCP Designation: Urban **Owner:** 673168 B.C. Ltd.



PROJECT TIMELINE

Completed Application Submission Date: August 3, 2005
Application Revision & Re-submission Date: December 12, 2005
Planning Report Date: April 10, 2006

PROPOSAL

The applicant is proposing:

- an OCP amendment from Urban to Commercial;
- a rezoning from RA to ~~CD~~ **C-8**;
- a Development Permit; and
- a Development Variance Permit to vary the following by-law regulations:
 - to reduce the minimum front yard setback of the C-8 Zone from 7.5 metres (25 ft.) to 4.5 metres (7 ft.);
 - to reduce the minimum rear yard setback of the C-8 Zone from 7.5 metres (25 ft.) to zero for underground parking exit stairs;
 - to permit the garbage enclosure in the C-8 Zone to be located in the western side yard setback;
 - to reduce the required western side yard setback of the C-8 Zone from 7.5 metres (25 ft.) to 1.8 metres (6 ft.) for the garbage enclosure; and
 - to vary the Sign By-law to allow two fascia signs on the southern façade of the proposed grocery store;

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in order to permit the development of a multi-building shopping centre.

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to redesignate the site from Urban to Commercial and a date for Public Hearing be set (Appendix VI).
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 site from "One-Acre Residential Zone (RA)" (By-law No. 12000) to "Community Commercial Zone (C-8)" (By-law No. 12000) and a date be set for Public Hearing.

4. Council authorize staff to draft Development Permit No. 7905-0245-00 generally in accordance with the attached drawings (Appendix III).
5. Council approve Development Variance Permit No. 7905-0245-00 (Appendix VII), varying the following, to proceed to Public Notification:
 - (a) to reduce the minimum front yard setback of the C-8 Zone from 7.5 metres (25 ft.) to 4.5 metres (15 ft.);
 - (b) to reduce the minimum rear yard setback of the C-8 Zone from 7.5 metres (25 ft.) to zero for underground parking exit stairs;
 - (c) to waive Section J.1 of the C-8 Zone to permit the garbage enclosure to be located in the western side yard setback;
 - (d) to reduce the minimum western side yard setback of the C-8 Zone from 7.5 metres (25 ft.) to 1.8 metre (~~5-6~~ft.) for the garbage enclosure; **and**
 - (e) to vary Section 27(2)(a) of the Sign By-law to allow two fascia signs on the south façade of the proposed grocery store; ~~and~~
 - ~~(f) to vary Section 27(1)(c) of the Sign By-law to allow three free-standing signs along 104-Avenue.~~
6. 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) submission of a subdivision layout to the satisfaction of the Approving Officer;
 - (c) approval from the Ministry of Transportation;
 - (d) submission of an acceptable tree survey and a statement regarding tree preservation;
 - (e) submission of a landscaping plan and landscaping cost estimate to the specifications and satisfaction of the City Landscape Architect;
 - (f) approval by Council of the proposed road and lane closures; and
 - (g) removal of all buildings and structures to the satisfaction of the Building Division.

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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).

Ministry of Transportation: The Ministry has a number of issues with the content of the Traffic Impact Study prepared by Bunt and Associates for the applicant. Prior to final adoption, the applicant is to finalize the traffic impact study to the satisfaction of the Ministry (Appendix V).

SITE CHARACTERISTICS

- **Existing Land Use** Older single family dwellings.
- **East:** Across 157 Street, Jehovah Witness Hall, zoned PA-1, designated Urban. Application to rezone to RM-15 to permit townhouse development at Third Reading (Application No. 7905-0030-00), zoned RA, designated Urban.
- **South:** Across 104 Avenue, small commercial building, zoned C-4, single family lots and Harold Bishop Elementary School, zoned RA, all designated Urban.
- **West:** Across 156 Street, small commercial building zoned CHI, designated commercial, single family dwellings, zoned RA, designated Multiple Residential.
- **North:** Older single family dwellings and vacant land, zoned RA, designated Urban.

PLAN AND POLICY COMPLIANCE

OCP Designation: Needs amendment to Commercial.

DEVELOPMENT CONSIDERATIONS

Background

- The applicant has purchased 19 single family residential lots in the block north of 104 Avenue between 156 Street and 157 Street in Guildford.
- The applicant is proposing to close 104A Avenue, 105 Avenue, and three rear lanes that run through the development site, and to consolidate these closed road and lane allowances with the 19 single family lots to create two large lots.
- One of these proposed lots will cover an area of approximately 26,500 square metres (6.5 acres) and will encompass the southern portion of the site along 104 Avenue.
- The other proposed lot will be much smaller, covering an area of approximately 14,600 square metres (3 acres), and will be located in the northwest portion of the subject site.
- The applicant is proposing an Official Community Plan (OCP) amendment to redesignate the proposed southern lot from Urban to Commercial and to rezone the southern lot from RA to C-8 to permit the development of a multi-building shopping centre.

- The proposed northern lot, which is not part of the current redesignation and rezoning application, will remain designated Urban and will retain the current RA zoning.
- It is anticipated that, at some time in the future, applications will come forward to redesignate and rezone the northerly lot to a permit multiple residential development.

Area Context and OCP Amendment

- The subject block between 156 and 157 Streets, north of 104 Avenue, is currently designated Urban under the Official Community Plan (OCP).
- The lands to the west of the subject block are designated Multiple Residential while the lands to the south and east are designated Urban (Appendix IV).
- The core of Guildford Town Centre is centred at the intersection of 104 Avenue and 152 Street and, as a result, the lands around this intersection are designated Town Centre in order to ensure that the highest density of development occurs in this area.
- Lands south of the Guildford Town Centre core along 152 Street and along 104 Avenue, east and west of the Town Centre designated lands, are designated Commercial. These lands designated Commercial provide less dense commercial services that support and compliment the high density use of the Town Centre core.
- The Town Centre and Commercial designated lands are surrounded by a ring of Multiple Residential designated lands that accommodate the high-density resident population needed to support the commercial uses of the Town Centre core.
- The subject block is located on the eastern edge of the Guildford Town Centre.
- Although the blocks to the west and east, and south of the subject site are designated Multiple Residential and Urban respectively, there are a number of pockets along 104 Avenue within these blocks that are currently occupied by various commercial uses (Appendix V).
- Within the Urban designation, to the east of the subject site at 158 Street, are two hotel developments zoned CTA.
- Collectively, these individual commercial lots are beginning to form a strip of commercial develop along 104 Avenue from 160 Street to the core of the Guildford Town Centre at 152 Street.
- The redesignation of the subject block, therefore, is consistent will the commercial street starting to develop along 104 Avenue in this location.
- The proposed development is also in keeping with the City's policies, as outlined in the OCP, that encourage economic development in Surrey.

- The OCP promotes the concept of a complete city, balancing a high quality residential environment with a strong and sustainable local economy. One way to achieve this strong local economy is to maintain a balance between the number of City residents and the availability of jobs and business services.
- To achieve this goal, the OCP states that there should be flexibility to accommodate business development on sites that have not been specifically designated for business use.
- To help evaluate if a site is appropriate for business use, the OCP outlines a list of performance criteria against which the project should be evaluated.
- These criteria are land efficiency, increased assessment, commitment to build, demand, interface, scale and siting, integration and connectivity, and transportation/servicing.
- The proposed development addresses these performance criteria as follows:
 - The proposed project makes efficient use of the land by creating a reasonably high site coverage and by placing the majority of parking underground to avoid creating the stereotypical suburban mall.
 - The project will increase business assessment in the City.
 - The applicant, a major local developer with a proven track record, has indicated a commitment to begin construction on the project as soon as possible.
 - The marketing study commissioned by the applicant (as outlined in the following section of this report) has demonstrated that there is adequate population and income in the area to support the proposed shopping centre and that some of the adjoining neighbourhoods, especially those north of Highway No. 1, are currently poorly served by retail businesses, and in particular, grocery stores.
 - The proposed shopping centre will be screened by heavy landscaping along the west and east property lines to reduce the impact of the project on adjoining residential areas.
 - The scale of the project, consisting of six, one-storey and one, two-storey buildings, is consistent with the scale of the low-rise multiple residential and commercial development existing in the immediate vicinity of the subject site.
 - Being located on the intersection of two arterial roads and along a major bus route, the proposed project is well integrated with the community and other parts of Surrey.
 - The site is well serviced by Municipal services. The northern portion of the site, adjoining a tributary of the Serpentine River, will be set aside as riparian protection area.
- The proposed shopping centre, therefore, meets all of the performance criteria set out in the OCP, and as a result, the redesignation of the site from Urban to Commercial can be supported.

Market Study

- The applicant engaged Hume Consulting Corporation to prepare a market study on the viability and impact of the proposed shopping centre.
- The study concluded that there is sufficient population and income in the immediate vicinity of the subject site to support the proposed grocery store and other retail outlets in the proposed shopping centre.
- The study also indicated that the site possesses strong exposure to the high traffic volumes along 104 Avenue and offers convenient local and regional access, especially given its proximity to the 160 Street/Highway No. 1 interchange.
- One of the primary trade areas for the commercial centre would be the Fraser Heights neighbourhood north of Highway No. 1 that contains only one small 1,200 square metre (13,000 sq. ft.) grocery store that serves more as a "convenience store" for local residents.
- The other primary trade area immediately south of the subject site is also poorly served by large supermarkets, with the closest large supermarket being located along Fraser Highway at 152 Street in Fleetwood.
- It is also anticipated that some of the existing high density residential area between 152 Street and 148 Street north of 100 Avenue would also be serviced by the proposed shopping centre.
- The market study indicated that there would be some impact on the smaller grocery stores in the area, such as Nesters on 108 Avenue and 160 Street in Fraser Heights, and the IGA Marketplace at 108 Avenue and 148 Street, but that the impact would be within normal yearly fluctuations in the grocery market and would, in the medium term, be off-set by rising population in the area and the fact that they play a "local convenience" role in their neighbourhoods.
- Similarly, the study concludes that the T & T supermarket at 152 Street and 100 Avenue should also experience limited impact due to its role as a destination regional specialty store.
- The greatest impact of the proposed grocery store would be on other Save-On Foods stores in the area, such as the existing stores at 102 Avenue and King George Highway in City Centre (now called Price Smart Foods), and at Fraser Highway and 152 Street, and on the other large grocery store chains that also have outlets in the area, such as Safeway, with stores at 104 Avenue and King George Highway in City Centre and at 88 Avenue and 152 Street, and IGA Marketplace with a store at Fraser Highway and 160 Street.

Traffic Impacts and Traffic Study

- The subject site is bounded by two arterial roads, 104 Avenue and 156 Street, as well as by one local road, 157 Street.

- Vehicle access to the development is proposed as follows:
 - Right-in/right-out access in the middle of the site along 104 Avenue leading to the main commercial surface parking area and the underground parking area.
 - Full movement access at the north end of the commercial section of the site along 156 Street, leading to surface and underground commercial parking. In the future this access will also provide vehicle access to the proposed residential component of the project.
 - Right-in-right-out access on 156 Street approximately 82 metres (270 ft.) north of 104 Avenue.
 - Full movement access in the middle of the site along 157 Street.
- As part of the application submission, the applicant engaged Bunt & Associates Engineering to undertake a Traffic Impact Study (TIS).
- The TIS prepared by Bunt & Associates has been reviewed by both Surrey Roads & Transportation and the Ministry of Transportation.
- It is anticipated that, once complete, the commercial and future residential components of the project will attract over 800 vehicles per hour during the peak afternoon period.
- According to the TIS, the majority of the users of the site will be generated from Fraser Heights, the Guildford and Fleetwood area east of 152 Street and the Guildford area west of 152 Street equally.
- The major routes impacted by the development are 160 Street (north of 104 Avenue), 156 Street (south of 104 Avenue), 152 Street (north of 104 Avenue) and 104 Avenue (east and west of the site).
- The developer's transportation consultant identified existing capacity problems on 104 Avenue, east and west of the site, and existing capacity problems at the intersections of 160 Street/104 Avenue and 154 Street/104 Avenue.
- Due to its heavy reliance on these routes to serve its customers, the proposed development has advanced the need for capacity improvements at these locations.
- The Ministry of Transportation and the City of Surrey have discussed the possibility of an underpass at 156 Street to serve Fraser Heights residents and provide an access alternative to the 152 Street interchange and the 160 Street interchange.
- In addition, a collector road system paralleling 104 Avenue may relieve pressure on 104 Avenue.
- The City and the Ministry of Transportation are actively looking at short-term solutions to relieving the capacity problems at the interface of the municipal road network and Highway No. 1 and are working closely with the applicant to ensure that any solution that is implemented is appropriate for the development.

- Depending on the short term solution that is developed, the developer may be required to update their traffic impact study which may result in minor changes to the access to the site and which may require the applicant to provide network improvements to mitigate the impact of the development on the existing road infrastructure.
- At the very minimum, the applicant will be required to install a new traffic signal at the intersection of 104 Avenue and 157 Street to help control traffic generated by the development. (There is already a traffic signal at the intersection of 104 Avenue and 156 Street.)

PRE-NOTIFICATION AND PUBLIC INFORMATION MEETING

Pre-notification letters were sent on September 16, 2005. Staff received 4 telephone calls and 2 letters in response to the pre-notification.

- One letter was in support of the application. One telephone caller requested further information.
- One letter and three telephone callers expressed concerns with, and objections to, the proposal.
- These concerns are summarized in the following section titled "Neighbourhood Concerns".

Public Information Meeting

- The applicant held a Public Information Meeting (PIM) on Wednesday, November 2, 2005 at the Ramada Inn & Suites on 104 Avenue.
- A total of 48 persons signed the sign-in sheet at the meeting. A number of other individuals also attended the meeting but indicated that they did not wish their names and addresses recorded.
- Display boards were available for viewing by the public and 6 representatives from the applicant were on hand to provide additional information and to answer questions. A City planner was in attendance as an observer.
- The applicant circulated questionnaires that provided the public an opportunity to indicate, in writing, their comments on the proposed development.
- A total of 30 questionnaires were completed and returned.
- Responses to the questions are as follows:
 - Will you find the Centre to be an improvement to the neighbourhood? Yes - 21 No - 9
 - Will you find the Centre to be convenient? Yes - 22 No - 8
 - Do you like the overall layout and design of the centre? Yes - 23 No - 7
 - Concerned about traffic impacts Yes - 15
 - Support a Liquor Store as a permitted use Yes - 6 No - 14
- The public's comments as provided on the questionnaires are summarized in the following section titled "Neighbourhood Concerns".

Neighbourhood Concerns

Land Use

- A total of 5 questionnaire respondents and one pre-notification respondent indicated that the proposed land use was inappropriate for the area.
- Four of these individuals indicated that there were already sufficient commercial facilities within the immediate vicinity to service the needs of the community.
- Two individuals also indicated the need to review the plan and OCP designations for the entire neighbourhood when evaluating the current proposal.

Specific Retail Uses

- The questionnaire provided by the applicant at the Public Information Meeting provided a list of specific retail uses and asked respondents to indicate if they supported or did not support a specific retail use.
- Of the 30 respondents who completed the questionnaire, 14 indicated that they did not support a liquor store as part of the proposal while 6 indicated they supported such a use. The remaining 10 respondents did not give any indication either for or against.
- The C-8 Zone permits liquor stores operated by the Provincial Liquor Distribution Branch, but does not allow private liquor retail stores unless they are associated with a liquor primary license.
- The applicant has indicated that the liquor store being contemplated for the shopping centre is a liquor store operated by the Liquor Distribution Branch (LDB). LDB is, according to the applicant, actively searching for an alternative location to which they can relocate the existing outdated Guildford outlet in order to create a new "Signature Store."
- Before any private liquor retail store could be established on the site, Council would first have to approve a liquor primary establishment on the site which would require a separate land development application and which would involve consultation with neighbourhood residents.
- Any type of liquor primary establishment, such as a pub or nightclub, would, in fact require a separate land development application and would involve consultation with, and involvement of, neighbourhood residents.
- Respondents also indicated that they did not support a fast food restaurant (11), a dollar store (10) or a dry cleaner (9).
- Eating establishments, but not drive-throughs, are permitted in the C-8 Zone. The C-8 Zone also permits retail stores including "dollar stores" and dry cleaners.
- Some respondents also indicated that they did not support a pub or a nightclub on the site.

- In responding to the concerns about land uses such as fast food restaurants, dollar stores and dry cleaners, the applicant feels that the area residents who expressed concern may, in fact, be concerned that these type of "quick stop stores" may increase the amount of traffic using the site and that it is really the traffic that is their concern.
- The applicant indicates that there are five accesses to the site that will help disseminate the traffic.
- The applicant also indicates that the drive-aisles in the parking lot will be 7.6 metres (25 ft.), which is larger than the 7.0-metre (23 ft.) aisle widths required under the Zoning By-law and that parking stalls will be 2.7 metres x 5.8 metres (9 ft. x 19 ft.) which are larger than the 2.6-metre x 5.5-metre (8.5 ft. x 18 ft.) parking stall widths required under the Zoning By-law.
- The applicant maintains that these generous dimensions will greatly assist traffic flow into and through the site and will eliminate congestion, which, as a result, will not impede traffic flows in the adjoining neighbourhoods.

Traffic

- The major concern expressed with respect to the proposed development, both in response to the pre-notification and on the questionnaires, is the increased vehicle traffic that will be generated by the proposal and its impact on the adjacent community.
- The only vehicle access to the existing single family residential neighbourhood to the west of the subject is the intersection of 104 Avenue and 156 Street.
- There is a traffic signal at the intersection of 104 Avenue and 156 Street that regulates access and egress to and from the neighbourhood.
- Area residents complained, however, that the traffic congestion along 104 Avenue, particularly during rush hour and other peak periods, is so heavy that it takes quite a bit of time to actually reach the 104 Avenue/156 Street intersection that allows them to gain access to their neighbourhood and homes.
- They also indicated that, similarly, traffic along 104 Avenue is so heavy that traffic often blocks the 104 Avenue/156 Street intersection so that, even though this intersection is signalized, it is often difficult, if not impossible, to make left turns from 156 Street onto 104 Avenue.
- Area residents were concerned that the increased traffic that would be generated by the development would exacerbate the situation, making access to, and egress out of, the neighbourhood even more difficult.
- Residents on the west side of 156 Street also expressed concern with the noise, pollution and degradation of the quality of life that would result from customers and service vehicles using 156 Street to enter and exit the site. (The applicant is proposing to construct two major driveways to the site along 156 Street: one driveway in the middle of the site and one at the far north end of the site.)

- Residents also expressed concern that increased traffic would negatively impact school children trying to cross 104 Avenue to access Herald Bishop Elementary School which is located directly to the south of the subject site, across 104 Avenue.
- Some residents who support the project indicated that their support is predicated on the installation of a traffic signal at 104 Avenue and 157 Street.
- It should be noted that 104 Avenue in the vicinity of the subject site is already a major arterial road that operates in excess of design capacity for many hours of the day. It is anticipated, however, that traffic volumes will continue to increase on this stretch of 104 Avenue, with or without the construction of the proposed development.
- Also, 156 Street is currently designated as an arterial road in the City Transportation Plan and, as such, is expected to carry substantial amounts of traffic. Further, it is likely that, whether it is in the short or long term, 156 Street will eventually connect with Highway No. 1 and will provide an additional connection for Fraser Heights residents to Guildford. As a result, the volume of traffic on 156 Street will increase in the future, even if the proposed development does not proceed.
- In response to comments from area residents at the Public Information Meeting, the applicant has diminished the role of the southern most access on 156 Street by narrowing the driveway and making the access right-in only.
- Similarly, the northerly access on 156 Street has been redesigned to be right-out only and, as it is located at the far north edge of the site behind the commercial buildings, is expected to be used infrequently.
- The applicant will be installing a traffic signal at the intersection of 104 Avenue and 157 Street.

Building Design and Layout

- Nine individuals provided comments with respect to the design of the project.
- Three individuals supported the design while two individuals felt it required a landmark feature such as a clock tower with a temperature board.
- One individual suggested the removal of access points along 156 Street.
- Two individuals indicated that they had objections to the design. One individual felt the site was crowded and congested. One individual had concerns with respect to the interface between the proposed development and the existing single family dwellings to the south. The same individual had concerns with respect to the number of mature trees being removed for the development of the project.

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.

DESIGN PROPOSAL AND REVIEW

- The proposed shopping centre consists of seven buildings: a Save-On Foods supermarket and one-storey commercial building along the northern edge of the property; a two-storey building containing ground floor retail units and second storey office uses along the eastern (157 Street) edge of the property; three one-storey retail commercial building along the 104 Avenue frontage of the sited and a one-storey retail commercial buildings along the western (156 Street) edge of the site.
- The seven buildings are grouped around, and face toward, a central parking lot courtyard.
- The Save-On Foods supermarket will contain 5,083 square metres (54, 700 sq. ft.) of floor area.
- All the other proposed buildings will contain a total of 5,534 square metres (59,570 sq. ft.) bringing the total proposed floor area to 10,617 square metres (114,300 sq. ft.).
- The total proposed floor area of 10,617 square metres (114,300 sq.ft.) results in a Floor Area Ratio (FAR) of 0.4, well below the maximum FAR of 0.8 permitted in the C-8 Zone.
- The subject site is approximately 1.0 metre (3 ft.) lower than the sidewalk along 104 Avenue. Therefore, even though the buildings along 104 Avenue will be located close to the street to create a more urban and pedestrian-friendly environment, pedestrians will have to enter the shopping centre site and enter the stores from the central courtyard area.
- The supermarket reflects the standard Save-On Foods corporate design. The entry to the supermarket will be a two-storey glass wall surmounted by a curved metal roof. The majority of the exterior walls of the supermarket will be clad in galvalume-finished metal while the balance of the exterior walls will be clad in dark red brick used throughout the balance of the shopping centre.
- The other buildings on the site will have substantial amounts of glazing and will be clad, principally, in red brick veneer with areas of beige-coloured stucco for accent and relief.
- Store front window and doorframes, canopies over the doors to retail units and roof overhangs will be painted black to provide an accent colour to the complex.
- All roofs will be flat and covered with tar and gravel. The flat roofs will be hidden by parapets that extend above the rooflines on all of the buildings.
- The central courtyard will contain 162 parking spaces.

- As well as the surface parking, the applicant is proposing to construct one level of underground parking that will contain 441 parking spaces.
- The underground parking lot will be accessed from two locations within the central courtyard as well as from the north side of the site behind the commercial buildings and directly from 157 Street.
- A total of 603 on-site parking spaces will be provided, which is almost double the 319 parking spaces required under the Zoning By-law.
- In addition, the applicant is proposing to create 6 loading bays for trucks and service vehicles along the north and east edges of the site.
- The buildings along 104 Avenue will be located 4.5 metres (15 ft.) from the property line to help create a hard, urban edge along the street.
- It is anticipated that a restaurant will occupy the ground floor unit at the southeast corner of the site and that this restaurant will contain an outdoor patio or seating area along 104 Avenue that will further help enliven the street.
- As the site is lower than the sidewalk along 104 Avenue, stairs will be provided at various points along the southern property line to permit pedestrian access into the site.
- A terraced, hard-surfaced, well-landscaped entry plaza will be created on the southwest corner of the site at the intersection of 104 Avenue and 156 Street.
- The western edge of the site along 156 Street will be heavily landscaped to screen the shopping centre, the supermarket in particular, from the adjoining residential neighbourhood to the west.
- The eastern edge of the site along 157 Street will be bermed to screen the back of the buildings and the loading and service areas from 157 Street. This bermed area will be heavily landscaped.
- The northern edge of the site will have minimal landscaping. It is anticipated that screening and buffering of the northern edge of the commercial site will form part of the application for multiple family residential development on the northern portion of the site some time in the future.

ADVISORY DESIGN PANEL

ADP Meeting: February 8, 2006

- Most of the ADP suggestions have been satisfactorily addressed and are reflected on the attached plans. However, some issues remain outstanding that the applicant has agreed to address prior to final approval. The principal issues that still need to be addressed are as follows:
 1. Site Plan: Resolve major vehicular entries to the site (i.e. complex movements at south and west entries vs. ramps to underground). This item will be reviewed with the Transportation Division of the Engineering Department

2. Landscaping to be resolved to the satisfaction of the Planning Department (i.e. relationship to nearby residential uses, treatment of streetscapes, parking area, screening of ramps, islands at ends of parking stalls, special detailing at site entries, south-west corner plaza, site to be irrigated, planting on slab, disabled access).
3. Resolve grading and topography, including how exposed walls of underground parking are to be treated (i.e. design like a building face with windows).
4. Resolve interface between residential area and shopping centre, including screening loading, landscaping and lighting (i.e. non glare, pedestrian friendly, decorative).
5. CPTED issues in the underground parking and throughout the site (i.e. lighting, graffiti, surveillance, pedestrian paths vs. landscaping).
6. Building colours and finishes should be sympathetic to residential context (i.e. limit amount of galvalume on west elevation, consider grey trims and awnings instead of black).
7. Resolve location of fascia signage, and all signage details, specifically addressing the banner signs projecting above the roof on the south, west & north elevations of the food store, 3 fascia signs on the food store with no provisions made for sign bands. The commercial retail units D, E, F & G have 4 fascia signs proposed each, and details of 3 pylon signs on 104th.
8. Rooftop overview (i.e. design roof plane, minimize views of rooftop mechanical/electrical equipment, choice of roofing ballast, etc.).

BY-LAW VARIANCES AND JUSTIFICATION

(a) Requested Variance:

- To reduce the minimum front yard setback of the C-8 Zone from 7.5 metres (25 ft.) to 4.5 metres (15 ft.)

Applicant's Reasons:

- The buildings are located closer to 104 Avenue in order to create a more urban streetscape.

Staff Comments:

- Bringing the buildings closer to 104 Avenue helps create a more pedestrian- oriented urban streetscape and helps to visually reduce the width of this major arterial.
- As a result, the Planning & Development Department can support the requested variance.

(b) Requested Variance:

- To reduce the minimum rear yard setback of the C-8 Zone from 7.5 metres (25 ft.) to zero, for underground parking exit stairs.

Applicant's Reasons:

- The exit stairs must be located in this location to meet Building Code requirements.

Staff Comments:

- The exit stairs are located on the northern edge of the property, behind the commercial buildings and next to the service vehicle access aisle.
- The lands to the north next to the exit stairs are within the stream setback protection area of a tributary of the Serpentine River and will remain in their natural vegetated state.
- The exit stairs, therefore, will not have an impact on the adjacent lands to the north.
- As a result, the Planning & Development Department can support the requested variance.

(c) Requested Variance:

- To waive the regulation prohibiting the placement of a garbage enclosure in any required setback adjacent to a residential lot.

Applicant's Reasons:

- The proposed garbage container location is the most convenient for the freestanding commercial buildings along 104 Avenue and the most convenient in terms of access for the garbage truck.

Staff Comments:

- The garbage bins will be enclosed by a concrete retaining wall clad in red brick to match the cladding on the commercial buildings.
- Doors will be located on the east side of the garbage enclosure to screen the garbage bin from the central parking courtyard.
- The garbage enclosure is approximately 1.0 metre (3 ft.) below the level of the sidewalk on 156 Street and will be screened from the sidewalk by heavy planting.
- The garbage enclosure, therefore, will not impact pedestrians on the sidewalk along 156 Street or the single family properties across 156 Street to the west.
- As a result, the Planning & Development Department can support the requested variance.

(d) Requested Variance:

- To reduce the minimum western side yard setback of the C-8 Zone from 7.5 metres (25 ft.) to 1.8 metres (5 ft.) for the garbage enclosure.

Applicant's Reasons:

- The proposed garbage container location is the most convenient for the freestanding commercial buildings along 104 Avenue and the most convenient in terms of access for the garbage truck.

Staff Comments:

- The garbage bins will be enclosed by a concrete retaining wall clad in red brick to match the cladding on the commercial buildings.
- Doors will be located on the east side of the garbage enclosure to screen the garbage bin from the central parking courtyard.
- The garbage enclosure is approximately 1.0-metre (3 ft.) below the level of the sidewalk in 156 Street and will be screened from the sidewalk by heavy planting.
- The garbage enclosure, therefore, will not impact pedestrians on the sidewalk along 156 Street or the single family properties across 156 Street to the west.
- As a result, the Planning & Development Department can support the requested variance.

(e) Requested Variance:

- To vary Section 27(2)(a) of the Sign By-law to allow two fascia signs, rather than one fascia sign on the south façade of the Save-On grocery store

Applicant's Reasons:

- The building is 73 metres (240 ft.) in length and two fascia signs are needed along the 104 Avenue façade as part of the standard Save-On design.

Staff Comments:

- The building façade along 104 Avenue is quite long, 73 metres (240 ft.) in length, and having two fascia signs along the southern face of the building is in keeping with the scale and size of the structure.
- As a result, the Planning & Development Department can support the requested variance.

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, Floor Plans, Elevations and Landscape Plans
Appendix IV.	Area OCP Designations
Appendix V.	Existing Area Land Uses
Appendix VI.	Proposed OCP Amendment
Appendix VII.	Engineering Summary
Appendix VIII.	Ministry of Transportation
Appendix IX.	ADP Comments and Applicant's Response
Appendix X.	Development Variance Permit No. 7905-0245-00

INFORMATION AVAILABLE ON FILE

- Detailed Engineering Comments dated April 7, 2006.
- Arborist Report dated Spring 2005.
- Market Study prepared by Home Consulting Corporation dated May 2005.
- Traffic Study prepared by Bunt & Associates Engineering.
- Soil Contamination Review Questionnaire prepared by R.A. Johnson dated July 25, 2005.

How Yin Leung
Acting General Manager
Planning and Development

GAG/kms

Information for City Clerk

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

1. (a) Agent: Name: Michael Burton-Brown
 Address: 10th Floor, 675 West Hastings Street
 Vancouver, B.C.
 V6B 1N2
 Tel: 604-669-4041

2. Properties involved in the Application
 - (a) Civic Address: 15611/19/41/59/73/89 - 104 Avenue; 15644/58/72 - 104A Avenue; 10441/73 - 157 Street, 10432/58/72/82 - 156 Street and **Portion of 10492 - 156 Street**, portion of 10491 - 157 Street; Portion of 104 Avenue Lane; Portion of 104A Avenue and Portion of 104A Avenue lane, dedicated on Plan 1832

 - (b) Civic Address: 15611 - 104 Avenue
 Owner: 673168 B.C. Ltd.
 PID: 002-998-459
 Lot 6 Except Part Dedicated Road on Plan LMP54233 Section 22 Block 5 North Range 1 West New Westminster District Plan 14826

 - (c) Civic Address: 15619 - 104 Avenue
 Owner: 673168 B.C. Ltd.
 PID: 010-017-933
 Lot 5 Section 22 Block 5 North Range 1 West New Westminster District Plan 14826

 - (d) Civic Address: 15641 - 104 Avenue
 Owner: 673168 B.C. Ltd.
 PID: 007-843-976
 Lot 4 Section 22 Block 5 North Range 2 West New Westminster District Plan 14826

 - (e) Civic Address: 15659 - 104 Avenue
 Owner: 673168 B.C. Ltd.
 PID: 010-017-925
 Lot 3 Section 22 Block 5 North Range 1 West New Westminster District Plan 14826

 - (f) Civic Address: 15673 - 104 Avenue
 Owner: 673168 B.C. Ltd.
 PID: 000-987-964
 Lot 2 Section 22 Block 5 North Range 1 West New Westminster District Plan 14826

- (g) Civic Address: 15689 - 104 Avenue
Owner: 673168 B.C. Ltd.
PID: 010-017-909
Lot 1 Section 22 Block 5 North Range 1 West New Westminster District
Plan 14826
- (h) Civic Address: 10432 - 156 Street
Owner: 673168 B.C. Ltd.
PID: 003-896-641
Lot 7 Section 22 Block 5 North Range 1 West New Westminster District
Plan 14826
- (i) Civic Address: 15644 - 104A Avenue
Owner: 673168 B.C. Ltd.
PID: 010-017-941
Lot 8 Section 22 Block 5 North Range 1 West New Westminster District
Plan 14826
- (j) Civic Address: 15658 - 104A Avenue
Owner: 673168 B.C. Ltd.
PID: 010-017-968
Lot 9 Section 22 Block 5 North Range 1 West New Westminster District
Plan 14826
- (k) Civic Address: 15672 - 104A Avenue
Owner: 673168 B.C. Ltd.
PID: 010-017-984
Lot 10 Section 22 Block 5 North Range 1 West New Westminster District
Plan 14826
- (l) Civic Address: 10441 - 157 Street
Owner: 673168 B.C. Ltd.
PID: 010-018-026
Lot 11 Section 22 Block 5 North Range 1 New Westminster District
Plan 14826
- (m) Civic Address: 10458 - 156 Street
Owner: 673168 B.C. Ltd.
PID: 009-390-774
Lot 2 Section 22 Block 5 North Range 1 West New Westminster District
Plan 10836
- (n) Civic Address: 10473 - 157 Street
Owner: 673168 B.C. Ltd.
PID: 001-816-523
Parcel One (Exp. Plan 10354) of Lot A Section 22 Block 5 North Range 1 West
New Westminster District Plan 4913

- (o) Civic Address: 10472 - 156 Street
Owner: 673168 B.C. Ltd.
PID: 000-731-595
Lot 1 Section 22 Block 5 North Range 1 West New Westminster District
Plan 10836
- (p) Civic Address: 10482 - 156 Street
Owner: 673168 B.C. Ltd.
PID: 009-845-097
Lot "A" Section 22 Block 5 North Range 1 West New Westminster District
Plan 13644
- (q) Civic Address: 10492 - 156 Street
Owner: 673168 B.C. Ltd.
PID: 002-249-081
Lot "B" Section 22 Block 5 North Range 1 West New Westminster District
Plan 13644
- (r) Civic Address: 10516 - 156 Street
Owner: 673168 B.C. Ltd.
PID: 009-124-705
Lot A Section 22 Block 5 North Range 1 West New Westminster District
Plan 22245
- (s) Civic Address: 10538 - 156 Street
Owner: 673168 B.C. Ltd.
PID: 011-054-905
Lot 1 Except: Part Subdivided by Plan 22803 Section 22 Block 5 North Range
1 West New Westminster District Plan 3948
- (t) Civic Address: Portion of 10491 - 157 Street
Owner: 673168 B.C. Ltd.
PID: 009-845-101
Lot "C" Section 22 Block 5 North Range 1 West New Westminster District
Plan 13644
- (u) Portion of 104A Avenue, portion of the lane between 104 Avenue and 104A
Avenue and portion of lane between 104A Avenue and 105 Avenue, all
dedicated on Plan 1832

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 and portion of road allowance.
- (c) Application is under the jurisdiction of MOT.

File No. 1-006-22777
- (d) Proceed with Public Notification for Development Variance Permit No. 7905-0245-00.

DEVELOPMENT DATA SHEET

Proposed Zoning: C-8

Required Development Data	Minimum Required / Maximum Allowed	Proposed
LOT AREA* (in square metres)		
Gross Total		28,452 m ²
Road Widening area		1,855 m ²
Undevelopable area		
Net Total		26,597 m ²
LOT COVERAGE (in % of net lot area)		
Buildings & Structures	50%	35%
Paved & Hard Surfaced Areas		40%
Total Site Coverage		75%
SETBACKS (in metres)		
Front	7.5 m	4.5 m
Rear	7.5 m	7.5 m
Side #1 (West)	7.5 m	7.5 m
Side #2 (East)	7.5 m	7.5 m
BUILDING HEIGHT (in metres/storeys)		
Principal	12.0 m	11.7 m
Accessory	4.5 m	
NUMBER OF RESIDENTIAL UNITS		
Bachelor		
One Bed		
Two Bedroom		
Three Bedroom +		
Total		
FLOOR AREA: Residential		
FLOOR AREA: Commercial		
Retail		
Office		
Total	21,278 m ²	10,617 m ²
FLOOR AREA: Industrial		
FLOOR AREA: Institutional		
TOTAL BUILDING FLOOR AREA	21,278 m ²	10,617 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)	0.8	0.4
AMENITY SPACE (area in square metres)		
Indoor		
Outdoor		
PARKING (number of stalls)		
Commercial	319	603
Industrial		
Residential Bachelor + 1 Bedroom		
2-Bed		
3-Bed		
Residential Visitors		
Institutional		
Total Number of Parking Spaces	319	603
Number of disabled stalls	7	15
Number of small cars		
Tandem Parking Spaces: Number / % of Total Number of Units		
Size of Tandem Parking Spaces width/length		

Heritage Site	NO	Tree Survey/Assessment Provided	YES
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CONTOUR MAP FOR SUBJECT SITE

