

City of Surrey
PLANNING & DEVELOPMENT REPORT

File: 7909-0099-00

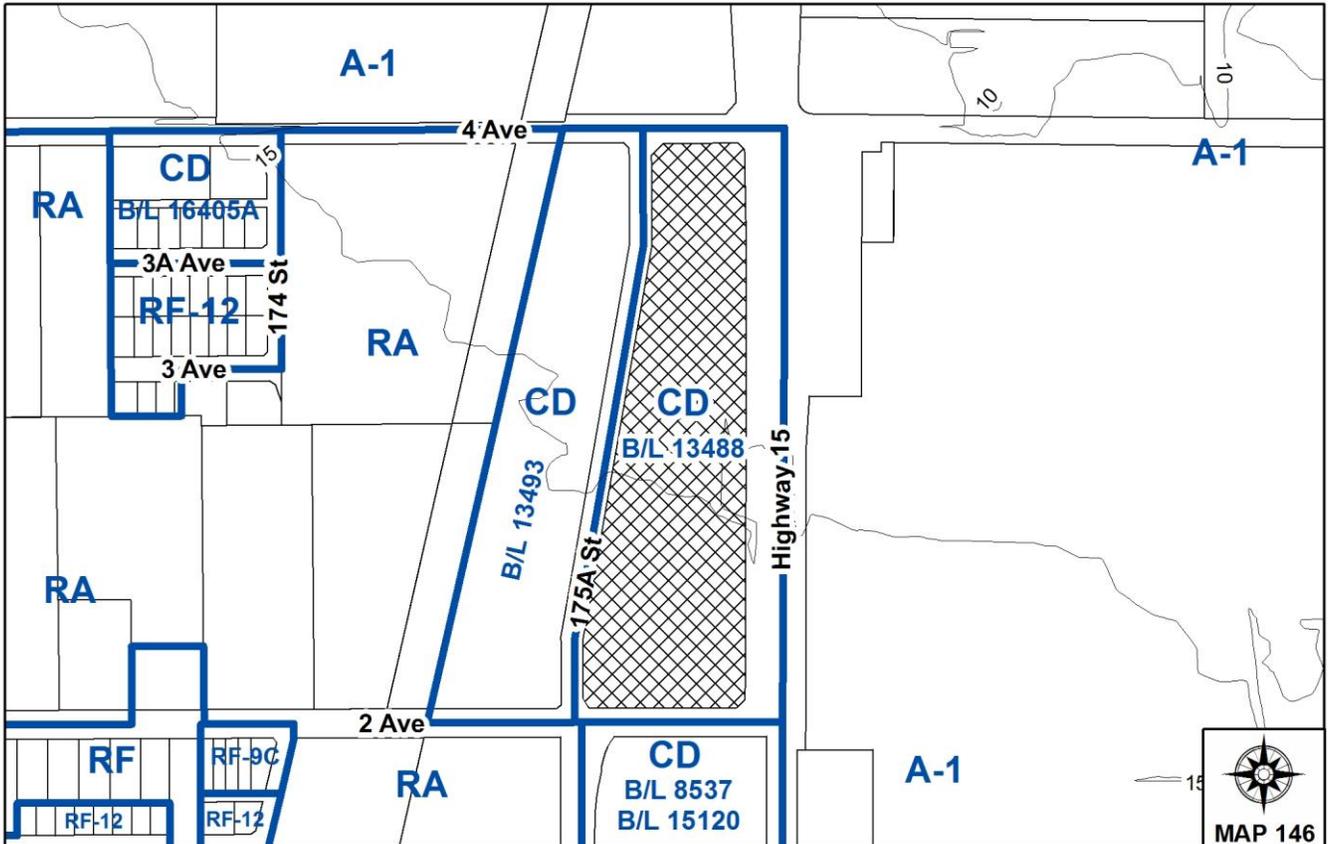
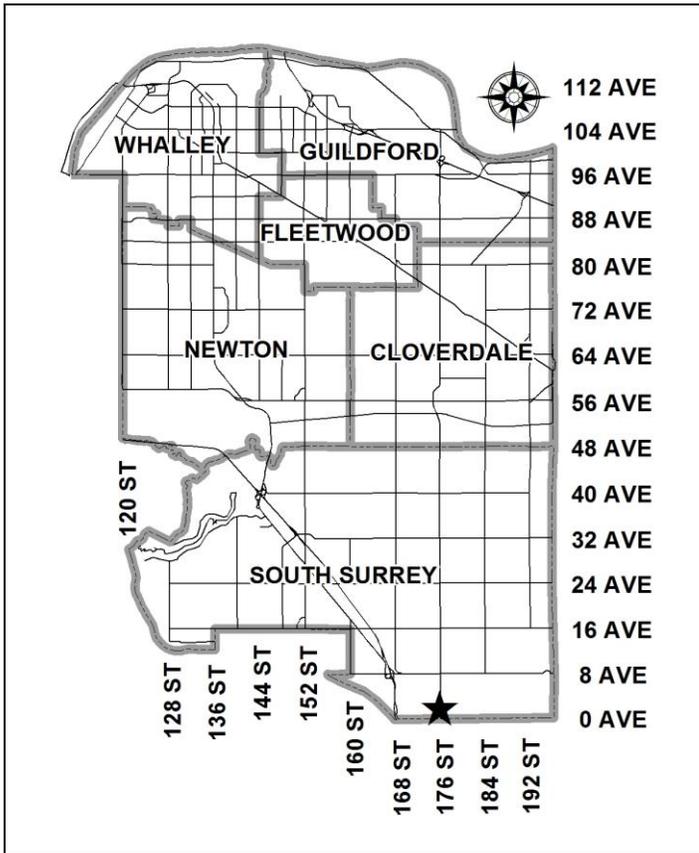
Planning Report Date: September 14, 2009

PROPOSAL:

- **Partial OCP Amendment** from Commercial to Industrial
- **Rezoning** from CD to CD (based on IB & CHI)
- **Development Permit**

in order to permit the future development of an Industrial Business Park, Commercial Retail Uses and Hotel.

LOCATION: 17565 - 2 Avenue
OWNERS: Paro Properties Inc. et al
ZONING: CD (By-law No. 13488)
OCP DESIGNATION: Commercial
LAP DESIGNATION: Tourist Village



RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for:
 - Partial OCP Amendment; and
 - Rezoning.
- Approval to draft Development Permit.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- The subject site is currently designated "Commercial" in the OCP and "Tourist Commercial" in the 1987 Douglas Local Area Plan (the LAP).
- The applicant is proposing that the southerly 2.43 ha (6.01 acres) be redesignated to "Industrial" in the Official Community Plan (OCP) to allow for the development of an Industrial Business Park.
- The applicant is proposing that the site be redesignated "Tourist Commercial/Business Park" in the Douglas Local Area Plan.

RATIONALE OF RECOMMENDATION

- Partially complies with OCP Designation and the LAP Designation.
- The proposed development supports the intent of the OCP to allow for employment uses on the site that serve the community and travelling public in a gateway location.
- A portion of the site was previously designated "Industrial" in the OCP.

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to amend the OCP by redesignating the portion of the subject site shown in Appendix VI from "Commercial" to "Industrial" and a date for Public Hearing be set.
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 subject site 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.
4. Council authorize staff to draft Development Permit No. 7909-0099-00 in accordance with the attached drawings (Appendix II).
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) submission of a subdivision layout to the satisfaction of the Approving Officer;
 - (c) approval from the Ministry of Transportation and Infrastructure;
 - (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) resolution of all urban design issues to the satisfaction of the Planning and Development Department; and
 - (g) registration of reciprocal access agreements and a Section 219 Restrictive Covenants for shared parking amongst future lots.
6. Council pass a resolution to amend the 1987 Douglas Local Area Plan from "Tourist Village" to "Tourist Village/Business Park" when the project is considered for final adoption.

REFERRALS

Engineering: The Engineering Department has no objection to the project subject to the completion of Engineering servicing requirements as outlined in Appendix III.

Ministry of Transportation & Infrastructure (MOTI): MOTI has no objection to the proposed use subject to there being no direct access to Highway No. 15 and the 2nd Avenue access being restricted to one right-in/left-out access.

SITE CHARACTERISTICS

Existing Land Use: Vacant lot.

Adjacent Area:

Direction	Existing Use	OCP Designation	Existing Zone
North (Across 4 th Avenue):	Partially treed lot within the Agricultural Land Reserve.	Agricultural	A-1
East (Across Highway No. 15):	Farm land within the Agricultural Land Reserve.	Agricultural	A-1
South (Across 2 nd Avenue):	Tourism and Commercial (Tudor Inn and a Duty Free Store).	Commercial	CD
West (Across 175A Street):	Douglas Point townhouse strata.	Urban	CD

JUSTIFICATION FOR PLAN AMENDMENT

- The applicant proposes to amend the OCP to redesignate the south 2.43 ha (6.01 ac) portion of the site from "Commercial" to "Industrial" in order to support a light industrial business park use.
- Since the site was designated "Commercial" in the OCP, Highway No. 15 has transitioned to a major truck corridor with Provincial Ministry controls and the commercial border crossing truck movements are adjacent to the site on two sides.
- With a light industrial business park use enhanced with 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 proposal also adds employment uses, and diversifies services on the site.
- A portion of the site was previously designated "Industrial" in the OCP.

DEVELOPMENT CONSIDERATIONS

- The subject site is 17565 2nd Avenue, and is located in the Douglas area, directly adjacent to Highway No. 15 (176th Street). The site is located between 2nd and 4th Avenues and 175A Street and Highway No. 15 (176th Street).
- To the west, across 175A Street, is the Douglas Point Townhouse site, which contains 75 ground-oriented townhouses.
- The site is immediately north of the road entry to the parking and truck staging area for the Pacific Highway Border Crossing.
- The site is approximately 3.6 hectares (9 acres) in size and an unusual and narrow 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).
- The site is designated "Commercial" in the Official Community Plan (OCP), "Tourist Village" in the 1987 Douglas Local Area Plan, and is currently zoned "Comprehensive Development" (CD Bylaw No. 13488).
- The applicant proposes an amendment to the OCP and LAP, rezoning the site from the existing CD Zone to a new CD Zone, a general development permit for the conceptual site layout and buildings, and subdivide into three (3) lots.

Background - Previous Applications

- In 1998, the subject site was redesignated from a split designation of "Commercial" and "Industrial" to "Commercial" in the OCP. At that time, it was rezoned to a Comprehensive Development (CD) Zone (By-law No. 13488) under Development Application No. 7997-0193-00 to accommodate a community shopping centre and tourist accommodation area. The CD Zone allowed a wide range of retail, service commercial and office uses, including tourist accommodation, assembly halls, hotels and pubs. This CD Zone is the current zoning on the site.
- At the same time, Council approved the residential townhouse zoning on the site west across 175A Street (now Douglas Point townhouses).
- On November 4, 2002, Council considered the Development Permit (No. 7902-0272-00) for the subject site for development of a banquet hall and hotel, and through resolution authorized staff to proceed with drafting of the Development Permit, with detailed design to be finalized in conjunction with input from the neighbours.
- The adjacent property owner to the west, the Douglas Point townhomes, made a legal challenge of this Council resolution. The Court upheld the challenge and the resolution was quashed on the basis that the proposed banquet hall as the principal use on the site was contrary to the primary 'Intent' of the CD Zone, which was to accommodate a commercial shopping centre and tourist accommodation. Consequently, Council rescinded the resolution.

- 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 in order to expand the uses on the site to include a banquet hall facility as the primary use on the site. The proposal was denied by Council.
- Since 2003, the Ministry of Transportation & Infrastructure widened Highway No. 15 and has introduced a FAST lane to expedite commercial goods movement at the border. The commercial truck crossing has also been routed a portion of the way along 2nd Avenue. The subject site is often blocked on the east 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 solely as commercial centre. The changes also compromise ease of traffic movement on and off the site, which is detrimental to a commercial site trying to capture highway traffic customers to stay economically viable.
- The Highway changes in the area resulted in greater constraints that affect the viable uses for the site. In 2005, Development Application No. 7905-0079-00 proposed a mix of Commercial and Business Park uses. The rezoning By-law for this application was supported by Council and given Third Reading in October 2006.
- Subsequent to Third Reading for the above proposal however, the ownership of the site changed again and the new owners have further investigated the potential of the site and decided to pursue a new application (Development Application No. 7909-0099-00, the subject of this report) to adjust the proposed uses for the site to better meet the potential market and variety of development challenges evident on this site.

Current Proposal

- The current proposal (Development Application No. 7909-0099-00) for the site is to mix commercial and tourist accommodation (hotel) uses on the northern third of the site, and develop a light industrial Business Park use, along with a retail component, on the southern two thirds of the property.
- The mix of uses proposed is a combination of Highway Commercial Industrial Zone (CHI) and Business Park Industrial (IB). It includes uses in the current zoning for the site, which permits tourist accommodation (hotel) and commercial retail, with that of the last proposal to introduce the Business Park element on the southern portion of the site.
- The site is proposed to be subdivided into three lots:
 - a south lot, Lot 1, of 2.43 ha (6 acres) intended primarily for industrial business park uses;
 - a middle lot, Lot 2, 0.88 ha (2.17 acres) with a commercial retail/office building and limited service hotel, and
 - a north lot, Lot 3, 0.35 ha (0.87 acres) in size, with a commercial retail building and drive-through restaurant.

- Proposed Lot 1 covers the southern two thirds of the site, with mixed small-unit industrial business park space in five two-storey buildings, with a total floor space of 18,149 square metres (195,368 square feet). The primary purpose for this area is small warehouse units with roll up overhead doors where required, that can be accessed with small commercial vehicles and panel vans. None of the units is proposed to have loading docks. Site coverage is 39% and FAR is proposed at 0.75.
- This portion of the site is proposed to have two access points: one at 2nd Avenue and one on 175A Street.
- The proposal for the middle lot, Lot 2, is a four storey, 120 room hotel fronting Highway No. 15 with the parking located on the west side of the building. The second building is a 2,218 square metre (23,880 sq.ft.) two-storey commercial retail/office building. Site coverage is 26% and FAR is proposed at 0.78 with the hotel forming 0.52 of the FAR calculation.
- Lot 3 on the northern portion of the site, has a one-storey commercial retail building of 480 square metres (5,170 sq. ft.) and a 289 square metre (3,115 sq.ft.) drive-through restaurant. The site coverage is 22% and the FAR is 22%.
- The northerly lots are proposed to be accessed from two accesses on 175A Street, for a total of three access points on 175A Street. Reciprocal access and parking agreements will be required for all three lots due to the comprehensive design of the site and the potential to move through the site from one end to the other.
- The application has met the parking requirements of the City of Surrey Zoning By-law by providing 369 parking spaces on the site. Each proposed lot satisfies the parking requirements of the proposed uses and floor area on the lot.

General Development Permit

- The applicant is proposing a General Development Permit for the site to establish the general layout, access point and landscaping requirements. The Building Design is conceptual and will be included in the General Development Permit with detailed design guidelines based on the design guidelines in the OCP. Subsequent Development Permit applications will be required for each lot that will further address the form and character of the site and buildings in detail, as well as specific landscaping requirements.
- The internal site layout of the proposal has been designed to accommodate light commercial vehicles (such as cube vans and small trucks) on the south portion of the site, but discourage their movement to the north 'commercial' area.
- While large trucks can access the site for deliveries, the north part of the development has been 'disconnected' from the south part of the site through the creation of a lane with a height restrictor bar to prevent large truck traffic short cutting through the site and further discourage commercial trucks from entering the site at the north end to access the south business park area. These measures are being taken to limit traffic impact on the residential townhouse development and limit commercial traffic from intruding into a residential community.

- Measures are being taken on 175A Street for traffic calming with curb extensions, crosswalk, traffic button at the 2nd Avenue and 175A Street intersection, and speed humps on 175A Street in order to discourage commercial truck traffic from routing or shortcutting along this street while allowing traffic to proceed as necessary to the RV Park to the south.
- The Ministry of Transportation & Infrastructure requires access restriction at the 2nd Avenue access to right-in/left-out only, due to the potential conflict with heavy truck traffic and the desire to minimize impact on the residential development. A restrictive covenant will be required to guarantee that site will have only right-in and left out traffic at 2nd Avenue.

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 and Commercial Designations in the OCP permit CHI and IB uses;
 - Commercial uses are desirable at this location to serve the surrounding residents;
 - Consistent with the IB zone, the industrial uses are limited to business park and office park uses, fully contained within buildings and having no external impacts;
 - The applicant is gearing the site to cater to commercial uses and 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 the CHI zones used as a basis for the proposed CD Zone for the site.

Section	Existing CD Zone	IB Zone	CHI Zone	Proposed CD Zone
Intent	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.	Commercial and related uses on large lots requiring exposure to a major highway.	Comprehensive design of an industrial business park with light impact industrial, offices, service uses and commercial uses with no nuisance outside of enclosed buildings.
Permitted Uses	<ul style="list-style-type: none"> • Retail stores • Personal service uses • General service uses • Eating establishment excluding drive-through restaurants • Neighbourhood pubs • Office uses • Parking facilities • Automotive service uses • Indoor recreational facilities 	<ul style="list-style-type: none"> • Light impact industry with some retail component. • Office uses • General services uses • Warehouse uses • Distribution centres • Limited personal service uses • Recreation facilities • Eating establishments excluding drive-through restaurants 	<ul style="list-style-type: none"> • Automotive service uses of vehicles less than 5,000 kg. • Eating establishments including drive-through restaurants • General service uses • Beverage container return • Indoor recreational facilities • Light impact industry • Tourist 	<p><u>Block A</u></p> <ul style="list-style-type: none"> • Light impact industry with some retail component. • Automotive service uses for vehicles under 5,000 kg • Warehouse uses • Distribution centres <p><u>Blocks A and B</u></p> <ul style="list-style-type: none"> • Office uses • Retail stores, • Eating

Section	Existing CD Zone	IB Zone	CHI Zone	Proposed CD Zone
	<ul style="list-style-type: none"> Entertainment uses Assembly halls Community services Child care centres Tourist accommodation Caretaker suites 	<ul style="list-style-type: none"> Community services Assembly halls limited to churches Child care centres Caretaker units 	<ul style="list-style-type: none"> accommodation Parking facilities Retail stores (limited) Warehouse uses Sales and rentals of vehicles Assembly halls Community Services Office uses (limited) 	<ul style="list-style-type: none"> establishments including drive-through restaurant Two caretaker units Tourist accommodation Accessory caretaker units and personal service uses.
Density (max.)	FAR of 0.80.	FAR 0.75	FAR of 1.0, tourist accommodation limited to 0.50.	FAR of 0.80, with tourist accommodation limited to 0.52.
Lot Coverage	50%	45%	50%	50%
Yards and Setbacks	7.5 metres for all setbacks.	7.5 metres for all setbacks.	7.5 metres for all setbacks.	<u>Blocks A and B</u> 7.5 metres for all setbacks with the exception of the east setback on Block B, which is 6.0 metre setback.
Building Height	12 metres.	12 metres	9 metres	12 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 mix this style of development with that of a lower Highway 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, major highway and border crossing).
- Recreation facilities, assembly hall, and church have been eliminated as uses due to the site constraints. Pubs and liquor stores also were not included due to neighbourhood concern.
- The majority of the buildings on the site meet or exceed the required 7.5 metre (25 ft.) setback requirement. However, the hotel is proposed at 6.0 metres (20 ft.) setback from the east side of the property.
- The applicant originally proposed the hotel on the west side overlooking 175A Street and the residential units. They moved the building to the east side in response to the concerns expressed by the Douglas Point residents and have proposed to bring it as close to the property line away from the residential units as possible.
- Given that the hotel will be a focal point for the site and that there is a substantial distance between the building and the actual Highway pavement (greater than 7.5 metres), the smaller setback can be supported.

Existing Vegetation and Proposed Landscaping

- 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 bermed edge on the western side of the property to create a minimum 3 metres (10 feet) at the narrowest portion, and typically 5 metres (16.5 ft.)

of buffer between the site buildings and the Douglas Townhouse development. The minimum landscaping expected adjacent to Highway No. 15 is 2-3 metres (10 ft.).

- The applicant also proposes to work with the Ministry of Transportation and Infrastructure and the City of Surrey to locate the appropriate landscaping off-site.

PRE-NOTIFICATION AND PUBLIC CONSULTATION

Pre-notification letters were sent on June 12, 2009 and staff received 4 letters of concern. Additional phone calls were received requesting more information. The concerns are summarized with the Public Consultation concerns below.

The applicant held a Public Information Meeting on July 7, 2009 and subsequently met with the Douglas Point townhouse strata to advise of response to concerns and overview the plans being prepared to proceed to Council.

July 7, 2009 PIM:

- Invitations were sent to 193 households and an advertisement was placed in the Peace Arch News on Wednesday June 24, 2009.
- 40 people attended the PIM.
- 8 people completed the questionnaires and responded to the applicant. An additional 2 persons completed the questionnaires and forwarded them to the City within two weeks. Subsequent questionnaires were submitted to the City.
- The concerns identified in the letters and the questionnaires came mainly from the Douglas Point townhouse residents, and have been included in the summary below.

Concerns - Proposed Hotel

- Concerns were expressed about the four-storey height due to massing and overlook as there could be a loss of privacy and safety for adjacent residents, the noise and traffic associated with a 24 hour, seven day a week business next door to residential, and the potential for a liquor license or banquet hall facility to support the hotel.
 - *The Hotel can be built at this height under the existing zoning.*
 - *Due to concerns, the Hotel has been moved to the east side of the site adjacent to 176 St. With the hotel moved to the 176 frontage, the actual two-storey commercial building massing along 175A St. is 52 metres in length, or 29% of the total commercial street frontage. Consequently, massing impact and loss of privacy and safety for the adjacent residents west of 175A Street has been addressed. Similarly, concerns by the residents related to noise and traffic associated with the operation on residents in adjacent residential area west of 175A St. are also addressed by the new location. The hotel will have no openings above the main floor so very little noise will emanate from the building and it will provide a noise and visual*

buffer from 176 St. traffic for the adjacent residential area west of 175A St.

- *The proposed hotel is a limited service use and does not accommodate a liquor license or banquet hall. There will also be no large convention meeting rooms included in the facility. Only a small guest seminar type meeting room is contemplated. Having a 24 hour business will add security to the area as employees will act as eyes on the street.*

Concerns - Proposed Business Park Industrial Use

- Concerns were expressed about the height of the buildings on 175A Street (massing and overlook), increasing truck traffic to the area and the noise and congestion that results, particularly along 175A Street next to the residences. In addition, there were concerns about the noise and potential off-site impacts associated with the uses within the site and mechanical units.
 - *The Business Park buildings are only two storeys in height (approximately 8.5 metres or 28 feet). This conforms to the height of the buildings allowed under the existing zoning. In addition, the actual building frontage along 175A street is 152 m, or 62% of the total Business Park street frontage. The low height combined with the proposed landscape buffer, which will include berms, along 175A St., will reduce the massing and perceived impact of residents west of 175A Street.*
 - *Traffic calming devices are proposed on 175A Street.*
 - *There should be limited noise from the buildings as businesses must conduct their activity within the confines of their unit and there is no outside storage or activities allowed. In addition, mechanical systems will be screened and noise dampened in compliance with City regulations and Provincial Building code such that off-site impacts related to noise, etc. will be to levels similar to other non-residential developments adjacent to residential areas in Surrey. The buildings themselves will act as a noise barrier to the Highway No. 15 traffic noise.*

Concerns - Proposed Drive-Through Restaurant

- Concern was expressed about increases in traffic and the noise/smell that may result from a drive-through restaurant.
 - *The Drive-Through Restaurant is located in the north-east corner of the Commercial Centre adjacent to 176 Street, well away from the residential area west of 175A St. Retail building H acts as a noise barrier between the drive thru and the residents. The buildings will serve as noise buffers and odours will be controlled through appropriate mechanical systems within the building. It is normal practice to install odor scrubbers in restaurants to deal with odours. Vehicle access and traffic circulation will be handled on-site. Sufficient stacking length is provided for at least 10 vehicles. Consequently, overflow either to the adjacent parking lot or as far west as 175A Street is not expected..*

Traffic and Access

- Concern was expressed about increasing traffic in this area due to the fact that access in and out of the community is often blocked by the commercial truck traffic queuing for the border crossing.

- *While the proposed development will generate traffic typical for such a facility, the proposed on-site circulation and accesses will direct traffic principally to the existing 2nd. Ave and 4th. Avenue signalized intersections, which are intended to effectively address access to/from the community to 176 Avenue, including truck queuing.*
- Concern was expressed about increasing traffic around the Douglas Point townhouse strata due to noise and pollution.
 - *Although the centre will generate additional traffic, the proposed access points and traffic access/egress restrictions (e.g. right-in/left out at 2nd. Ave) and on-site circulation system will adequately distribute traffic around the centre and as such reduce potential noise and pollution in an acceptable manner similar to developments elsewhere in Surrey that have a commercial/business park interface with residential communities.*
- Concern was expressed about parking on 175A Street as overflow from the project site.
 - *All the uses on the site provide parking stalls in excess of the Bylaw requirement therefore there should be adequate on-site parking.*
- Concern was expressed about the number of access points from the project onto 175A Street.
 - *The three (3) access points to the project onto 175A Street are necessary to ensure efficient access/egress to both the Business Park and Commercial Centre. The applicant believes that providing three access points on 175A St. will reduce traffic from concentrating at one particular point. As 175A Street has no vehicle access to the adjacent residential area, the proposed three access driveways are considered appropriate for the project. In addition, the 175A Street access to the Business Park is required (in addition to the 2nd. Avenue access) to provide two means of access/egress thereby providing both more efficient traffic movement around the site as well as more effective on-site traffic circulation. The two access points to the Commercial Centre similarly provide more efficient access/egress to the site. The access driveways will allow distribution of the traffic on 175A street, reducing stacking and idling on the road at the point of entry on the public street as well as on-site. Internally, the two access points will provide more efficient on-site circulation as a single point of access is considered undesirable.*

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 designs for the site are conceptual only for the General Development Permit. Subsequent detailed Development Permit applications will have to conform to the general concept and design guidelines and provide detailed architectural and site drawings and details for review.
- The general form and character of the buildings in industrial business park is a modern industrial business park with office style glazing, clean lines, reveals in the concrete to add visual interest to the building, and glazing on both the first and second storeys. Paint colours would be variations of earth tones with metallic accents, masonry and glass canopies. Of particular importance will be the substantial glazing required for the industrial buildings facing 175A Street.
- The commercial buildings have the same features, with articulated rooflines and the introduction of a cornice at the roofline with prominent corners.
- The hotel will have a high standard of design with architectural features at both front and rear of the building and accents that relate to the surrounding architecture and materials.
- Buildings that side onto Highway No. 15 will address the street as a front of building, with glazing and entry features (no blank walls).
- Landscaping is proposed within the site between parking areas and against the building to break up the expanse of the parking areas. Landscaping has been proposed around the perimeter to create a lush edge treatment and provide substantial buffering to the townhousing to the west, as well as introducing landscaping along Highway No. 15. Landscaping is not finalized.
- Corner features will be developed at detailed development permit stage for the 4th and 2nd Avenue intersections with Highway No. 15 to create a gateway type of feel.
- A detailed Development Permit for one building on the site will proceed to the next Council Meeting, for review in advance of the Public Hearing for this proposal.

ADVISORY DESIGN PANEL

This application went to Advisory Design Panel on September 3, 2009. Most ADP suggestions have been satisfactorily addressed except the following which will be addressed before final approval:

- Landscaping and pedestrian circulation.

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.	Proposed Subdivision Layout, Site Plan, Building Concepts and Landscape Plans
Appendix III.	Engineering Summary
Appendix IV.	ADP Comments
Appendix V.	Proposed CD Zone
Appendix VI.	OCP Redesignation Map
Appendix VII.	Douglas Community Plan (LAP)

INFORMATION AVAILABLE ON FILE

- Site Plan and Landscape Plans prepared by Michael Barley and DMG Landscaping respectively, dated September 4, 2009.

Jean Lamontagne
General Manager
Planning and Development

TW/kms

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SUBDIVISION DATA SHEET

Proposed Zoning: CD (based on CHI and IB)

Requires Project Data	Proposed
GROSS SITE AREA	
Acres	9.05 ac
Hectares	3.76 ha
NUMBER OF LOTS	
Existing	1
Proposed	3
SIZE OF LOTS	
Range of lot widths (metres)	43 m to 231 m
Range of lot areas (square metres)	3,518 m ² to 24,323 m ²
DENSITY	
Lots/Hectare & Lots/Acre (Gross)	
Lots/Hectare & Lots/Acre (Net)	
SITE COVERAGE (in % of gross site area)	
Maximum Coverage of Principal & Accessory Building	34.5%
Estimated Road, Lane & Driveway Coverage	52.8%
Total Site Coverage	87.3%
PARKLAND	
Area (square metres)	n/a
% of Gross Site	n/a
	Required
PARKLAND	
5% money in lieu	YES
TREE SURVEY/ASSESSMENT	
	NO
MODEL BUILDING SCHEME	
	NO
HERITAGE SITE Retention	
	NO
BOUNDARY HEALTH Approval	
	NO
DEV. VARIANCE PERMIT required	
Road Length/Standards	NO
Works and Services	NO
Building Retention	NO
Others	NO

DEVELOPMENT DATA SHEET

Existing Zoning: CD/CD

Required Development Data	Minimum Required / Maximum Allowed	Proposed
LOT AREA* (in square metres)		
Gross Total		36,614 m ²
Road Widening area		
Undevelopable area		
Net Total		36,614 m ²
LOT COVERAGE (in % of net lot area)		
Buildings & Structures	50%	34.5%
Paved & Hard Surfaced Areas	n/a	52.8%
Total Site Coverage		87.3%
SETBACKS (in metres)		
Front	7.5 m	≥7.5 m
Rear	7.5 m	≥7.5 m
Side #1 (South)	7.5 m	≥7.5 m
Side #2 (North)	7.5 m	≥7.5 m
Side #3 (East) (Hotel)		6 m
BUILDING HEIGHT (in metres/storeys)		
Principal	12 m	12 m
Accessory	6 m	4.5 m
NUMBER OF RESIDENTIAL UNITS	n/a	n/a
Bachelor		
One Bed		
Two Bedroom		
Three Bedroom +		
Total		
FLOOR AREA: Residential	n/a	n/a
FLOOR AREA: Commercial		
Retail/Office	2,988.15 m ²	
Hotel	4,576.25 m ²	
Total		
FLOOR AREA: Industrial		18,277.5 m ²
FLOOR AREA: Hotel		
TOTAL BUILDING FLOOR AREA		25,841.9 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)	n/a	
# of units/ha /# units/acre (net)	n/a	
FAR (gross)	.80	.70
FAR (net)	-	-
AMENITY SPACE (area in square metres)	n/a	
Indoor		
Outdoor		
PARKING (number of stalls)		
Commercial/Eating Establishment	110	111
Industrial	183	198
Hotel	60	60
Total Number of Parking Spaces	353	369
Number of disabled stalls		7
Number of small cars		25%
Tandem Parking Spaces: Number / % of Total Number of Units		
Size of Tandem Parking Spaces width/length		

Heritage Site	NO	Tree Survey/Assessment Provided	NO
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