

NO: L004

COUNCIL DATE: May 9, 2011

REGULAR COUNCIL - LAND USE

TO: Mayor & Council **DATE: May 9, 2011**

FROM: General Manager, Planning & Development **FILE: 7908-0052-00**

SUBJECT: Proposed Amendments to the General Development Permit (Master Plan) and Rezoning By-law (By-law No. 17028) for the proposed Mixed-Use Development at 9998 - 176 Street, 10020 - 176 Street and 17626 Barnston Drive (Application No. 7908-0052-00)

RECOMMENDATION

The Planning and Development Department recommends that Council:

1. Receive this report as information;
2. Authorize staff to draft Development Permit No. 7908-0052-00 in accordance with the revised site layout (master plan) attached as Appendix I;
3. Instruct staff to bring forward modifications to Comprehensive Development By-law No. 17028, as documented in this report to reflect the proposed revisions to the Development Permit, prior to consideration of final adoption of the By-law; and
4. Instruct the City Clerk to forward a copy of this report and the related Council resolution to each of the applicant, the Fraser Heights Community Association, the Abbey Ridge Steering Committee and the South Port Kells Community Association.

INTENT

The purpose of this report is to advise Council of changes to the proposed Development Permit/master plan, subdivision boundaries and Comprehensive Development Zone related to a proposed commercial and multiple residential development on a site in Fraser Heights (Appendix II).

BACKGROUND

At the Regular Council - Land Use meeting on October 5, 2009, Council considered a Planning Report for the site at 9998 - 176 Street, 10020 - 176 Street and 17626 Barnston Drive (Application No. 7908-0052-00) that involved:

- An amendment to the Official Community Plan (OCP) from Suburban and Commercial to Multiple Residential;

- A rezoning of the site from Combined Service Gasoline Station Zone (CG-2) and Comprehensive Development Zone (CD) (By-law No. 14876) to Comprehensive Development (CD) Zone (based on the Combined Service Gasoline Station Zone (CG-2), Community Commercial Zone (C-8) and the Multiple Residential 70 Zone (RM-70)); and
- A Development Permit to permit a mixed-use commercial and multiple residential development with approximately 841 dwelling units.

On October 19, 2009, a Public Hearing was held in relation to the OCP Amendment and Rezoning By-laws. The By-laws were given Third Reading on January 11, 2010, following consideration of Corporate Report No. Ro11 on that same date.

The applicant continues to work on satisfying the remaining conditions of approval to facilitate proceeding to Council for consideration of final adoption of the By-laws and final approval of the General Development Permit. It is anticipated that this will occur in the next month or so.

DISCUSSION

Since the application received Third Reading, the applicant has revised the site layout to respond to changing market conditions (Appendix III). The applicant has also submitted an application for the first phase of development which proposes a 71-unit apartment building and 80 townhouse units within Blocks C and D (Application No. 7910-0316-00) of the subject site. The applicant has indicated that it is his intention to move forward with this development upon the adoption of the Rezoning and OCP Amendment By-laws and approval of the Phase 1 Development Permit.

Revised Design Proposal and Review

Generally, the revised proposed master plan is quite similar to the original proposal. The majority of changes relate to revised subdivision boundaries, which reduce the number of blocks from 5 to 4, revisions to the road layout, and the provision of additional townhouse units through the removal of one of the 6-storey apartment buildings in the middle of the site (Block D) (Appendix I). With the replacement of a mid-rise apartment building with townhouses, the total number of dwelling units has decreased from 694 to 596. It should be noted that when this application was originally proposed in 2008, 841 units were proposed so the overall number of units has decreased significantly ($841 - 596 = 245$ unit decrease).

Site access remains similar; however, the northern driveway has been relocated further east along Barnston Drive East to avoid conflicts with the future 176 Street overpass proposed as part of the Gateway project. Minor changes are proposed for the layout of the internal private roadways to accommodate the reconfigured building layouts. For example, an additional private roadway is proposed through the middle of the site to accommodate the additional townhouse units.

An additional benefit of the consolidation of Blocks C and D (see below) is that one of the panhandle accesses to 177A Street, which originally was intended to provide legal lot frontage for Block D, has been removed.

Unit composition/interface has been significantly refined along the Barnston Drive East/ 177A Street frontage (within Block C) to provide a much better interface with the existing residential properties opposite the subject site on the east side of 177A Street. The interface along this portion of the site had been of some concern to the local community previously and the proposed changes better address the residents' concerns. Whereas the original plan proposed 28 townhouse units with up to 10 to 12 units in one block, the amended plan proposes 4 blocks of 4 townhouse units each for a total of 16 units.

Additionally, the previous proposal provided 9 townhouse units at the ground floor of the apartment building at the southeast corner of Block C on 177A Street, whereas the amended plan provides only 6 townhouse units. The effect of both of these changes will be a more sensitive interface with the local community through the provision of fewer units and reduced building massing.

Townhouse units within the internal portion of the site (Block C) are now organized in a linear manner in response to changes to the driveway layout. The total number of units proposed within Block C (previously Blocks C and D) is reduced from 246 to 151 units, which is the result of additional townhouses replacing one of the 6-storey apartment buildings.

The remainder of the buildings are organized in a similar manner to the previous proposal.

Proposed Subdivision Boundary Adjustments

The total number of blocks (which in this case coincides with the number of lots) is proposed to be reduced from 5 to 4 through the consolidation of parcels. This change will provide a more efficient site layout.

The following table identifies the proposed changes to the block composition:

Proposed Blocks	Original Blocks	Notes
Block A	Block A	<ul style="list-style-type: none">• No Changes proposed to Block A (commercial site).
Block B	Majority of Block B and portions of Blocks D & E	<ul style="list-style-type: none">• Southern portion of Block D consolidated with Block B• Southern portion of Block E consolidated with Block B
Block C	Majority of Blocks C & D consolidated with a Portion of Block B	<ul style="list-style-type: none">• Northeast portion of Block B consolidated with Block C & D
Block D	Majority of Block E and a portion of Block C	<ul style="list-style-type: none">• Northwest portion of Block C consolidated with Block E.

As a result of the proposed changes, there is no Block E.

Proposed Changes to CD Zone

To facilitate the aforementioned amendments to the block configuration, changes to the CD Zone (By-law No. 17028) for lot coverage, setbacks, building height and subdivision provisions are required.

Legal Services has advised that these changes can be implemented without holding a new Public Hearing as they do not affect use and will provide a density slightly lower than the density prescribed in the current CD Zone (presently at Third Reading).

The following table identifies the proposed amendments to the CD Zone related to lot coverage, building height and subdivision requirements:

Block	Coverage (Existing)	Coverage (Proposed)	Height of Principal Building (Existing)	Height of Principal Building (Proposed)	Lot Size (Existing)	Lot Size (Proposed)
A	38%	*	12m (40 ft.)	*	1.46 ha (3.6 ac)	*
B	37%	45%	15m (50 ft.)	25m (85 ft.)	1.32 ha (3.28 ac)	1.96 ha (4.84 ac)
C	40%	43%	15m (50 ft.)	*	.99 ha (2.45 ac)	1.96 ha 4.84 ac)
D	26%	45%	25m (85 ft.)	*	1.51 ha (3.74 ac)	0.61 ha (1.51 ac)
E	25%	N/A	25m (85 ft.)	N/A	.76 ha (1.80 ac)	N/A

* Identifies that no changes are proposed

The increase in lot coverage reflects the revised layout with the new block configuration. For example, the Block C coverage reflects the phase I development application (Application No. 7910-0316-00), and the increased number of townhouse units. The proposed lot coverages are consistent with the typical lot coverages of the built forms proposed under the revised layout.

The building height for Block B has increased to 25 metres (85 feet) to facilitate the 6-storey building that was previously within Block D. All other buildings propose the same number of storeys.

It is noted that Corporate Report No. R011 considered by Council on January 11, 2010, had previously indicated that changes to the proposed setbacks and allowable lot coverage would be required.

The following table identifies the proposed CD Zone changes for building setbacks:

Block	Existing / Proposed	Front Yard	Rear Yard	Side Yard	Side Yard on a Flanking Street
A	Existing	3.0m [10 ft.]	0	9m [29 ft.]	3.0m [10 ft.]
	Proposed	3.0 m [10.0 ft.] south	3.0m [10 ft.] east	3.0m [10 ft.]	
B	Existing	6.0m [20 ft.] east	15m [49 ft.] 176 St.	3.5m [10 ft.]	9.0m [30 ft.]
	Proposed	6.0m [20 ft.] east	14.9m [49 ft.] west	7.5m [25 ft.] north	9.0m [30 ft.] south
C	Existing	7.5m [25 ft.] east	3.0 m [10 ft.] west	2.0m [7.5 ft]	N/A
	Proposed	4.6m [15 ft.] north/east	3.0m [10 ft.] south	3.0m [10 ft.] west	
D	Existing	9.0m [30 ft.] east	5.0m [16 ft.] west	9.0m [30 ft.]	N/A
	Proposed	7.5m [25 ft.] north	3.0m [10 ft.] south	3.0m [10 ft.] east 7.5m [25 ft.] west	
E	Existing	60m [196 ft.]	11.0m [36 ft.]	7.5m [25 ft.]	9.5m [31 ft.]
	Proposed	N/A	N/A	N/A	N/A

In general, the modifications to building setbacks reflect the new block composition.

Additional Transportation Review

Based on the updated results of the final traffic impact study dated March 7, 2011 and the safety review for the proposed driveway locations undertaken by the applicant's traffic consultant, staff determined that there could be a sight line conflict adjacent to the northernmost driveway along 177A Street. For this driveway to function in a safe manner, an adequate sight line must be maintained that will allow vehicles to stop in advance of any potential conflict in the intersection area. The current proposal does not provide this. As a solution, Transportation recommends two options to address safety concerns.

The first option is to eliminate the driveway opposite to 100 Avenue. However, this would reduce accessibility to the site, which is critical to the functioning of the development from the applicant's perspective. The second option is to enhance the sight lines through modifications to the design and retain the driveway at this location. Staff are currently working with the applicant to adjust the layout to limit the amount or types of structures (in particular retaining walls) that are allowed within the area that affects motorist sight lines at the driveway.

Public Consultation

Following the Public Hearing for this project, as directed by Council, staff worked with the applicant to make changes to the project to reflect comments raised. This report recommends that Council authorize staff to forward a copy of this report to each of the Fraser Heights Community Association, the Abbey Ridge Steering Committee and the South Port Kells Community Association. Council could consider directing the applicant to hold a Public Information Meeting to advise the community of the changes to the proposals that are described in this report, prior to the subject By-laws being forwarded to Council for consideration of final adoption.

CONCLUSION

The proposed amendments to the master plan and subdivision boundaries provide a more efficient site layout and respond to current market conditions. These revisions have triggered a number of modifications to the proposed CD Zone under By-law No. 17028, which is currently at Third Reading. These modifications are supportable as they affect neither use nor increase density and result in a better development layout.

Staff expect that this application will proceed for Council consideration of Final Adoption at either the May 30, 2011 or June 13, 2011 Regular meeting of Council as the applicant is close to completing the remaining outstanding conditions that are precedent to final adoption of the By-laws.

Based on the above discussion, it is recommended that Council:

- Authorize staff to bring forward Development Permit No. 7908-0052-00 in accordance with the revised site layout (master plan), attached as Appendix I;
- Instruct staff to propose modifications to Comprehensive Development By-law No. 17028, as documented in this report to reflect the proposed revisions to the Development Permit, prior to consideration of final adoption of the By-law; and

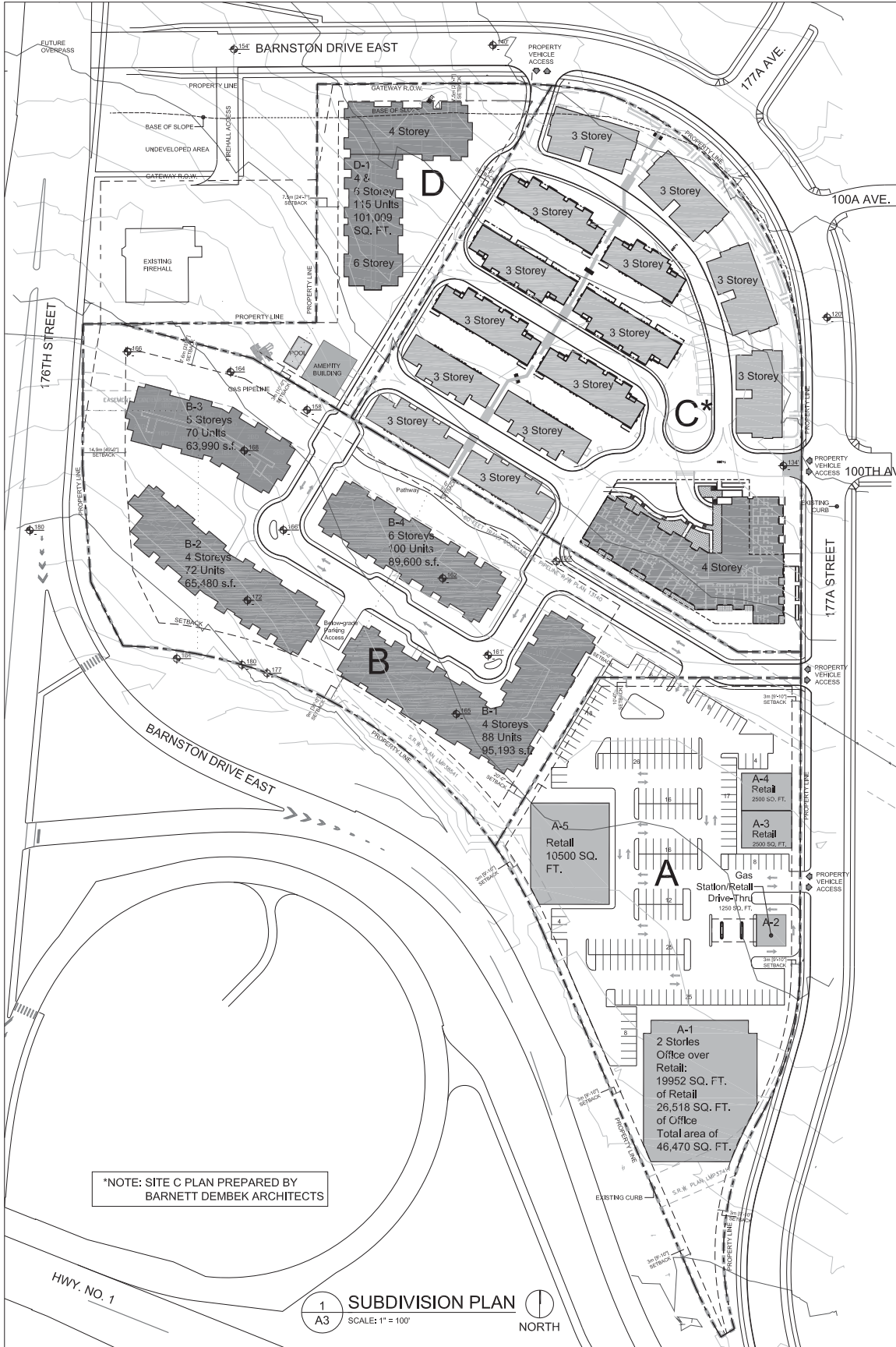
- Instruct the City Clerk to forward a copy of this report and the associated Council resolution to each of the applicant, the Fraser Heights Community Association, the Abbey Ridge Steering Committee and the South Port Kells Community Association.

Original signed by
Jean Lamontagne
General Manager
Planning and Development

SML/kms/saw

Attachments:

Appendix I	Revised Master Plan (Site Layout)
Appendix II	Map of Subject Site
Appendix III	Original Master Plan (Site Layout)

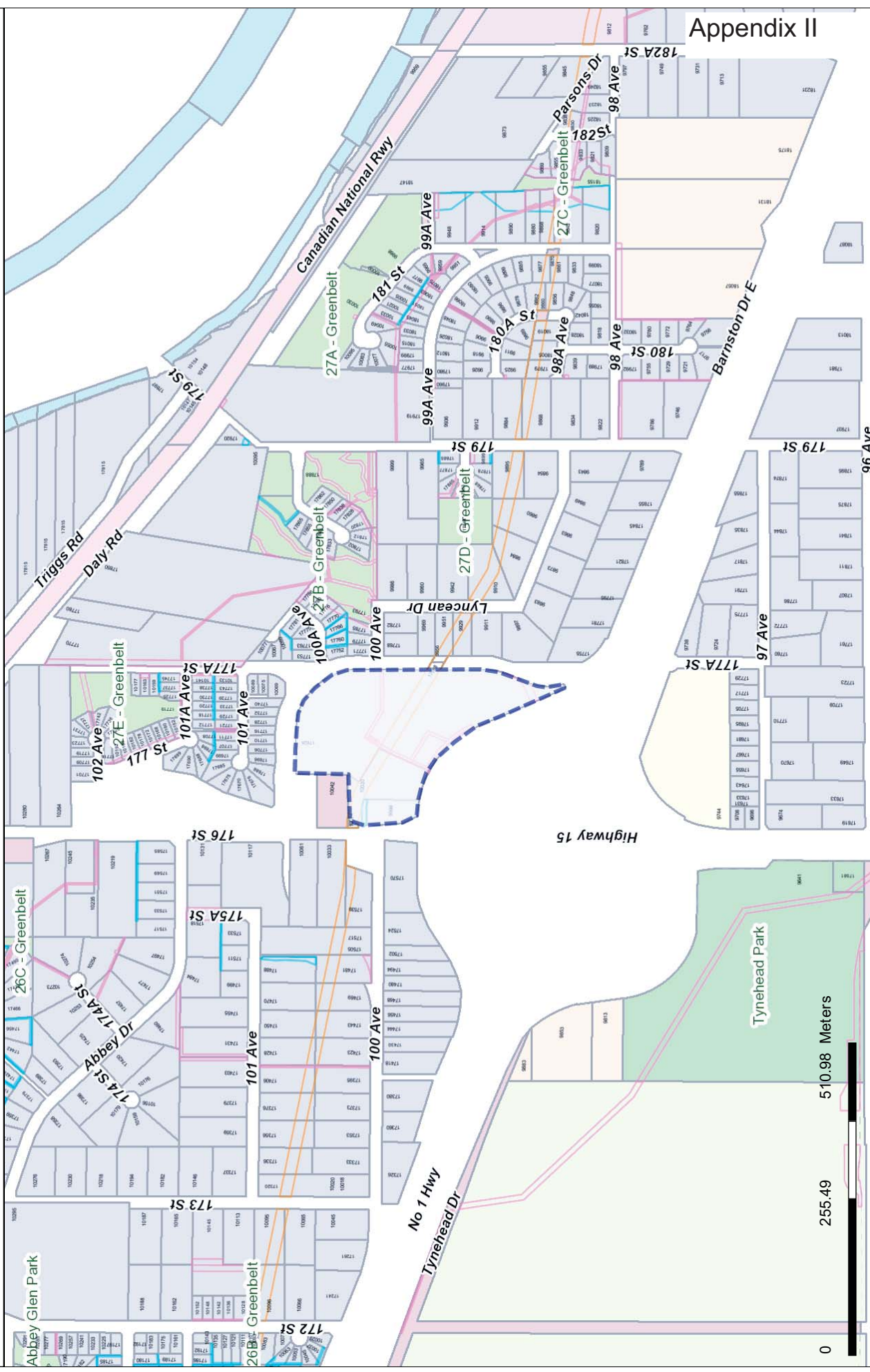


1 SUBDIVISION PLAN SCALE: 1" = 100' NORTH





Map of Subject Site



Appendix II

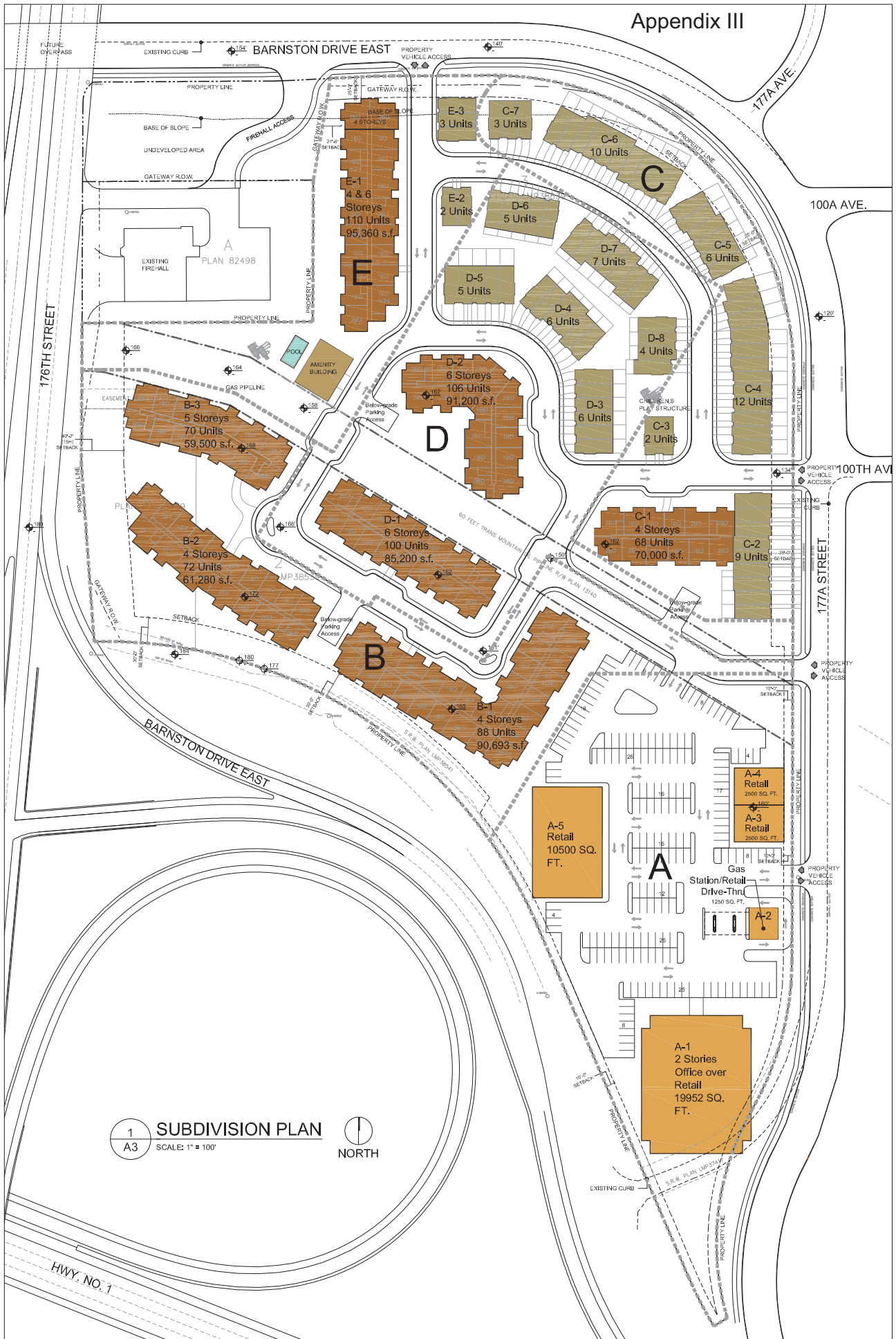
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Map created on: Thursday, 28 April 2011



1 SUBDIVISION PLAN
 A3 SCALE: 1" = 100'
 NORTH

