

2022-463-VP/DP, 24018 112 Avenue, Development Variance Permit and Commercial / Multi-Family Development Permit

Recommendations:

THAT the issuance of Development Variance Permit 2022-463-VP for 24018 112 Avenue be approved.

THAT the issuance of Commercial / Multi-Family Development Permit 2022-463-DP for 24018 112 Avenue be approved.

Report Purpose and Summary Statement:

To recommend that Council approve a Development Variance Permit to allow the variances outlined in this report at 24018 112 Avenue.

To recommend that Council approve a Commercial / Multi-Family Development Permit to allow a future 3-storey mixed-use (commercial/residential) building with 7 commercial units on the ground floor and 35 dwelling units on the floors above at 24018 112 Avenue.

Proposed Variances:

Maximum Building Projection Setback;
Maximum Principal Structure Height;
Minimum Maneuvering Aisle Width; and
Minimum Off-Street Commercial Parking Spaces.

Strategic Alignment:

Liveable Community

Communications:

Development Variance Permit Notification

To: Mayor and Council

File number: 2022-463-VP/DP

2022-463-VP/DP, 24018 112 Avenue, Development Variance Permit and Commercial / Multi-Family Development Permit

BACKGROUND:

Applicant:	Mohammadreza Ariaeipour
Property Owner:	1320391 B.C. Ltd.
Legal Description:	Lot B Section 10 Township 12 New Westminster District Plan EPP83424
OCP Designation:	<i>Village Commercial</i>
Within Urban Area Boundary:	Yes
Area Plan:	Albion Area Plan
OCP Major Corridor:	Yes
Zoning:	C-5 (Village Centre Commercial)
Surrounding Uses:	
North:	Use: [Vacant Land] Zone: RM-3 (Single Detached Rural Residential) Designation: <i>Medium Density Residential; Conservation</i>
South:	Use: Townhouse Residential Zone: RM-1 (Low Density Townhouse Residential) Designation: <i>Medium Density Residential</i>
East:	Use: Townhouse Residential Zone: RM-1 (Low Density Townhouse Residential) Designation: <i>Medium Density Residential</i>
West:	Use: Mixed-Use (Commercial/Residential); Street Townhouse Residential Zone: C-1 (Neighbourhood Commercial); RST (Street Townhouse Residential) Designation: <i>Commercial; Urban Residential</i>
Use of Property:	
Existing:	[Vacant Land]
Proposed:	Mixed-Use (Commercial/Residential)

Site Area:	3,606.6 m ²
Proposed Vehicular Access:	112 Avenue
Servicing Requirement:	Urban Standard
Fraser Sewer Area:	Yes
Flood Plain:	No

ANALYSIS:

Site Characteristics:

The subject property is located to the southeast of the intersection of 112 Avenue and 240 Street. It has a total site area of 3,606.6 m² (Attachments A and B). The site is vacant and relatively flat. It is bounded by townhouse developments to the east and south. To the west is 240 Street with a mixed-use (commercial/residential) building and street townhouse residences across the road. To the northwest, on the opposing intersection corner, is a mixed-use (commercial/residential) building. To the north is 112 Avenue with vacant land designated *Medium Density Residential* by the Official Community Plan across the road.

Project Description:

The proposed development involves the construction of a mixed-use (commercial/residential) building with 7 commercial units on the ground floor and 35 dwelling units on the floors above (Attachments C and D). There is an existing Housing Agreement on the property which secures 8 of the dwelling units as rental units under a single strata lot which may not be subdivided. The unit breakdown is summarized in Table 1.

Table 1. Unit Breakdown

Category	Number of Rental Units	Number of Market Strata Units	Number of Total Units
1-bedroom unit	2 units	4 units	6 units (17.1%)
1-bedroom + den unit	3 units	14 units	17 units (48.6%)
2-bedroom unit	1 unit	3 units	4 units (11.4%)
2-bedroom + den unit	1 unit	3 units	4 units (11.4%)
3-bedroom unit	1 unit	3 units	4 units (11.4%)
Total	8 units	27 units	35 units (100%)

The roof and building façades have been designed to help the development blend into the surrounding neighbourhood. The proposed parking is located away from public view through screened surface parking at the rear of the building and through one level of underground parking. Vehicular access to the development would be from 112 Avenue.

The *Medium Density Residential* designation for the property in the Albion Area Plan and the C-5 (Village Centre Commercial) zoning for the property support the proposed uses.

Development Permit:

Commercial Development Permit Area Key Guideline Concepts

This application is subject to the Commercial Development Permit Area Guidelines outlined in Section 8.5 of the Official Community Plan. The proposed development responds to the key guideline concepts for this Development Permit Area as follows:

- **Key Guideline Concept 1:** "Avoid conflicts with adjacent uses through sound attenuation, appropriate lighting, landscaping, traffic calming, and the transition of building massing to fit with adjacent development."

Staff Comment: The proposed 3-storey mixed-use building avoids conflicts with adjacent uses. It is designed with limited window openings and upper-level step-backs along the eastern and southern façades to reduce sound transmission and help protect the privacy of the townhouse residences to the east and south. A landscape screen and fencing along the eastern and southern lot lines would help screen the proposed development and its parking areas from the townhouse residences to the east and south.

- **Key Guideline Concept 2:** "Encourage a pedestrian scale through providing outdoor amenities, minimizing the visual impact of parking areas, creating landmarks and visual interest along street fronts."

Staff Comment: The proposed development encourages a pedestrian scale and creates visual interest along street fronts through ground-floor commercial units that feature outdoor seating and patios and through building design. Parking is located away from public view through screened surface parking at the rear of the building and through one level of underground parking.

- **Key Guideline Concept 3:** "Promote sustainable development with multimodal transportation circulation, and low impact building design."

Staff Comment: The proposed development has been designed considering multimodal transportation circulation.

- **Key Guideline Concept 4:** "Respect the need for private areas in mixed use development and adjacent residential areas."

Staff Comment: The proposed development includes dwelling units with private outdoor areas. It also respects the privacy of adjacent residential areas.

- **Key Guideline Concept 5:** "The form and treatment of new buildings should reflect the desired character and pattern of development in the area by incorporating appropriate architectural styles, features, materials, proportions, and building articulation."

Staff Comment: The proposed development seeks to reflect the desired character and pattern of development in the area.

Multi-Family Development Permit Area Key Guideline Concepts

This application is subject to the Multi-Family Development Permit Area Guidelines outlined in Section 8.7 of the Official Community Plan. The proposed development responds to the key guideline concepts for this Development Permit Area as follows:

- **Key Guideline Concept 1:** "New development into established areas should respect private spaces, and incorporate local neighbourhood elements in building form, height, architectural features, and massing."

Staff Comment: The proposed development respects private spaces and seeks to incorporate local neighbourhood elements in the building design.

- **Key Guideline Concept 2:** "Transitional development should be used to bridge areas of low and high densities, through means such as stepped building heights, or low-rise ground-oriented housing located to the periphery of higher density developments."

Staff Comment: The proposed development is 3 storeys in height and has upper-level step-backs along the eastern and southern façades to create a smooth transition to the townhouse residences to the east and south.

- **Key Guideline Concept 3:** "Large scale developments should be clustered and given architectural separation to foster a sense of community and improve visual attractiveness."

Staff Comment: The proposed development fosters a sense of community through the inclusion of an indoor amenity area for use by the residents of the dwelling units.

- **Key Guideline Concept 4:** "Pedestrian circulation should be encouraged with attractive streetscapes attained through landscaping, architectural details, appropriate lighting and by directing parking underground where possible or away from public view through screened parking structures or surface parking located to the rear of the property."

Staff Comment: The proposed development encourages a pedestrian scale and creates visual interest along street fronts through ground-floor commercial units that feature outdoor seating and patios and through building design. Parking is located away from public view through screened surface parking at the rear of the building and through one level of underground parking.

Advisory Design Panel:

The application was initially reviewed by the Advisory Design Panel at its meeting on November 20, 2024. The Advisory Design Panel's resolution and comments, and the applicant's responses in relation to that meeting, are attached (Attachment E).

The application was subsequently reviewed by the Advisory Design Panel at its meeting on February 19, 2025. The Advisory Design Panel's resolution and comments, and the applicant's responses in relation to that meeting, are attached (Attachment F).

Staff confirm that the Advisory Design Panel's comments have been addressed and are reflected in the attached plans.

Development Information Meeting:

In accordance with *Council Policy 6.20*, a Development Information Meeting (DIM) hosted by the applicant was held at the Albion Community Centre on November 22, 2024, from 5:00 to 7:00 PM. Nine people attended the meeting. A summary of the main comments and discussions was provided by the applicant (Attachment G).

The comments received indicate general support for the form and character of the proposed development with some feedback on the configuration and tenure of residential units, the amount of residential parking, and amenities/infrastructure in the area. The applicant also received correspondence from one individual who opposes the proposed development and prefers that the site become a park.

The notification requirements for the DIM included a mailout, newspaper advertisements, and notice via the development signs posted on the property, all of which provided information on the development and contact information for the applicant.

Zoning Bylaw and Off-Street Parking and Loading Bylaw:

The proposed development is generally consistent with requirements in *Zoning Bylaw No. 7600-2019* and *Off-Street Parking and Loading Bylaw No. 4350-1990*, including those for the C-5 (Village Centre Commercial) zone. However, some variances are required, as outlined in this report.

The required and proposed parking for the development is summarized in Table 2.

Table 2. Required and Proposed Parking

Category	Required Spaces	Proposed Spaces
Off-Street Parking Spaces		
Residential Tenant	1.0 space per unit (35 spaces)	1.02 spaces per unit (36 spaces)
Residential Visitor	0.2 spaces per unit (7 spaces)	0.2 spaces per unit (7 spaces)
Commercial	1.0 space per 30 m ² (45 spaces)	0.98 spaces per 30 m ² (44 spaces)
Total	87 spaces	87 spaces
Accessible	Including 2 accessible spaces	Including 4 accessible spaces
Bicycle Parking Spaces		
Residential Long-Term (Tenant)	Unspecified in bylaw	1.42 spaces per unit (50 spaces)
Residential Short-Term (Visitor)	Unspecified in bylaw	0.2 spaces per unit (7 spaces)
Commercial Long-Term (Tenant)	Unspecified in bylaw	3 spaces
Commercial Short-Term (Visitor)	Unspecified in bylaw	11 spaces

Consistent with the requirements of *Off-Street Parking and Loading Bylaw No. 4350-1990*, 100% of the residential tenant parking spaces (i.e., 36 spaces), 50% of the residential visitor parking spaces (i.e., 4 spaces), and 10% of the commercial parking spaces (i.e., 5 spaces) will be provided with roughed-in infrastructure capable of providing Level 2 EV charging. Electrical outlets will be provided in rooms with long-term bicycle parking spaces for electric bicycle charging.

Proposed Variances:

The Development Variance Permit application involves the variances that are summarized in Table 3.

Table 3. Proposed Variances

Maximum Building Projection Setback Reduction Variance	
Variance 1 <i>Zoning Bylaw No. 7600-2019, Part 4, Section 403.2(4)(a)</i> <ul style="list-style-type: none">To vary the maximum building projection front lot line (western lot line) setback reduction from 1.25 m to 1.7 m.	Staff Comment The increased front lot line (western lot line) setback reduction is being supported because: <ul style="list-style-type: none">It is a minor variance that would accommodate steel canopies, which would improve the development's interface with 240 Street.The resulting 1.3 m building projection setback is sufficient for the maintenance of the canopies.
Maximum Principal Structure Height Variance	
Variance 2 <i>Zoning Bylaw No. 7600-2019, Part 7, Section 705.8(1)</i> <ul style="list-style-type: none">To vary the maximum principal structure height from 9.5 m to 12.7 m.	Staff Comment The increased maximum principal structure height is being supported because: <ul style="list-style-type: none">It would allow the proposed development to provide two residential floors above the commercial floor while providing higher ceilings for the commercial spaces. The higher ceilings for the commercial spaces would help accommodate ventilation systems and kitchen equipment.It would enhance the customer experience and visual interest for passersby.
Minimum Maneuvering Aisle Width Variance	
Variance 3 <i>Off-Street Parking and Loading Bylaw No. 4350-1900, Part 4, Section 4.1(a)(iii)(b)</i> <ul style="list-style-type: none">To vary the minimum width for a concealed maneuvering aisles with a parking angle of 90 degrees from 7 m to 6.9 m.	Staff Comment The reduced minimum maneuvering aisle width is being supported because: <ul style="list-style-type: none">It is a minor variance that is only required for a specific part of a maneuvering aisle. All other parts of the concealed maneuvering aisles are 7.3 m wide.The first reading version of the proposed <i>Off-Street Parking and Loading Bylaw No. 7970-2023</i> proposes to reduce the relevant minimum maneuvering aisle width to 6.5 m.

Minimum Off-Street Commercial Parking Spaces Variance	
<p>Variance 4</p> <p><i>Off-Street Parking and Loading Bylaw No. 4350-1900, Schedule A</i></p> <ul style="list-style-type: none"> To vary the minimum commercial parking spaces from 1 space per 30 m² (45 spaces) to 0.98 spaces per 30 m² (44 spaces). 	<p>Staff Comment</p> <p>The reduced off-street commercial parking spaces are being supported because:</p> <ul style="list-style-type: none"> It is a minor variance that helps avoid having a commercial parking space adjacent to the loading area, which is the only location where an additional commercial parking space could be provided.

In accordance with *Development Procedures Bylaw No. 5879-1999*, notice of Council consideration of a resolution to issue a Development Variance Permit was mailed to all owners or tenants in occupation of all parcels, any parts of which are adjacent to the property that is subject to the Permit.

Landscaping Security:

In accordance with *Council Policy 6.28*, a refundable security equivalent to 100% of the estimated landscape cost (i.e., \$206,825.00) has been provided by the applicant to ensure satisfactory provision of landscaping in accordance with the terms and conditions of the Development Permit.

CONCLUSION:

As the variances outlined in this report are supported by staff, it is recommended that Council issue Development Variance Permit 2022-463-VP (Attachment H). In addition, as the application has met the Commercial Development Permit Area Guidelines and the Multi-Family Development Permit Area Guidelines, it is recommended that Council issue Commercial / Multi-Family Development Permit 2022-463-DP (Attachment I).

"Daniel Rajasooriar"

Prepared by: Daniel Rajasooriar, Planner 2

Attachments:

- (A) Location Map
- (B) Aerial Photo
- (C) Proposed Architectural Plans
- (D) Proposed Landscape Plans
- (E) Advisory Design Panel's Resolution/Comments (November 20, 2024) and Applicant's Responses
- (F) Advisory Design Panel's Resolution/Comments (February 19, 2025) and Applicant's Responses
- (G) Development Information Meeting Summary
- (H) Draft Development Variance Permit
- (I) Draft Commercial / Multi-Family Development Permit

Report Approval Details

Document Title:	2022-463-VP-DP, 24018 112 Avenue, Development Variance Permit and Commercial - Multi-Family Development Permit.docx
Attachments:	<ul style="list-style-type: none">- Attachment A - Location Map.pdf- Attachment B - Aerial Photo.pdf- Attachment C - Proposed Architectural Plans.pdf- Attachment D - Proposed Landscape Plans.pdf- Attachment E - Advisory Design Panel's Resolution and Comments (November 20, 2024) and Applicant's Responses.pdf- Attachment F - Advisory Design Panel's Resolution and Comments (February 19, 2025) and Applicant's Responses.pdf- Attachment G - Development Information Meeting Summary.pdf- Attachment H - Draft Development Variance Permit.pdf- Attachment I - Draft Commercial - Multi-Family Development Permit.pdf
Final Approval Date:	Apr 2, 2025

This report and all of its attachments were approved and signed as outlined below:

Hasib Nadvi, Deputy Director of Planning and Building

James Stiver, Director of Planning and Building

Carolyn Mushata, Director of Legislative Services and Corporate Officer

Scott Hartman, Chief Administrative Officer