

Applicant Submission

January 9, 2020

We are requesting this Land Use Redesignation application to DC based on MH-1 to allow uses on this site that are more compatible with the evolving character of the area and to also provide more flexibility to bring a more diversity of commercial tenants.

We have met with the Planners as well as with the Ward 5 Councillor George Chahal. They both are in favour of this type of application for mixed-use development.

We have included a concept artist rendering of what the future buildings on these parcel might look like. They would all be 6-storey buildings, with one complete level of commercial on main floor and 5 levels of residential use above. The final design of the building will be done at DP/BP stages.

Our client is intending on bringing a Medical Clinic Use to Lot 5 (future building 4) and a Supermarket Use to Lot 4 (future building 3 - current DP2019-2518) . The building exteriors will have a high level of transparency and openness as other retail uses and this will be addressed at DP stage.

Lastly, the intention of our client with respect to parking for this site is to follow the same "Shared Parking" approach that was submitted in the traffic study for DP2019-2518 and which was reviewed and accepted by Transportation to allow a 38% relaxation from Bylaw. Further documentation can be provided as required by CPAG at the future DPs for these 3 parcels. Essentially, our client who owns many such buildings, has found that a shared parking is necessary for mixed-use commercial and residential developments where stalls are not specifically reserved for a single tenant. Shared parking is the concept of pooled parking spaces being used to serve two or more uses whose peak parking demand do not occur at the same time of day. For this project, it is proposed that both the residential and the commercial uses will be able to use the surface parking with the underground parking allocated solely to residents. The residential parking is unbundled from the unit and residents have to pay for parking. The parking is proposed to be controlled by on-site management personnel. Some of the commercial staff will have access to the u/g parking via a control such as a FOB.

We thank you for your time in reviewing this application.