

TO: CITY MANAGER
FROM: DIRECTOR PLANNING AND BUILDING
SUBJECT: REZONING REFERENCE #63/97

2003 APRIL 8

**Residential and Commercial Mixed-use Redevelopment
of the Middlegate Shopping Centre**

PURPOSE: To respond to points raised at the 2003 January 28 Public Hearing for Rezoning Reference #63/97

RECOMMENDATION:

1. **THAT** copies of this report be sent to all those that made a submission at the 2003 January 28 Public Hearing for Rezoning Reference #63/97.

R E P O R T

1.0 BACKGROUND INFORMATION

At the 2003 January 28 Public Hearing for Rezoning Reference #63/97, points were raised and questions asked by speakers about a number of issues including the commercial tenancies, private and public open space, pedestrian-vehicular traffic conflicts, access to the town square, stormwater management, and impacts on properties north of Collier Street.

On 2003 February 03, Council gave Second Reading to the Bylaw amendment and directed staff to respond to the points raised at the Public Hearing. This report is in response to that request.

2.0 GENERAL DISCUSSION

The following discussion responds to the points raised at the Public Hearing.

2.1 Potential Strata-titling of the Commercial Redevelopment

The developer, Bosa Ventures (Middlegate) Inc., has advised that it will retain ownership of the commercial development and has no intention to strata-title any of the commercial retail units.

2.2 Government Liquor Store

The question was raised whether the existing government liquor store would be maintained in the new development. A letter to the leasing agent from the Liquor Distribution Branch states that it is not in a position to enter into a long-term lease for the site, and that over the next three to five years the number of Government liquor stores will decrease, and the number of privately operated liquor stores will increase. The current zoning proposed does include a liquor store, but it will likely be developed as a private store (possibly in conjunction with a liquor licence establishment for which a separate rezoning application would be pursued).

2.3 **Size of Commercial Tenancies**

A concern was raised that the smallest new retail space available in the proposed development would be 1,160 sq.ft., with no provision for smaller tenancies. The leasing agent has advised that spaces as small as 800 sq.ft. will be available for retailers on the Kingsway level and that spaces as small as 500 sq.ft. could be made available on the urban trail level.

2.4 **Traffic On Collier Street**

A concern was raised that the proposed development would greatly increase traffic on Collier Street. The question was asked whether the two proposed multi-family residential driveway accesses could be moved from Collier Street to Salisbury Avenue and Hall Avenue.

The traffic consultant for the proposed development, N.D. Lea, has noted that Middlegate Mall currently has three driveways on Collier Street, which in 1997 were typically used by about 362 vehicles during the PM peak hour. After re-development there will no longer be any access to commercial development from this street. Only about 150 vehicle trips will be directed onto Collier Street by the two proposed residential driveways during the same time period. Daily traffic volumes on Collier Street between Hall and Salisbury Avenues are currently about 1,600 vehicles per day and are estimated to have been upwards of 3,300 in 1997 when Middlegate Mall was performing better commercially. Post re-development about 1,400 vehicles per day are expected on Collier Street.

The potential relocation of the two proposed Collier Street driveways to Hall and Salisbury Avenues was reviewed by staff but considered undesirable from a traffic management viewpoint due to the proximity of the Collier Street and Balmoral Street intersections. In addition, driveways on Hall and Salisbury Avenues would have had a more negative impact on the main pedestrian routes between the surrounding neighbourhoods and the commercial development.

2.5 **Shading Concerns**

The owners of the low-rise apartment buildings north of Collier Street expressed concerns regarding potential shading by the two proposed 27-storey apartment towers on Collier Street, and asked whether they could be moved back further from the street. In response, the project architect has moved the proposed apartment buildings approximately 4.6m (15 ft.) further south from Collier Street, increasing the setback from the previous 6m (20 ft.) to 10.7m (35 ft.) from the property line.

The architect has also provided the **attached** Sketches #1 and #2 showing the shadows created by the two new apartment towers between 10 a.m. and 2 p.m. at the spring and autumn equinoxes (the standard for measuring sun shading) and at the summer solstice. These sketches show that portions of the buildings on the north side of Collier will be affected by shadows for a short period of time at the equinoxes, but that there will be no shading impact at mid-summer. It is important to note that the proposed point block towers cast slender shadows which move across the face of the buildings to the north affecting only portions of them at any given time.

2.6 **Vehicular Access to the Commercial Development**

The transportation consultant's review of the commercial development addressed the concerns raised regarding vehicular access to the site. The driveway from Kingsway is designed as right-in and right-out only. Eastbound Kingsway traffic will be able to enter and leave the site from the private east-west road which is aligned with Arcola, via Salisbury Avenue or Hall Avenue.

2.7 **Pedestrian Access to the Town Square from Kingsway**

The proposed Highgate Village development includes continuous commercial street front units along Kingsway, although most of the development is located at the urban trail/private road level, one storey higher. This includes the town square area as well as the larger commercial tenants and the public garden and residential buildings. Access to the town square from the Kingsway sidewalk is via a generous staircase with planters and a water feature. An elevator near the staircase provides for

convenient handicapped access from Kingsway up to the town square.

2.8 **Pedestrian - Vehicles Interaction of the Kingsway Driveway**

Potential safety concerns were raised regarding the access driveway from Kingsway to the underground commercial parking area which is located adjacent to the staircase up to the town square. Design features have been incorporated which will minimize potential conflicts between pedestrians and motor vehicles. These include restriction of vehicular movements to right in and right out driveways with a pedestrian refuge island between and provision of sufficient sight distance for both drivers and pedestrians.

2.9 **Police Station Parking**

Information regarding parking provision for the proposed Community Police Station was requested at the Public Hearing. A total of eight spaces is to be provided including three of the surface angle parking spaces along the private road, in addition to five designated underground spaces.

2.10 **Public and Private Open Space**

One speaker noted that some of the open-space within the development is intended to be a communal private space for the residents of the apartment buildings, and expressed concern that conflict could arise. The development plan has been designed and reviewed from a Crime Prevention Through Environmental Design (CPTED) viewpoint to avoid such problems. It provides an appropriate balance of public space (the town square and the public garden) in addition to the private spaces for residents which are clearly demarked (see **attached** Sketch #3). A public pathway is also provided to link surrounding streets and neighbourhoods with the public open spaces and commercial development. The attractive communal areas which are provided for the use of residents are highly desirable to ensure an attractive living environment for the nearly 900 apartment units in the development.

2.11 **Stormwater Management**

Information was requested regarding the stormwater management measures to be included in the development's drainage system in order to meet the objective of attenuating two year post development peak runoff flows from the development to 50% of the existing condition.

The commercial retail component of the development is to have a separate drainage system from the residential component with flow attenuation provided by underground storage detention tanks located prior to the discharge connections with flow control devices incorporated to restrict flow to the prorated two year 50% existing condition peak runoff value.

For the residential component, stormwater management is to be provided by a combination of surface detention and underground storage. It is proposed that the impervious pathway system drain to a parallel dry swale and under drainage system designed to mitigate peak runoff to the design level from contributing impervious areas. Roof drainage and ancillary surface area drainage is to be directed to the storm sewer systems and to include flow control restrictions to limit peak flow to less than the required peak value. Corresponding excess runoff is to be diverted and stored in a proposed surface drainage basin feature and combination underground system. The surface feature is to have two cells, one for the west catchment and one for the east catchment. The exact drainage arrangements will be outlined in the Stormwater Management Plan for the development and be confirmed by detail design to the approval of the City's Engineering Department.

3.0 **Conclusion**

This report responds to the various points raised at the Public Hearing. It is recommended that copies be sent to anyone who made a submission at the 2003 January 28 Public Hearing for Rezoning Reference #63/97.

J. S. Belhouse

Director Planning and Building