



EXPLANATORY MEMO PUBLIC HEARING FOLLOW-UP

**19948 55A Avenue
Development Permit 06-23
Zoning Bylaw Amendment Bylaw No. 3254**

Information Requested at Public Hearing

The purpose of this memo is to provide clarification on points and questions raised at the Public Hearing held on September 25, 2023 regarding the proposed redevelopment of 19948 55A Avenue, and does not constitute new information after the Public Hearing.

1. Traffic generation

A Transportation Impact Assessment (TIA) is in the process of being prepared by the applicant in compliance with the City's Design Criteria Manual. The finalized TIA will provide information on the expected new vehicle trips made by future residents of the new building and the effect these trips may have on the existing road network and intersections, which will inform the need for any upgrades to road infrastructure in the area. A completed TIA will be a condition of the application returning to Council for consideration of approval.

At this time, preliminary analysis from the applicant's transportation consultant has found that, with the development, an additional 49 trips would be expected during the afternoon peak hour.

2. Construction traffic and trades parking management

The applicant, or a contractor/consultant on their behalf, will be required to provide a Traffic Management Plan (TMP) in compliance with the Design Criteria Manual for staff approval prior to any work beginning. This TMP must identify Traffic Control Persons, show any areas of closure required, and establish mitigation measures for any impacts on all road users, including vehicles, pedestrians, and cyclists.

The applicant has been in communication with Bridge Community Church, down the block to the west of the subject development site, to lease their parking lot for trades parking and prevent trades from relying exclusively on on-street parking.

3. Shadowing

The applicant has included shadow studies within their architectural plans (pages 39 and 40 of attachment 5 to Bylaw 3254 in the Council agenda). These diagrams illustrate the shadows that can be expected at the equinox (first day of spring and/or

fall) to serve as a mid-point for what shadowing could be expected throughout the year, given that summer shadowing tends to be more minimal and winter shadowing is difficult to avoid with any design or building height. The three times considered (9 AM, 12 PM, and 3 PM) are more distributed than the typical industry standard for shadow studies (10 AM, 12 PM, and 2 PM) to better demonstrate the extent of shadowing expected while accounting for the more limited sunlight in the earlier morning and later evening hours.

Based on these shadow studies, during the day on the median shadow days of the year, the proposed building will not shadow the apartment buildings to its north, as the shadow is not able to reach across the setbacks and street in between, and will not shadow the townhomes and apartment building to the south. Staff notes that shadow studies are required to help guide the design of residential buildings, but are not intended to require height or density changes, which are regulated by the OCP.

4. Development viability on properties to west

When reviewing both the subject application and the nearby application at 5504 Brydon Crescent which is currently under construction, staff considered the development potential and feasibility of the two single-detached home properties (addressed 19900 and 19910 55A Avenue) in between the two sites. Though these properties do not meet the current minimum site area for apartment redevelopment, staff is considering reducing this minimum area in the new Zoning Bylaw currently in development based on emerging best practices for low-rise apartment buildings and to provide flexibility for the faster creation of more housing.

In addition, staff's experience on development applications on other smaller sites in the City has shown that similar site areas can be designed to accommodate the density and associated parking supply identified in the OCP. More specifically for the two-lot site neighbouring the subject development property, staff have received a design concept from an architect as part of a feasibility study, which demonstrated a viable development concept for a low-rise apartment building.