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Date: February 12th, 2025

Attention: Mayor Yu and Members of Council

**Reference: Variance Permit Application – VP100689
7171 Hart Highway**

Introduction

On behalf of Kidd Group of Companies, L&M Engineering Ltd. would like to thank you for the opportunity to submit this letter for Council's consideration of Variance Permit Application No. VP100689.

Further, we would like to respectfully acknowledge that the property, at 7171 Hart Highway, is located on the ancestral territories of the Lheidli T'enneh First Nation, for it is on their traditional lands that we live, work and play.

Background

The property is located at 7171 Hart Highway and is split zoned a mix of RM5: Multiple Residential, C2: Regional Commercial, and C5: Visitor Commercial. Since the initiation of the rezoning application in 2022, the receipt of Final Reading in March of 2023, and now the construction of a proposed Phase 1 mixed-use building set for spring 2025, the vision for this property has always remained. This longstanding vision, now becoming a reality, is for the future development to tailor to all demographics including seniors, families and young professionals through a mix of standalone commercial, standalone apartment and mixed-use residential/commercial buildings in the Hart community.

As shown on the attached drawing, this variance application applies to the Phase 1 lot that is shown outlined with a red dashed line. This area is zoned C2 and is therefore subject to the required C2 setbacks, which are also shown on this drawing.

Request for variance

As explained by the Staff Report to Council, the design of the Phase 1 development requires a variance to permit a reduction to two of the seven required setbacks on the site:

1. Reduce the front yard setback along Road A, from 6.0m to 3.0m
2. Reduce the side yard setback along the southeastern property line from 3.0m to 0m.

Rationale

As shown on the attached drawing, the figure labelled 'Required C2 Zone Setbacks' demonstrates that parking stalls are located within the required C2 setbacks, which are illustrated with the dashed blue line. Comparatively, looking at the figure to the right, labeled 'Proposed C2 Zone Setbacks', on the same drawing, the dashed purple line shows the proposed setback reductions along two property lines.

The request to reduce the side yard setback along the southeastern property line is to facilitate future phases of development on the property. As shown on the attached supplementary drawing, there is a drive aisle proposed to be located outside of the Phase 1 lot boundary. This drive aisle will connect the proposed Phase 1 development to a larger, interconnected parking lot that will be constructed with future phases of

development and will further be managed by cross-access agreements. For this reason, and to effectively plan for future phases of development, three parking stalls need to encroach into the side yard setback area.

The request to reduce the front yard setback is to accommodate the required parking stalls for the proposed Phase 1 development. The proposed front yard setback reduction will not have a negative impact on the overall development in relation to adjacent properties. Further, the proposed setback area still allows for the required 3.0m landscape buffer along Road A.

Finally, as shown on the attached drawing, the proposed reduction in yard setbacks would not impede the capacity of the Phase 1 development from storing snow on the site. The boulevard along Road A remains available for City snow and ice clearing crews to use. Using the method employed by the Ministry of Transportation and Transit, detailed in section 1520.05 of the MoTI Supplement to TAC Geometric Design Guide, it has been determined that the identified snow storage areas will provide more than enough space to accommodate snow clearing on the site.

Why vary yard setbacks and not parking?

An alternative option to vary the number of required parking stalls was discussed with Administration in lieu of varying the yard setbacks. This alternative was not chosen and is simply not desired, as the development would lose approximately 22 parking stalls. As this would be an undesirable result, the choice to proceed to Council with the proposed yard setbacks was selected. It is the developer's priority to provide the development with the required 135 parking stalls to ensure the site remains functional and has the appropriate capacity for future residents and future users of the commercial units. As shown on the attached supplementary drawing, the provided parking on site is in accordance with the required number of stalls in Section 7 of the City's Zoning Bylaw.

Summary

We are very excited to be at this stage in the development process, as we get to see this incredible vision of the Kidd Group of Companies come to fruition. This proposed development will fill a much needed mixed-use commercial and residential building gap for not only the Hart community, but the Prince George community as a whole.

Thank you, Mayor Yu and Members of Council for your time and thoughtful consideration of the proposed front and side yard variances.

Respectfully submitted by:

L&M ENGINEERING LIMITED

A handwritten signature in black ink, appearing to read 'Megan Hickey', is written over a light blue horizontal line.

Megan Hickey, RPP, MCIP
Planner