



## APC REPORT

**TO:** APC 'C'

**FROM:** Jennifer Sham  
Planner

**SUBJECT:** Development Permit No. 725-95  
Hary-Cro Holdings: Dustin Harasym and Alissa Harasym

**File No:** DP725-95  
**Date:** March 2, 2017

### SHORT SUMMARY:

The owners of the 0.8 ha subject property located at 1298 Trans-Canada Highway in Sorrento would like to construct a multi-use building for the purpose of operating an auto repair service shop and automotive parts retail store with an office space – all permitted uses in the C1 Town Centre Commercial zone in South Shuswap Zoning Bylaw No. 701 (Bylaw No. 701). The commercial development is located within the Sorrento Village Centre and therefore requires a Village Centre and Secondary Settlement Area Form and Character Development Permit.

### BACKGROUND:

**REGISTERED OWNER:** Hary-Cro Holdings Ltd., Inc. No. BC1078065

**AGENTS/DIRECTORS:** Dustin Harasym and Alissa Harasym

**ELECTORAL AREA:** 'C'

**CIVIC ADDRESS:** 1298 Trans-Canada Highway, Sorrento

**LEGAL DESCRIPTION:** Lot 1 Section 16 Township 22 Range 11 W6M KDYD  
Plan KAP57595

**SIZE OF PROPERTY:** 0.8 ha

**SURROUNDING LAND USE PATTERN:**

North:	Trans-Canada Highway, Multi-family Residential, Commercial
South:	Residential, Commercial
East:	Residential
West:	Commercial, Residential

**CURRENT USE:** Vacant single family dwelling

**PROPOSED USE:** Multi-use building with auto repair service shop, automotive parts retail store and office space

**OCP DESIGNATION:** VC Village Centre

**ZONE:** C1 Town Centre Commercial

**SITE COMMENTS:** The subject property is the former site of the Greyhound bus stop and Conkers Fine British Imports and Tea Room. The current owners purchased the property in 2016 and wish to operate a service station, retail store, with office space. The property is located within the Village Center and located along the Trans-Canada Highway.

**POLICY:****Electoral Area 'C' Official Community Plan Bylaw No. 725****12.5 Village Centre and Secondary Settlement Area Form and Character Development Permit Area****.1 Purpose**

The Village Centre and Secondary Settlement Area (VCSSA) Form and Character DPA is designated under the Local Government Act for the establishment of form and character objectives for commercial, industrial and multi-family development in the Secondary Settlement Areas of the plan.

**.2 Justification**

The Village Centre and Secondary Settlement Areas will experience the most increased density and commercial development over time. Therefore the primary objective of the VCSSA DPA is to promote a high level of building and site design in the most densely populated areas of Electoral Area 'C', which take into consideration pedestrian movement, public space, mixed use, and designing in harmony with site conditions, neighbourhood character and the existing built environment.

**.3 Area**

This DPA applies to all commercial, industrial, multi-family residential and intensive residential (defined as a 5 or more single family residential subdivision) development as set out in Schedules B and C:

.1 Within Sorrento Village Centre;

.2 Within Secondary Settlement Areas; and,

.3 On waterfront parcels (defined as those which have any portion of their parcel boundary in common with the natural boundary of a lake).

**Exemptions**

- .1 A single storey accessory building with a gross floor area less than 10 m<sup>2</sup> (107.4 ft<sup>2</sup>); or,
- .2 The complete demolition of a building and clean-up of demolition material. Partial demolition or reconstruction of a building requires a DP under this section.

**.5 Guidelines**

1. New development in the form of pedestrian-oriented mainstreet building types or infill that creates enclosed nodes/courtyards is strongly encouraged;
2. New development that relies on multiple, short automobile trips to access different retail spaces on the same site (i.e. re-parking the car) are strongly discouraged;
3. New development should be of a form and character that relate to local climate and topography, and that take into consideration the form and character of surrounding buildings. When building on peaks or slopes, natural silhouettes should be maintained;
4. The primary pedestrian entrance to all units and all buildings should be from the street; if from the parking area, a pedestrian sidewalk should be provided. Entries should be visible and prominent;
5. Buildings on corners should have entries, windows and an active street presence on the two public facades to avoid the creation of blank walls in prominent locations. public facades to avoid the creation of blank walls in prominent locations;
6. Natural exterior building and landscaping materials, such as wood, rock or stone, or those that appear natural, are encouraged. Metal roofs are acceptable;
7. Weather protection in the form of awnings or canopies should be provided overall grade level entries to residential and retail units;

8. Design of signage and lighting should be integrated with the building facade and with any canopies or awnings;
9. Non retail commercial and industrial facilities including outside storage, garbage and recycling areas should be screened with fencing or landscaping or both;
10. Visible long blank walls should be avoided;
11. Driveways that intrude into the pedestrian realm are discouraged. Shared parking and access are encouraged;
12. Front parking is only supported in cases where landscaping provides a buffer between the parking and the street. All parking should be screened;
13. Dedicated pedestrian linkages (i.e. sidewalks and marked crosswalks across road) should be provided throughout parking lot(s) to access vehicles without the need to walk on the road, except marked crosswalks;
14. Provision for services and deliveries should be at the rear yards with appropriate screening to adjacent properties and public space. Where service entries are required at the fronts of buildings, care should be taken not to compromise the pedestrian environment;
15. Residential dwelling units in mixed use buildings may be located either above or behind a commercial unit, and may be accessed from the front, rear or side(s) of the building. This form of residential development is intended to contribute to variety in housing size and affordability; and,
16. Development of civic public spaces with gathering spots, benches, lighting, ornaments (sculptures, fountains, etc.) and landscaping are encouraged where none exist within a short walking distance.

## **South Shuswap Zoning Bylaw No. 701**

### **C1- Town Centre Commercial**

The subject property is less than the 1 ha minimum parcel size for service stations not serviced by both a community water system and a community sewer system. The owners have applied to vary this servicing requirement (DVP701-72). As of the date of this report, DVP701-72 has not been issued.

#### **Covenant:**

There is a covenant (KK77205) registered on title stating that any sewage disposal system will be situated within the covenant area (reference plan KAP57596). There is an existing septic system on the property and Development Services (DS) staff is in receipt of the Record of Sewerage System dated June 16, 2011; however staff cannot confirm if it is located within the covenant area. Further, the covenant states that the "development on the Lands shall be limited to a retail shopping centre with a sewage flow not to exceed 2,600 imperial gallons per day." DS staff have notified the owners that this covenant must be amended prior to issuance of the Development Permit and Development Variance Permit.

#### **Highway Access Permit:**

DS staff is in receipt of a Permit to construct, use, and maintain access to a Provincial public highway dated January 10, 2017 from Ministry of Transportation and Infrastructure. The permit is for the installation, operation, and maintenance of one 10 m wide commercial access for a 700 m<sup>2</sup> automotive repair and parts store on the south side of the Trans-Canada Highway to serve the subject property only. Further, the permit states that there shall be at least 27 off-street parking stalls located on the subject property. The owners have shown the 27 stalls on the site plan.

**SUMMARY:**

The owners are currently operating their auto repair shop (Sorrento Parts & Service) in a leased space below the Petro-Canada at 1235 Trans-Canada Highway, Sorrento, BC. The owners purchased the subject property and plan to tear down the existing single family dwelling, and build a multi-use building for their new auto repair shop and parts retail store. The proposed commercial development is located within the Sorrento Village Centre and a VCSSA DP is required.

**LIST NAME OF REPORT(S) / DOCUMENT(S):**

1. Location, OCP, Zoning, Orthophoto, Site Plan, Building Plans	Attached to Report: <input checked="" type="checkbox"/>	Available from Staff: <input type="checkbox"/>
2. Highway Access Permit 3. Covenant Area - Reference Plan KAP57596 4. Photos	Attached to Report: <input type="checkbox"/>	Available from Staff: <input checked="" type="checkbox"/>

**COMMUNICATIONS:**

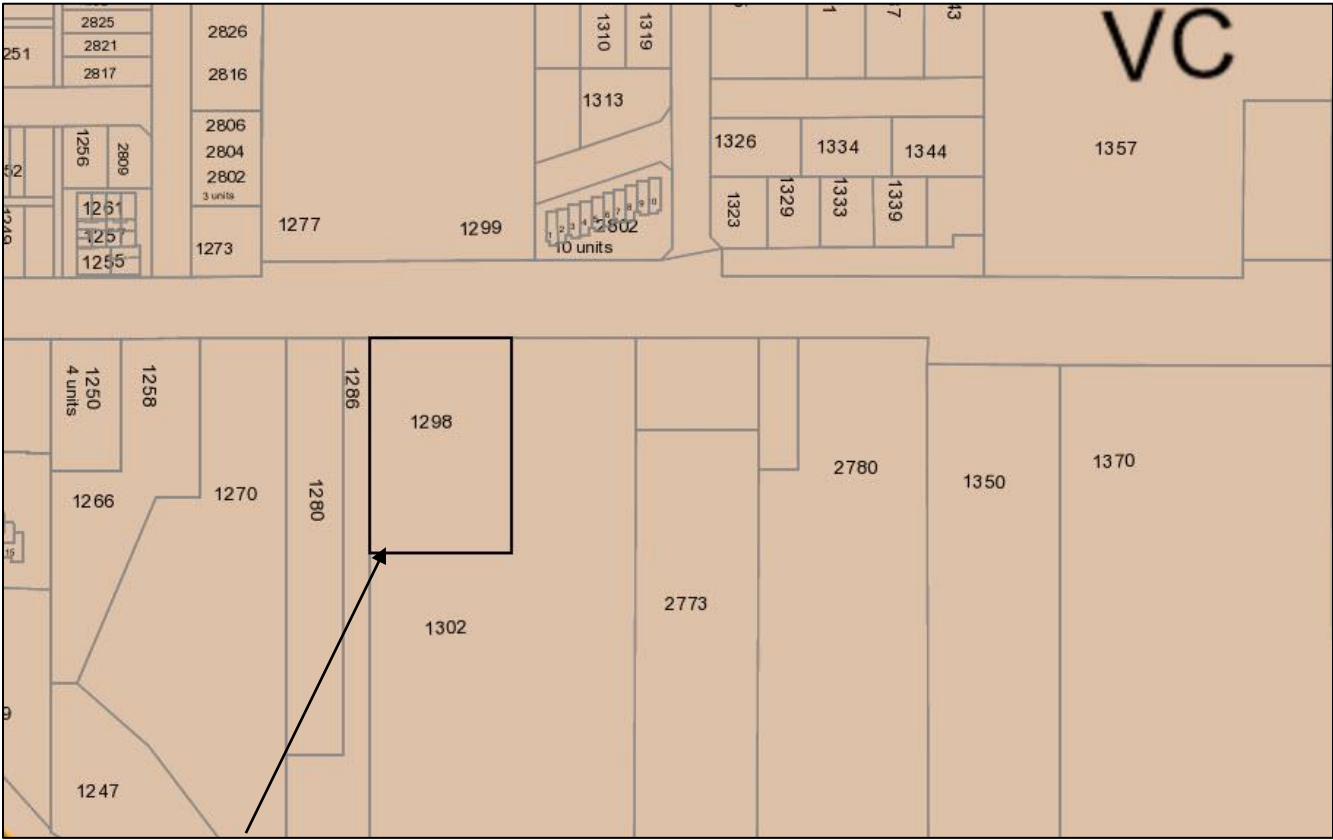
This application was referred to:

- APC 'C'

## Location

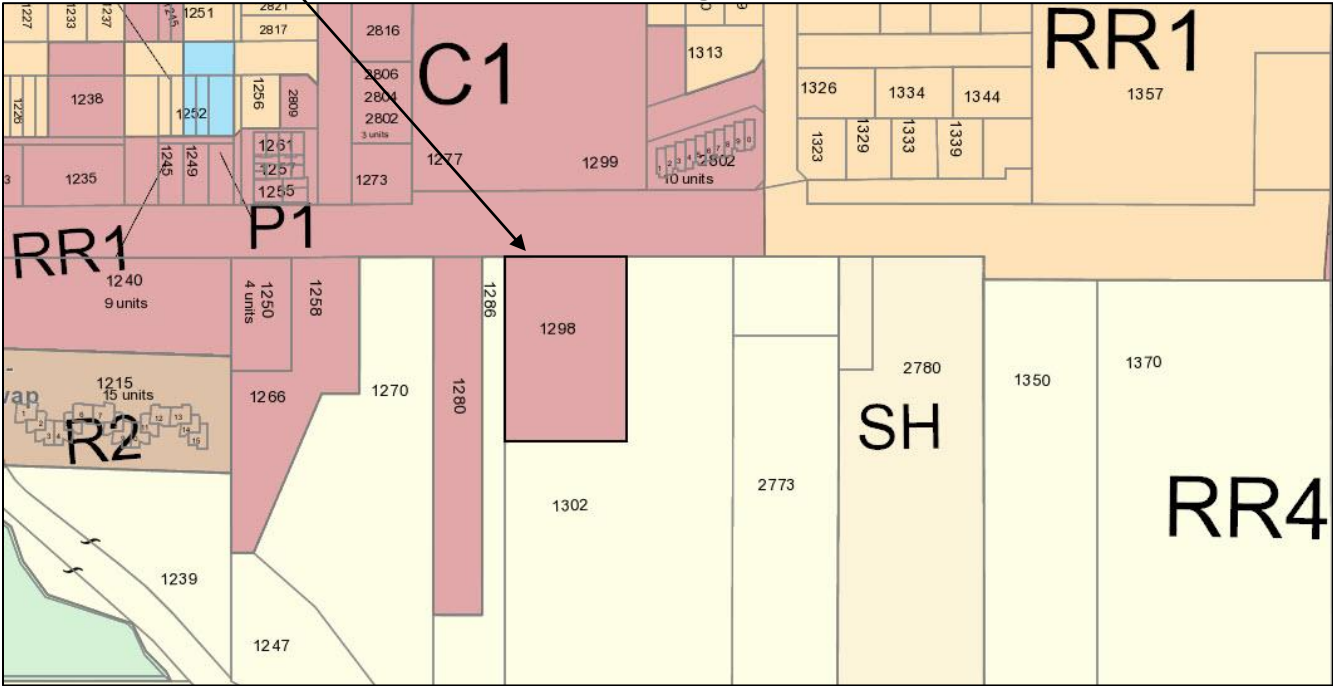


OCP



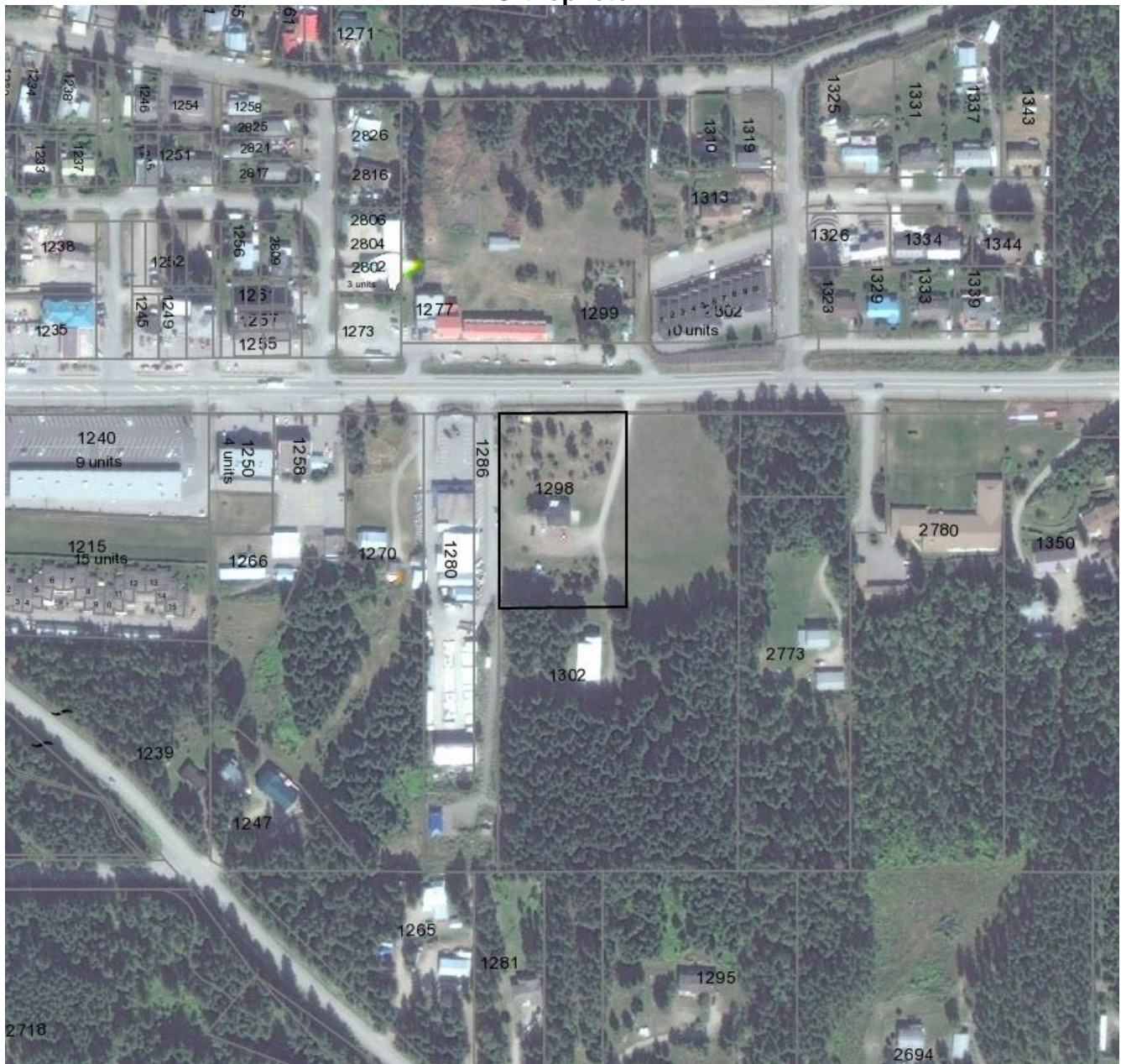
Subject Property

Zoning

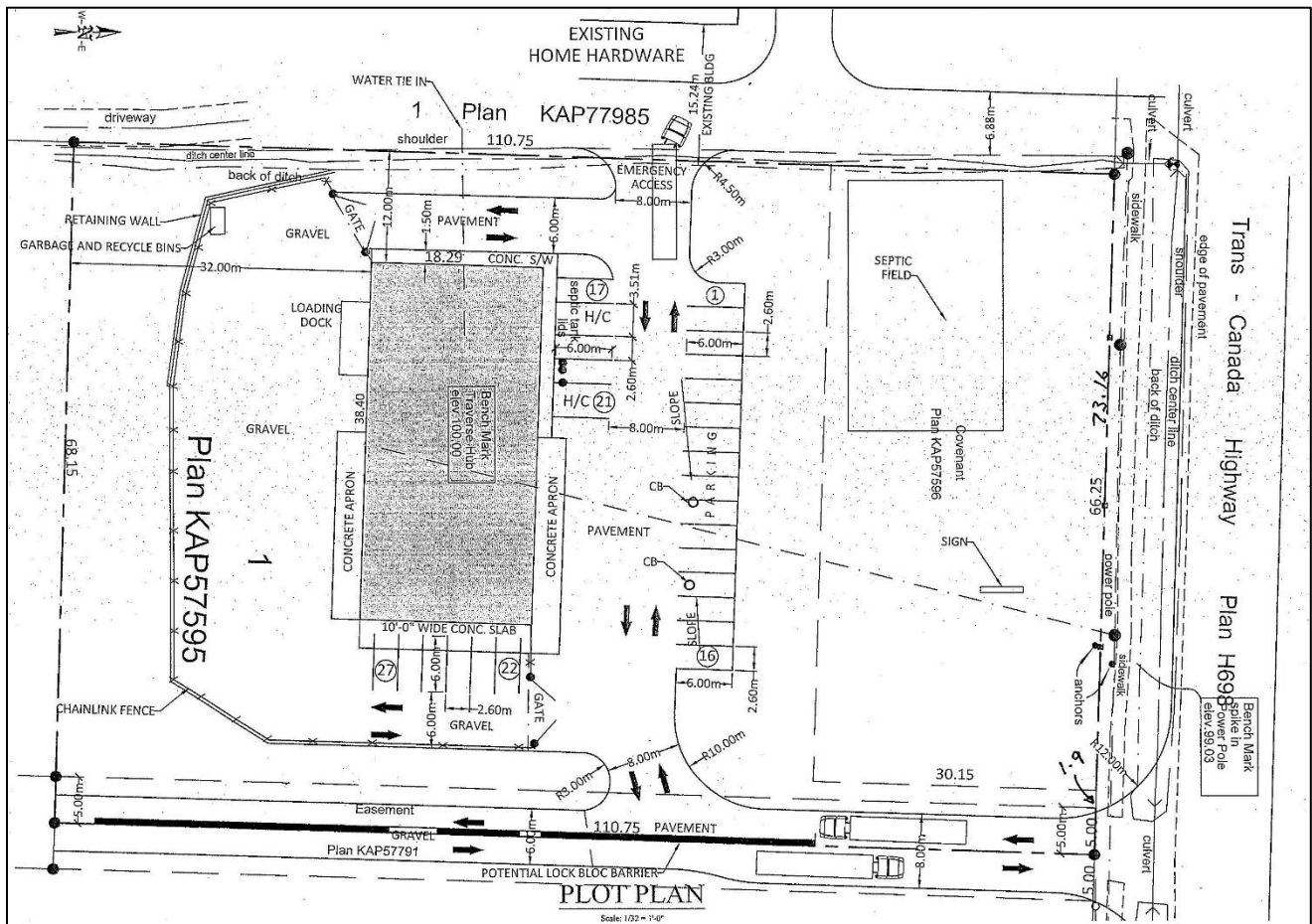




# Orthophoto

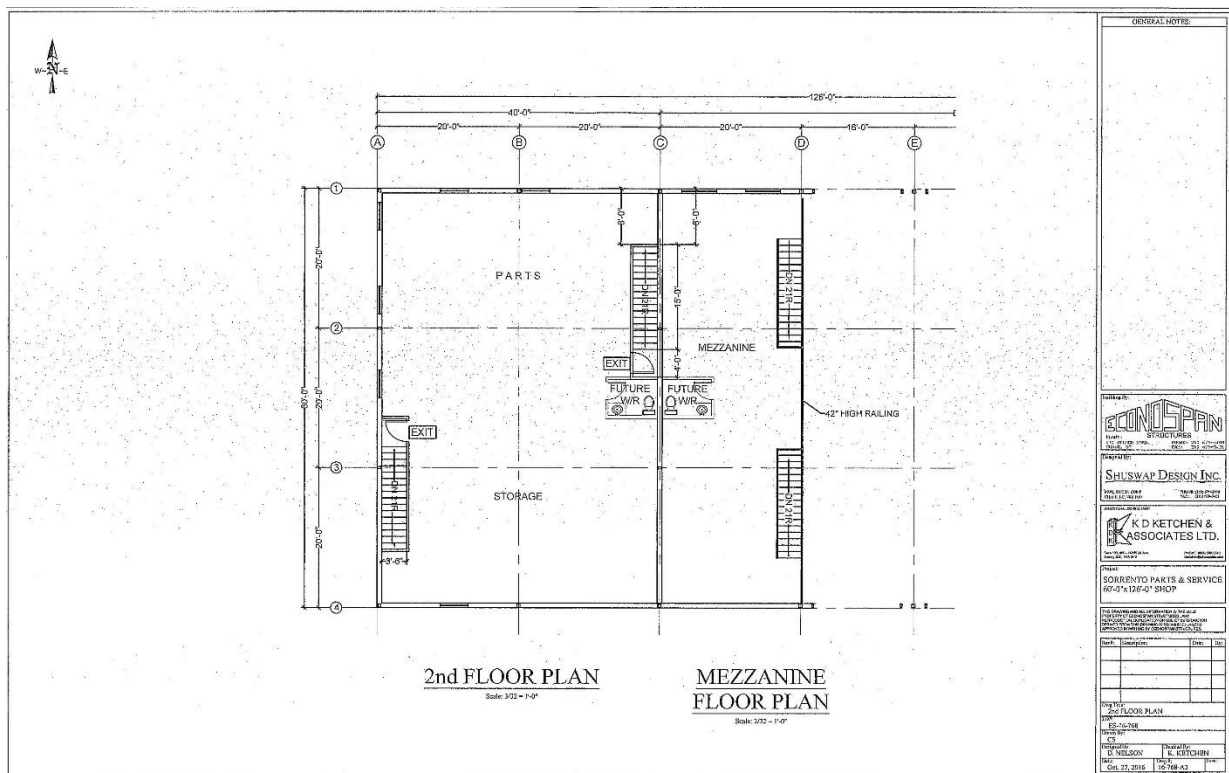
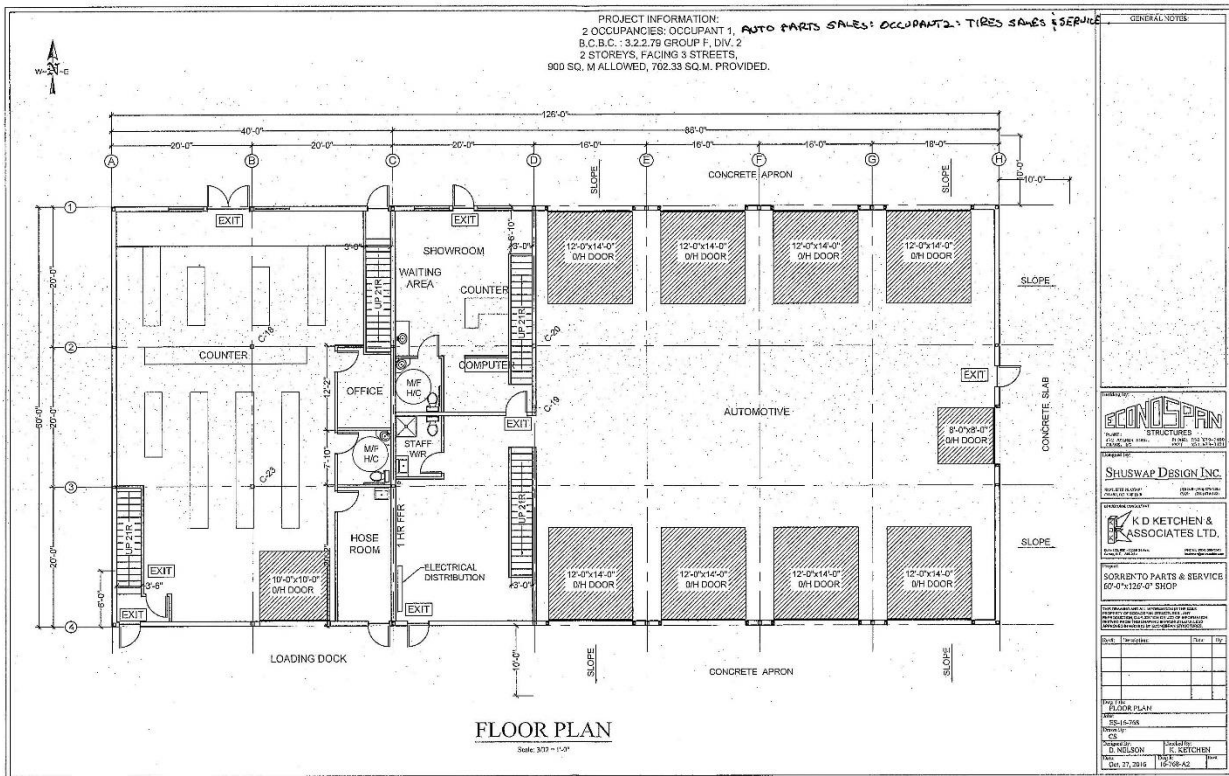


## Site Plan





## Building Plans







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