



Corporate Report

NO: C006

COUNCIL DATE: July 19, 2004

COUNCIL-IN-COMMITTEE

TO: Mayor & Council DATE: July 8, 2004
FROM: General Manager, Planning and Development FILE: 7903-0394-00
SUBJECT: Parking and Traffic Flow Related to Commercial
Development at
16555 Fraser Highway – Application No. 7903-0394-00

RECOMMENDATION

It is recommended that Council:

1. Receive this report as information; and
2. Authorize staff to proceed with finalizing the Development Permit for the commercial development at 16555 Fraser Highway, based on the parking arrangement described in the section of this report entitled "Proposed Parking Arrangement".

INTENT

At the Regular Council – Public Hearing meeting on June 7, 2004, Council held a Public Hearing related to Rezoning By-law No. 15388 ("By-law No. 15388") that, if adopted, will permit the development of a hotel, convention facility, restaurants and other uses on the property at 16555 Fraser Highway (the "Property"). After the Public Hearing, Council gave third reading to By-law No. 15388 and directed that staff bring forward a report regarding traffic flow and additional parking options to Council-in-Committee, prior to final adoption of By-law No. 15388. Council also informally requested that staff meet with community representatives to hear their concerns. This report responds to the direction from Council.

BACKGROUND

By-law No. 15388 relates to Application No. 7903-0394-00. The Planning Report, attached as Appendix "A", describes the application and the background to the application. The applicant has advised that he intends to construct the following buildings, in phases, on the Property:

1. An 82 room 4-storey hotel;
2. A 10,500 square foot 2-storey commercial building with a convention/meeting facility on the second floor and a restaurant and 1,250 square feet of retail space on the ground floor; and
3. A 3,000 square foot Tim Horton's drive-through restaurant.

The parking for the development is proposed to be provided in part on the Property and in part on the neighbouring Surrey Sport and Leisure Complex ("SSLC"). The Planning report documents that Surrey Zoning By-law, 1993, No. 12000 (the "Zoning By-law") requires the following number of parking spaces for the proposed uses:

Hotel	(82	41
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rooms x 0.5 spaces per room)	parking spaces
Convention facility/Retail space/Restaurant (10 spaces/100 sq. m.)	89 parking spaces
Drive-through Restaurant (10 spaces/100 sq. m.)	29 parking spaces
Total Required by the Zoning By-law =	159 parking spaces

This number of parking spaces does not take into account a provision in the Zoning By law that allows for up to a 25% reduction in parking spaces where there are two or more uses on a site and where the peak parking demand by the uses occurs at different periods during the day. If such a reduction were to be applied to this development, the Zoning By-law would require that only **120 parking spaces** be provided (i.e., 75% of 159 spaces is 120 spaces) for the development. It should be noted that City staff use the parking provisions of the Zoning By-law on an on-going, daily basis in processing other applications including hotel developments in Surrey for rezoning, development permits and in approving building permits and business licenses.

However, due to the location of the proposed development, the Comprehensive Development Zone for this site was written with a greater parking requirement, as follows:

Hotel (82 rooms x 1.0 spaces per room)	82 parking spaces
Convention facility/Retail space/Restaurant (10 spaces/100 sq. m.)	89 parking spaces
Drive-through Restaurant (10 spaces/100 sq. m.)	29 parking spaces
Sub-total	200 parking spaces
25% reduction for complementary uses	-50 parking spaces
Total Parking Spaces Required by the CD Zone	150 parking spaces

To satisfy this parking requirement of 150 spaces, the applicant proposed to construct 110 parking spaces on the Property and came to a tentative agreement with Realty Services to construct an additional 40 stalls of parking on the adjacent SSLC site, under an easement agreement, for a total of 150 parking stalls. Staff concluded that this arrangement was satisfactory in the context of the zoning regulations and the area.

At the Public Hearing related to By-law No. 15388, that was held on June 7, 2004, several delegations from the community appeared before Council expressing concerns with the number of parking spaces that were proposed in support of the development and also with respect to using parking spaces on the SSLC site to support the proposed development. There was a concern that if the parking spaces were allowed on the SSLC site, there would not be enough room on that site to accommodate future expansions of the SSLC facility. The delegations also raised concerns that the traffic generated by the proposed development would cause congestion in the area and may have an impact on 84 Avenue by virtue of the driveway connection that exists between the SSLC and 84 Avenue, on the west side of Bonnie Schrenk Park.

At the same Public Hearing meeting, the applicant informed Council that, in consideration of the community's concerns regarding the availability of sufficient parking for the proposed development, the applicant had, prior to the Public Hearing, reached a tentative agreement with the Realty Services Division to construct 60 additional parking spaces on the SSLC site instead of 40 spaces, bringing the total number of new parking spaces in the area for the proposed development to 170 spaces.

Subsequent to the Public Hearing, Council gave third reading to By-law No. 15388 and directed that staff bring forward a report regarding traffic flow and additional parking options to Council-in-Committee, prior to final adoption of By-law No. 15388.

DISCUSSION

Parking Options

As requested by Council, staff met with representatives of the Fleetwood Community Association and a tenant of the SSLC, Injury Management Solutions, on June 22, 2004. Subsequently, staff has also met with the applicant.

The representatives of the Fleetwood Community Association raised the following concerns:

1. The parking lot serving the SSLC is already full during peak periods and the introduction of new parking demand on the SSLC lot during similar peak periods will compromise the effectiveness of the SSLC in serving the community. This problem will be made worse with the addition of meeting space on the second floor of the arena this September and the possible addition of a third sheet of ice at some time in the future;
2. Introducing new parking spaces at the north end of the existing SSLC parking lot will not be effective since those parking spaces are far away from the entrances to the SSLC. People using those spaces will need to walk a longer distance to get to the SSLC;
3. The patrons of the commercial development will use the parking spaces nearest the commercial development, to the east of the SSLC and will force patrons of the SSLC to use the more distant parking spaces;
4. Car theft and theft from cars in the SSLC parking lot is a problem and locating more parking spaces on the site, to the north of the existing parking lot at a less visible location, will exacerbate this problem;
5. An independent parking assessment should be undertaken to establish the number of parking spaces required for the proposed development to ensure that the SSLC is not impacted by the proposed development; and
6. The parking stalls for the proposed development should not be located on the SSLC site.

In addition, the Manager of Injury Management Solutions ("IMS"), a tenant in the SSLC, raised the following concerns at the meeting:

1. IMS has many visits a day, at their business on the SSLC site, from individuals who are not very ambulatory due injuries with which these clients are suffering. IMS needs ready access to parking stalls near the entrance

to their business at the SSLC. New parking demand for the parking spaces to the east of the SSLC will cause more parking congestion in that parking lot near the SSLC entrance and it is probable that IMS clients will not have access to parking spaces in the parking areas near the SSLC entrance;

2. There are not enough parking spaces on the SSLC site to accommodate the addition of the proposed commercial businesses;
3. Adding parking spaces at the north end of the existing parking lot or on the west side of the SSLC, is not viable due to security concerns and will not compensate for parking immediately to the east of the SSLC in front of the IMS facility;
4. Employees of IMS are concerned with car theft under current conditions and adding parking demand and new parking spaces in less visible locations will cause additional potential for such theft; and
5. IMS wants parking spaces according to the requirements of the by-law, based on the area of their facility, exclusively available for IMS use during their operating hours.

(It should be noted that the impact of parking on IMS should not be affected by the proposed hotel development. IMS will continue to share the parking spaces as per the lease agreement with the City. Further, the City would consider creating three additional "disabled spaces" for possible use by IMS.)

Staff also received comments from Mr. Rob Langford, stating that the Fraser Heights Community Association also has similar concerns about parking. To address the parking concerns, staff has requested that the applicant explore three alternative options in relation to providing the necessary parking spaces for the proposed development. These options are:

1. Review whether additional surface parking spaces can be provided on the development site.
2. Establish whether the owner of the commercial development (Rona building), across 166 Street to the east of the proposed development, will grant the applicant the right to use parking spaces on that site in lieu of the parking on the SSLC site; or
3. Construct underground parking spaces in the proposed development to provide the required parking spaces on site; or

The applicant has reviewed these options and has provided the following responses:

1. The applicant has developed an amended site plan for the proposed development that illustrates six additional parking spaces on the development site for a total of 116 parking spaces on-site and is prepared to construct according to this amended plan, subject to Council approval.
2. The applicant has advised staff that they have approached the owners of the commercial development immediately to the east of 166 Street, across from the proposed development and have confirmed that the owners of that site are not interested in sharing the parking spaces on that site; and
3. Constructing underground parking on the site of the proposed development, to accommodate 34 additional parking spaces (i.e., 150 required spaces minus 116 spaces proposed to be provided on site), will cost approximately \$521,000. This additional expenditure causes the project to become economically unviable;

Future Parking Requirements for the Surrey Sport and Leisure Complex

The existing parking lot for the SSLC includes 477 parking spaces. Future plans for the SSLC include the possible addition of a third sheet of ice. Such an addition would require approximately 75 parking spaces to support it. There is a vacant City owned land to the west of the SSLC that could accommodate a 294 parking spaces in addition to the 60 parking spaces that are proposed to be constructed at the north end of the SSLC site in conjunction with the currently proposed commercial development. This would potentially provide a total of 831 parking spaces for the expanded facility (i.e., 477 present spaces plus 60 additional spaces plus 294 future spaces).

With the 60 additional spaces proposed to be constructed under an agreement with the applicant, there will be a total

of 537 parking spaces available on the SSLC site, in addition to the 116 spaces that will be constructed on the site of the proposed development. Parks, Recreation and Culture staff has confirmed that the 477 parking spaces currently available on the SSLC site satisfies the parking demand generated by the SSLC on the vast majority of days and the Parks, Recreation and Culture Department has re-affirmed that there is sufficient area around the SSLC (beyond the area that will accommodate the construction of the 60 parking spaces that are proposed as part of the current development proposal) for the construction of new parking spaces to satisfy the additional parking demand if the SSLC is expanded in the future to include a third sheet of ice and two potential artificial turf fields to the west of Bonnie Schrenk park (see Appendix "B").

Proposed Parking Arrangement

The proposed development requires 150 parking spaces to satisfy the requirements of the CD Zone. The applicant is proposing to provide these parking spaces by constructing 116 parking spaces on the site of the proposed development and paying to the City \$102,680, which covers land and construction costs for the 34 shared parking spaces on the SSLC site. The applicant will be entering into an easement agreement with the City that allows the proposed development to use 34 parking spaces on the SSLC site at the location solely determined by the City. The easement for the 34 parking spaces will be written in favour of the City, to allow the City full flexibility to alter the location of the parking spaces made available on the SSLC site for the proposed development and/or to cancel the easement (see Appendix "C").

In view of the concerns raised, the applicant is required to compensate the City for both the land cost as well as construction costs for the 34 shared parking spaces. The amount is estimated to be \$102,680 and is based on the land requirement for 34 stalls (but discounted due to it being a restricted easement and not a fee simple transfer; and shared use) and full cost of construction.

Traffic Flow Considerations

Virtually all traffic accessing the proposed development would do so via the traffic signal at 166 Street and Fraser Highway. Fraser Highway is currently under construction to be widened to four lanes plus a turn lane. It is possible that some traffic from the adjacent residential area to the north of 84 Avenue would access the proposed development via the internal driveway system on the SSLC site. However, the traffic impact at the adjacent residential area is considered to be minimal.

CONCLUSION

In accordance with Council's direction, this report provides information on traffic flow and parking options in relation to the proposed commercial development at 16555 Fraser Highway. It is recommended that Council authorize staff to proceed with finalizing the Development Permit for the subject development, based on the information provided in this report and, particularly, the parking arrangements as described in the section of this report entitled "Proposed Parking Arrangement".

Murray Dinwoodie
General Manager
Planning and Development

MDD:saw

Attachments:

Appendix "A" - Planning Report Regarding Application No. 7903-0394-00

Appendix "B" - Layout of SSLC Site, Including Current and Future Facilities and Parking

Appendix "C" - Illustration of Parking Space Arrangement

City of Surrey

PLANNING & DEVELOPMENT REPORT

File: 7903-0394-00

Rezoning
Development Permit



Proposal: Rezone the southeast corner of this site from CD (By-law No. 13136) to CD to allow a phased commercial development including a 4-storey, 82-room hotel and a drive-through restaurant and amend CD By-law No. 13136.

Recommendation: Approval to Proceed

Location: 16555 Fraser Highway
Zoning: CD (By-law No. 13136)

OCP Designation: Urban

LAP Designation: Institutional/Commercial
Owner: City of Surrey

PROJECT TIMELINE

Completed Application Submission Date: October 27, 2003
Planning Report Date: May 17, 2004

PROPOSAL

The applicant is proposing:

- a rezoning from CD (By-law No. 13136) to CD;
- an amendment to CD By-law No. 13136; and
- a Development Permit

in order to permit a phased commercial development including a drive-through restaurant, and a 4-storey, 82-room hotel adjacent the Surrey Sports and Leisure Complex in Fleetwood.

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to amend Surrey Zoning By-law, 1993, No. 12000, Amendment By-law, 1997, No. 13136, as described in Appendix VII and a date be set for Public Hearing.
2. a By-law be introduced to rezone a portion of the property from "Comprehensive Development Zone (CD)" (Surrey Zoning By-law, 1993, No. 12000, Amendment By-law, 1997, No. 13136) to "Comprehensive Development Zone (CD)" (By-law No. 12000) and a date be set for Public Hearing.
3. Council authorize staff to draft Development Permit No. 7903-0394-00 in accordance with the attached drawings (Appendix II).
4. Council instruct staff to resolve the following issues prior to final adoption:
 - (a) ensure that all engineering requirements and issues including restrictive covenants, easement and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
 - (b) submission of a subdivision layout to the satisfaction of the Approving Officer;
 - (c) submission of an acceptable tree survey and a statement regarding tree preservation;
 - (d) submission of a landscaping cost estimate to the specifications and satisfaction of the City Landscape Architect;
 - (e) registration of a parking easement on the Surrey Sports and Leisure Complex site to allow shared parking spaces for the proposed development; and
 - (f) registration of restrictive covenants on the Surrey Sports and Leisure Complex site and the proposed development site to provide assurance to the applicant that they will have continued access to parking spaces on the Surrey Sports and Leisure Complex parking lot.

REFERRALS

Engineering: The Engineering Department has no objection to the project subject to the completion of Engineering servicing requirements as identified in the attached (Appendix III).

A Servicing Agreement for this application is not required.

SITE CHARACTERISTICS

- **Existing Land Use** Surrey Sports & Leisure Complex located on the south-west portion of the lot.
- **East:** Large residential properties fronting 84 Avenue, zoned RA, designated Urban. Single family homes on 83 Avenue zoned RF, designated Urban. Rona Hardware store, zoned CD (By-law No. 13163), designated Industrial.
- **South:** Across Fraser Highway, large residential properties, zoned RA, designated Urban.
- **West:** Vacant property and greenhouse operation and fruit stand, zoned RA, designated Urban.
- **North:** Across 84 Avenue, single family homes, zoned RF, designated Urban.

PLAN AND POLICY COMPLIANCE

OCP Designation: Complies.

NCP Designation: Complies.

DEVELOPMENT CONSIDERATIONS

- The City of Surrey has an agreement to sell to the applicant a 0.85 hectare (2.1 acre) site on the southeast corner of the Surrey Sports & Leisure Complex (SSLC) site at 16555 Fraser Highway.
- The applicant is proposing to rezone the 0.85 hectare site from Comprehensive Development (By-law No. 13136) to Comprehensive Development (CD) in order to permit development of a phased mixed-use project that will consist of:
 - an 82-room, four-storey hotel at the north end of the 0.85 hectare site, immediately south of the 166 Street access to the SSLC;
 - a two-storey 10,500-square foot building that will accommodate a restaurant and 1,250 square feet of retail space on the ground floor and a convention facility on the second floor. The applicant has advised that he is considering seeking approval for a neighbourhood pub in place of the restaurant on the ground floor. Such a change would require a separate Liquor Permit application and would involve another public consultation process and another Public Hearing. It should be noted that the General Manager of the Liquor Control and Licensing Branch is required to seek input from City Council prior to making a decision with respect to issuing a license for a neighbourhood pub (i.e., a liquor-primary license); and
 - a 3,000-square foot drive-through restaurant at the south end of the site on the northwest corner of 166 Street and Fraser Highway.
- The applicant has reached an agreement with Tim Hortons for the drive-through restaurant on the corner. They have also received expressions of interest from restaurant companies for the middle two-storey building, and have an interim agreement with a large hotel chain and are negotiating with other hotel chains for the northern four-storey hotel.
- Access and egress for the drive-through restaurant on the south corner of the application site will be from 166 Street. The principal access/egress for the hotel, convention centre and restaurant/neighbourhood pub will also be from 166 Street, although secondary accesses/egresses are proposed at the north end of the site from the existing 166 Street driveway and existing parking lot of the SSLC. Easements will be required over the SSLC site for patrons of the application site to use these secondary accesses/egresses.
- The 3 buildings are proposed to be sited approximately 3.8 metres (12.5 feet) to 9.7 metres (32 feet) from the east property line with the majority of the parking spaces located between the west sides of the buildings and the eastern edge of the existing parking lot of the SSLC.
- The Zoning By-law requires the following number of parking spaces for the proposed development:

Hotel	41 Parking Spaces
Convention Centre/Retail Space/ Restaurant or Neighbourhood Pub:	89 Parking Spaces
Drive-through Restaurant	29 Parking Spaces
<hr/> Total Required	<hr/> 159 Parking Spaces

- Due to the location of the proposed development, the CD By-law has been structured to require 1 parking space per sleeping unit in the hotel rather than the 0.5 parking spaces required for this type of hotel in the Parking By-law. This increases the total number of parking spaces for the hotel on the previous table to 82 and the total for the development to 200.
- The applicant has indicated that the usage of the three buildings will vary depending on the time of day and the season, and that some of the patrons of the hotel will be attending functions at the convention facility/restaurant and/or at the SSLC. Staff concur with this assessment and on this basis, the total number of parking spaces have been reduced by 25% in accordance with the Zoning By-law (Sub-section A.4.(b) of Part 5) which allows for such a reduction in mixed use developments. Therefore, the CD By-law will provide for a total of 150 parking spaces for the completed development.
- The applicant is proposing to locate 110 parking spaces on their development site and has a tentative agreement with the Realty Services Division for a parking easement over the existing southern parking lot of the SSLC to accommodate an additional 40 parking spaces in the form of "scramble" parking spaces. The applicant will also pay for the construction of 40 new parking spaces at the north end of the existing SSLC parking lot to augment the number of on-site spaces available to the SSLC patrons and to offset the effect of the easement. In effect, the proposed development will have 150 parking stalls which staff have concluded is sufficient in the context of the area. The easement will require separate Council approval.
- The parking spaces in the easement area will be available to the patrons of both the proposed development and the SSLC. Restrictive covenants regarding the easement will be registered on the titles of both the SSLC and application properties. The proposed parking easement will allow the City to make adjustments to the easement at its sole discretion.

Proposed CD By-law

- The proposed CD By-law is based on the requirements of the Highway Commercial Industrial (CHI) Zone.
- The proposed CD By-law restricts the uses permitted on the site to the following:
 - Eating establishments including drive-through restaurants;
 - Tourist accommodation;
 - Assembly halls;
 - Retail stores limited to those currently allowed in CD By-law No. 13136 (except party supply stores are not included);
 - Personal service uses limited to those currently allowed in CD By-law No. 13136 plus laundromat; and
 - Neighbourhood pubs.

All of the proposed uses are permitted in the CHI Zone except for neighbourhood pubs, which is a permitted use in the C-5, C-8, C-15 and C-35 Zones. It is noted that a sports lounge is a permitted use under the current zoning for the SSLC site.

- The proposed CD By-law permits minimum building setbacks as follows:
 - 15.5 metres (49 feet) from the south property line (Fraser Highway);

- 1.3 metres (4 feet) from the west property line (canopy of porte-cochere);
- 5.5 metres (16 feet) from the north property line; and
- 3.5 metres (11 feet) from the east property line.

The CHI Zone requires minimum building setbacks of 7.5 metres (25 feet) from all property lines, although one side yard setback may be reduced to 0.0 metre (0 feet) if the site abuts another commercial property.

- The proposed CD By-law permits a maximum building height of 19 metres (62 feet).

The CHI Zone permits a maximum building height of 9 metres (30 feet). The current CD zoning (By-law No. 13136) permits a maximum building height of 13 metres (43 ft.).

- The proposed CD By-law permits a maximum lot coverage of 25%.

The CHI Zone permits a maximum lot coverage of 50% and the current CD zoning (By-law No. 13136) permits 40%.

- The proposed CD By-law permits a maximum density of 0.70 provided that no more than a floor area ratio of 0.54 may be used for tourist accommodation.

The CHI Zone permits a maximum density of 1.00 provided that no more than a floor area ratio of 0.50 may be used for tourist accommodation.

(Appendix IV)

Proposed Amendments to CD By-law No. 13136

- Development on the SSLC site is regulated by the requirements of the Comprehensive Development (CD) By-law No. 13136.
- In order to create the new lot under application, the description of the SSLC property in Section 1 of CD By-law No. 13136 requires amendment to only refer to the parent property after the subdivision creating the proposed new lot. Sub-section 2.J.2 of CD By-law No. 13136 also requires amendment in order for this sub-section to refer to the lot area and dimensions of the SSLC lot after the subdivision of the new lot. These by-law amendments are detailed in Appendix VII.

PRE-NOTIFICATION

Prior to finalizing this report, the Planning & Development Department received 5 telephone calls, a letter from a concerned resident, a letter from the Fleetwood Community Association and a letter from a tenant within the SSLC, in response to the pre-notification letters that were sent out on November 18, 2003.

- Four of the callers live at the eastern end of the 83 Avenue cul-de-sac which is adjacent to the eastern edge of the SSLC site. Some callers expressed concerns about the height of the four-storey hotel in relation to their homes along 83 Avenue, while others commented about the current late night activities in the SSLC parking lot.

(Planning staff explained to the callers that the northern elevation of the proposed four-storey hotel would be approximately the same distance from their rear fences as the existing north façade of the Rona building to the east and that the berm and vegetation along the eastern side of the SSLC detention pond would partially obscure the visibility of the proposed building from their back yards. Planning staff also indicated to the callers that the operators of the proposed hotel would also be concerned about the late night activities in the SSLC parking lot and requested the callers to contact the RCMP and the Parks Department regarding their concerns.)

- The Manager of Injury Management Solutions, which leases the eastern 10,000 sq. ft. of the SSLC called to inquire about the proposed development, and expressed some concern regarding the continued availability of parking spaces in close proximity to their entrance, as many of their patients are in some physical distress, as well as the four-storey height of the proposed hotel. A follow-up letter was then submitted.

(Planning staff indicated to the caller that the development would use the existing parking spaces along the eastern limit of the existing SSLC parking lot, which is farthest from their facility.)

- A resident who lives in the 16600 block of 84 Avenue indicated by letter that they are opposed to the proposed hotel as well as any liquor establishments on the site.
- The Fleetwood Community Association submitted a letter requesting the opportunity to meet with the applicant to discuss their proposed development.

(Planning staff conveyed the request of the Fleetwood Community Association to the applicant. The applicant's project architect subsequently met with a representative of the Fleetwood Community Association on April 28, 2004 to discuss their proposed development.)

DESIGN PROPOSAL AND REVIEW

- The proposed drive-through restaurant is sited on the corner of 166 Street and Fraser Highway to provide exposure and ready access to Fraser Highway traffic. The hotel is sited at the north end of the site to provide a quieter environment for hotel guests and to be in closer proximity to the SSLC where many of the hotel guests will likely attend sports events. The middle two-storey restaurant/retail/convention facility building provides a transition in massing between the southern one-storey building and the four-storey hotel at the northern end of the site.
- The project design responds to the recreation/industrial context of the adjacent Rona and SSLC buildings while incorporating some residential design elements. These include a mix of flat and sloped roofs and the use of residential exterior materials such as brick, stone and stucco, while also utilizing industrial exterior materials such as metal cladding, metal roof panels and commercial glazing.
- The palette of colours includes some of the lighter earth tones already present with adjacent buildings.

Deeper earth tones will be used to define the proposed buildings as friendly neighbours with a distinctive character. The metal cladding will be tan and the stucco will be beige and terra cotta.

- The proposed buildings are sited close to 166 Street to achieve a pedestrian-friendly streetscape along this frontage, and to allow the parking areas to be sited in close proximity the SSLC. The site plan emphasizes pedestrian safety and linkages from the proposed development to the SSLC.
- A berm and wooden trellis with stone columns will mask the drive aisle of the drive-through restaurant on the corner from the view of motorists along the Fraser Highway. Substantial landscaping is proposed around the perimeter of the site as well as in planting islands within the site. Plant species include Sweet Gum and Douglas Fir trees as well as Dwarf Mugho Pines, Gold Flame Spiraea, Wisteria and Heather.

ADVISORY DESIGN PANEL

- The project was reviewed at the February 24, 2004 meeting of the ADP. The ADP requested that the applicant resubmit their proposal for further review for resolution of several issues, including onsite pedestrian and vehicular circulation, the functionality of the parking layout, the development of a more cohesive architectural expression and lighting details (Appendix V).
- The revised project designs and additional information were reviewed at the April 15, 2004 meeting of the ADP.
- The project architect was complimented on the handsome building design and recommended that some site, landscape and architectural issues be resolved. Most of the comments of the ADP have been addressed in the drawings attached to this Report (Appendix VI). The project architect has been requested to resolve and further refine some issues related to the site, landscaping, signage and exterior materials prior to final approval.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheets
Appendix II.	Proposed Subdivision Layout, Site Plan, Typical Floor Plans and Elevations, Landscape Plans and Perspective
Appendix III.	Engineering Summary
Appendix IV.	Proposed CD By-law
Appendix V.	February 24, 2004 ADP Comments
Appendix VI.	April 15, 2004 ADP Comments and Applicant's Response
Appendix VII.	Proposed Amendments to CD By-law No. 13136

INFORMATION AVAILABLE ON FILE

- Detailed Engineering Comments dated January 5, 2004.

- Soil Contamination Review Questionnaire prepared by the City of Surrey and dated May 26, 2003.
- CD By-law No. 13136.

Murray Dinwoodie
 General Manager
 Planning and Development

RT/kms/saw

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APPENDIX I

Information for City Clerk

Legal Description and Owners of all lots that form part of the application:

1. (a) Agent: Name: Joe Minten
 Address: 355 Pemberton Terrace
 Kamloops, B.C. V2C 1T2
 Tel: 1-250-372-0549

2. Properties involved in the Application
 - (a) Civic Address: 16555 Fraser Highway

 - (b) Civic Address: 16555 Fraser Highway
 Owner: City of Surrey
 PID: 024-161-845
 Lot 1 Section 25 Township 2 Plan LMP 38186

3.
 - (a) Introduce a By-law to rezone the property.

 - (b) Introduce a By-law to amend CD By-law No. 13136.

DEVELOPMENT DATA SHEET

Proposed Zoning: CD

Required Development Data	Minimum Required / Maximum Allowed	Proposed
LOT AREA* (in square metres)		

Gross Total		
Road Widening area		
Undevelopable area		
Net Total		8,500 m ²
LOT COVERAGE (in % of net lot area)		
Buildings & Structures		23%
Paved & Hard Surfaced Areas		47%
Total Site Coverage		70%
SETBACKS (in metres)		
Front (Fraser Highway)		15.5 m - 19.2 m
Rear (North)		5.53 m
Side #1 (East)		B1 = 9.7 m B2 = 3.8 m B3 = 5.7 m
Side #2 (West)		B1 = 35.2 m B2 = 20.75 m B3 = 21.2 m
Side #3 (West)		B3 (canopy) = 1.3 m
BUILDING HEIGHT (in metres/storeys)		
Principal		B1 = 5.86 m B2 = 11.6 m B3 = 16.56 m
NUMBER OF RESIDENTIAL UNITS		
Bachelor		
One Bed		
Two Bedroom		
Three Bedroom +		
Total		
FLOOR AREA: Residential		
FLOOR AREA: Commercial		
Retail		120.23 m ²
Restaurant(s) Tim Hortons & BS Mainfloor		448.65 m ²
Total		
FLOOR AREA: Hotel		4,571.1 m ²

** If the development site consists of more than one lot, lot dimensions pertain to the entire site.*

Development Data Sheet cont'd

Required Development Data	Minimum Required / Maximum Allowed	Proposed
FLOOR AREA: Hotel Conformance		483.74 m ²
TOTAL BUILDING FLOOR AREA		5,841.17 m ²
DENSITY		
# of units/ha /# units/acre (gross)		
# of units/ha /# units/acre (net)		

FAR (gross)		
FAR (net)		
AMENITY SPACE (area in square metres)		
Indoor		
Outdoor		
PARKING (number of stalls)		
Hotel	82	61
Restaurant	38	29
Convention Centre	48	36
Retail Space	3	2
Drive-Through Restaurant	29	22
Residential Bachelor + 1 Bedroom		
2-Bed		
3-Bed		
Residential Visitors		
Institutional		
Total Number of Parking Spaces	200	150
Number of disabled stalls	3	6
Number of small cars	25% = 29	10
Tandem Parking Spaces: Number / % of Total Number of Units		
Size of Tandem Parking Spaces width/length		

Heritage Site	NO	Tree Survey/Assessment Provided	NO
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