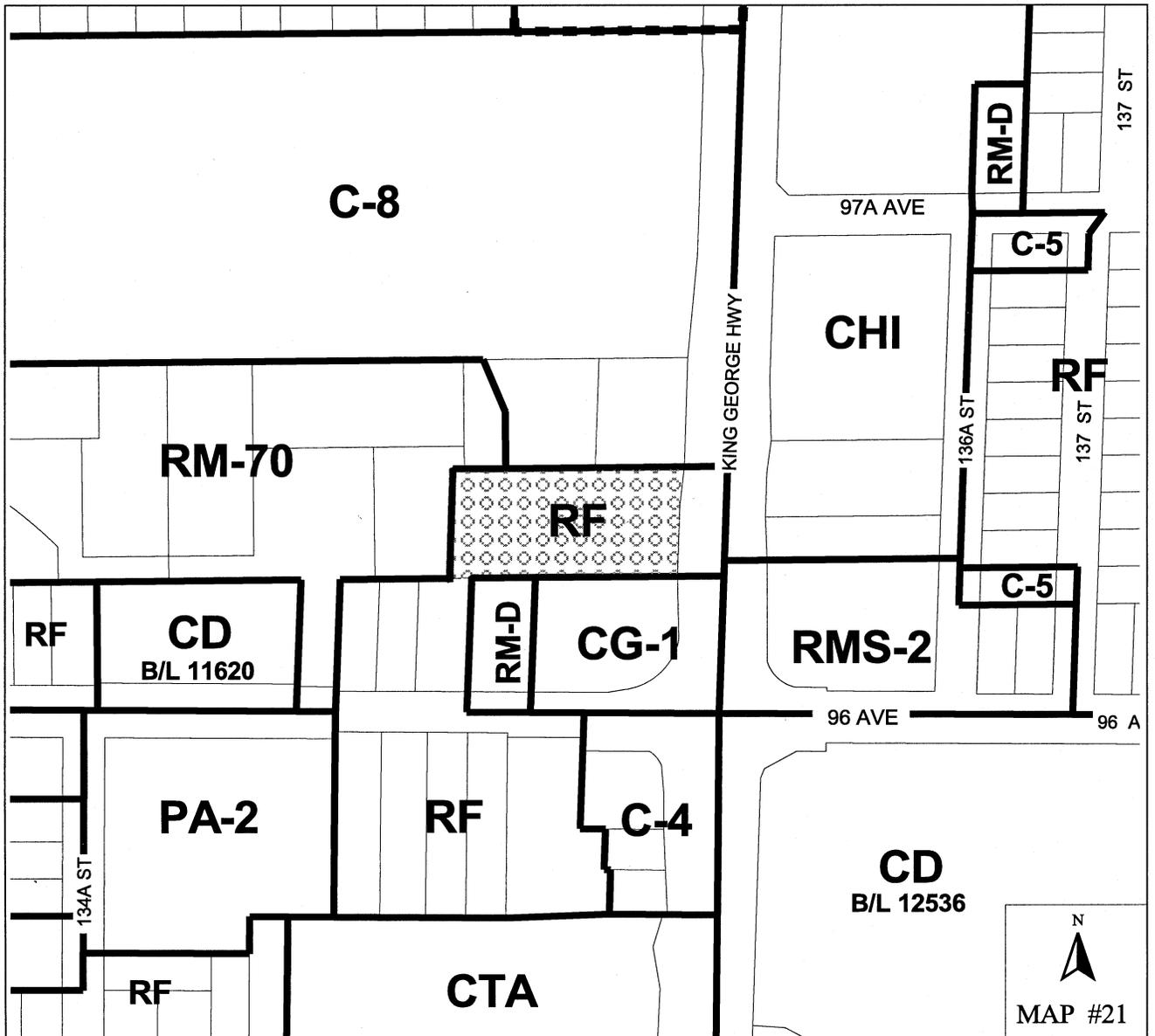


Proposal: Rezone from RF to CD and Development Permit to permit a mixed use commercial/residential building.

Recommendation: Approval to Proceed

Location: 9643 King George Highway **Zoning:** RF

OCP Designation: Commercial **Owner:** Stanford Development Corporation



PROJECT TIMELINE

Completed Application Submission Date:	March 10, 2003
Original Planning Report Date:	September 29, 2003
Revised Application Submission Date:	February 10, 2006
Additional Planning Comments Report Date:	March 27, 2006

PROPOSAL

The applicant is proposing:

- a rezoning from RF to CD; and
- a Development Permit

in order to permit the development of a mixed use commercial/residential building in Surrey City Centre.

RECOMMENDATION

The Planning & Development Department recommends that:

1. Council rescind resolution No. R03-2635 giving Third Reading to By-law No. 15129.
2. Council amend By-law No. 15129 by deleting Sections F and H in their entirety and replacing them with new Sections F and H and amending Sections G and J (as shown in Appendix VI).
3. a date for Public Hearing be set for amended By-law No. 15129.
4. Council approve the applicant's request to reduce the amount of required indoor amenity space from 337 square metres (3,580 sq.ft.) to 71 square metres (764 sq.ft.).
5. Council authorize staff to draft Development Permit No. 7903-0071-00 generally in accordance with the attached drawings (Appendix III).
6. Council instruct staff to resolve the following issues prior to final adoption:
 - (a) ensure that all engineering requirements and issues including restrictive covenants, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
 - (b) submission of a landscaping plan and landscaping cost estimate to the specifications and satisfaction of the City Landscape Architect;
 - (c) the applicant adequately addresses the impact of reduced indoor amenity space; and

- (d) relocation of the culverted creek to the specifications and satisfaction of the General Manager, Engineering.

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 IV).

School District:

School Impacts:

Projected number of students from this development:

Elementary students = 9 students
Secondary students = 5 students
Total new students = 14 students

School Catchment Area/Current Enrollment/School Capacity:

AHP Matthew Elementary School = 422 enrolled/430 capacity
Queen Elizabeth Secondary School = 1,367 enrolled/1,600 capacity

Projected number of students from development approvals in the last 12 months (not including subject project) in the subject school catchment areas:

Elementary students = 0 students
Secondary students = 0 students
Total new students = 0 students

Approved Capacity Projects and Future Space Considerations

A boundary move from Guildford Park Secondary to Queen Elizabeth Secondary is being implemented for 2006 (including King George Station high rise development) to help fill Queen Elizabeth.

There are no new capital projects proposed at the elementary school and no new capital projects identified for the secondary school.

(Appendix V)

SITE CHARACTERISTICS

- **Existing Land Use** Vacant, but fenced.
- **Significant Site Attributes** A culverted water course runs north-south through the centre of the site.
- **West:** Three-storey apartment buildings, zoned RM-70, designated Multiple Residential.
- **South:** Petro Canada gasoline station, zoned CG-1, designated Commercial. Duplex, zoned RM-D, and single family dwelling, zoned RF, both designated Multiple Residential.
- **East:** Across King George Highway, small commercial buildings, zoned CHI, designated Commercial.
- **North:** Knight and Day Restaurant, zoned C-8, designated Commercial.

PLAN AND POLICY COMPLIANCE

OCP Designation: Complies.

DEVELOPMENT CONSIDERATIONS

Background

- The subject site at 9643 King George Highway in Surrey City Centre is currently designated Commercial under the Official Community Plan and is currently zoned Single Family Residential Zone (RF).
- On March 10, 2003, the applicant applied to rezone the site from RF to Comprehensive Development Zone (CD) to permit the construction of a mixed-use, commercial/residential development.
- The proposed development consisted of a three-storey commercial building, containing 1,939 square metres (20,800 sq. ft.), on the east side of the lot adjacent to King George Highway, and a four-storey apartment building, containing 75 units, on the balance of the site.
- Council reviewed the Planning Report associated with this application on September 29, 2003.
- A Public Hearing on the proposed rezoning of the site from RF to CD (By-law No. 15129) was held on October 27, 2003. Third reading was granted to CD By-law No. 15129 the same evening.
- A new developer has now purchased the subject property and is proposing to amend the original application in order, in his view, to make the project more economically viable.

Amended Proposal

Uses

- The new applicant wishes to eliminate the second and third floor of the commercial section of the building, retaining only one level of ground-oriented commercial space facing King George Highway. As a result, the amount of commercial space will be reduced from 1,939 square metres (20,870 sq. ft.) to 442 square metres (4,760 sq. ft.).
- The applicant is also proposing to extend the residential portion of the building over the one-storey commercial podium and to revise the type and size of residential units. As a result, the applicant is proposing to increase the number of residential units from 75 to 111 (80 one-bedroom and 31 two-bedroom units).

Parking

- The previous applicant proposed to provide a total of 156 parking spaces in one and a half levels of underground parking as follows: 53 parking spaces to service the commercial component of the project, 97 resident parking stalls, and 6 visitor parking stalls.
- The new applicant is now proposing to provide 139 on-site parking spaces in one level of underground parking: 9 parking spaces to service the commercial component of the project, which is in conformance with the requirements of the Zoning By-law; 112 resident parking spaces, which is 9 fewer than required under the Zoning By-law and; 18 parking spaces for visitors which is in conformance with the Zoning By-law.
- In response to the Pre-Notifications for the original application and revised application, area land owners and residents expressed some concern with respect to the provision of visitor and commercial parking.
- As the subject site is surrounded by arterial roads, King George Highway and 96 Avenue, there is no on-street within several hundred metres of the subject site. As a result, surrounding property owners expressed a concern that if commercial and residential visitors were unable to find parking spaces on the subject site, they would park on adjacent properties as no on-street parking is available.
- To address the parking concerns expressed by the neighborhood, support for the project is predicated on the applicant providing commercial parking and visitor parking in accordance with the requirements of the Zoning By-law, which the applicant has done.

Revised Design Proposal

- The revised design now incorporates a one-storey commercial podium along King George Highway over which is located a three-storey residential component.
- The building is designed so that the residential portion of the building extends past the face of the commercial units creating a covered walkway in front of the commercial units.

- The commercial units will be clad in glazing while the columns supporting the building overhang will be clad in light beige stone veneer.
- There will be one floor of standard apartment units over the commercial portion of the building while the third and fourth floors of the units facing King George Highway will be two-storey loft units.
- The balance of the building is similar in design to the original proposal except that the hip roofs which formed a parapet around the roof line have been replaced by a flat parapet.
- The change in roof form and the removal of the upper levels of commercial space, permits better design integration between the eastern and western portions of the building.
- The base and roof line of the residential component of the building will be clad in coffee-coloured hardiboard.
- The lower three floors of the residential component of the building will be clad in clay-coloured vinyl siding while the fourth floor will be clad in mocha-coloured vinyl siding.
- The base of the columns that support the balconies will be clad in the same beige stone veneer as the columns at the front of the building along King George Highway.
- The columns themselves and balcony railings will be painted dark brown.
- Metal accents throughout the building will be painted a dark, brick-red.
- The commercial section of the building extends up to the southern property line and will be clad in stone veneer.
- Further, a beam will be constructed across the driveway opening along King George Highway to help visually extend the building along the frontage of the property.
- Beyond the commercial section of the building, a 1.0-metre (3 ft.) high retaining wall will be constructed in order provide additional planting medium along the southern property line to permit the growth of larger trees to help screen the apartment building from the service station on the adjoining property to the south.
- Except for the addition of the retaining walls and increased planting areas along the southern portion of the lot, the landscaping remains virtually the same as was envisioned in the original landscaping concept.
- The proposed CD Zone for the site requires that 3 square metres (30 sq.ft.) of indoor amenity space be provided per dwelling unit .
- The applicant is proposing to provide one multi-purpose indoor amenity room with an area of 71 square metres (764 sq. ft.) which is 262 square metres (2,820 sq. ft.) less than the 333 sq.m. (3,580 sq. ft.) of indoor amenity space required.

- The applicant has agreed to provide compensation in the amount of \$65,250, based on \$750 per unit, to mitigate the reduction of indoor amenity space in accordance with Council policy.
- The applicant is continuing to provide outdoor amenity space along the south side of the building in accordance with the requirements of the CD Zone.
- The proposed CD Zone for the site also requires that 3 square metres (30 sq.ft.) of outdoor amenity space be provided per dwelling unit .
- The applicant is proposing to provide 333 square metres (3,580 sq. ft.) of outdoor amenity space along the southern face of the building, adjacent to the indoor amenity room.

Proposed CD By-law

- With the redesign of the building, the Yards and Setbacks section of proposed CD By-law No. 15129 needs to be revised to reflect the revised building setbacks along the south, north and west property lines of the subject site.
- Original proposed setbacks and revised proposed setbacks are outlined below.

	Front Yard	Rear Yard	Northern Side Yard	Southern Side Yard
Original CD By-law	3.0 metres (10 ft.)	7.0 metres (23 ft.)	6.0 metres (20 ft.)	1.0 metre (3 ft.)
Revised CD By-law	3.0 metres (10 ft.)	7.0 metres (23 ft.)	5.5 metres (18 ft.)	Zero

- The redesign of the building also requires revisions to the off-street parking section of the proposed CD By-law No. 15129.
- The Off-Street Parking section of proposed CD By-law No. 15129 currently requires 121 parking spaces for residents whereas only 112 resident parking spaces are being provided as noted in a preceding section.
- To accommodate the revised number of resident parking spaces, the parking requirements of CD By-law No. 15129 must be amended. The amended CD By-law requires that one parking space be provided for each residential unit.
- Council has previously approved parking standards of one parking space per residential unit in conjunction with other multiple residential projects in Surrey City Centre that are located in proximity to SkyTrain stations, as is the subject site. (King George SkyTrain station is located 500 metres (1,600 ft.) north of the subject site.)
- Further, the Off-Street Parking section of proposed CD By-law No. 15129 sets the maximum parking for commercial uses at 53, rather than requiring commercial parking at the rate contained in the Zoning By-law. The proposed CD By-law requires commercial parking in accordance with the requirements of the Zoning By-law.

- As a result, the Off-Street Parking section of proposed CD By-law No. 15129 needs to be amended as shown in Appendix VI to reflect the revised parking standards and mix.
- All other aspects of the proposed CD By-law are identical to the original CD By-law.

PRE-NOTIFICATION

Pre-notification letters informing area property owners of the revised proposal were sent on February 6, 2006. Staff received one letter in response to the pre-notification.

- Representatives of an existing office building on the east side of King George Highway submitted a letter indicating that there is a serious problem with adequate parking in the area due to the proximity of Surrey Memorial Hospital and related uses and expressing the hope that the subject project will provide adequate on-site parking so as not to exacerbate the existing situation.

(The applicant is providing commercial parking and residential visitor parking in accordance with the requirements of the Zoning By-law. It is unlikely that users of the commercial component of proposed building would try to find parking on the east side of King George Highway. It is not anticipated, therefore, that businesses on the east side of King George Highway will be negatively impacted by the proposed development.)

ADVISORY DESIGN PANEL

- The original application was reviewed by the Advisory Design Panel (ADP) on June 25, 2003.
- The siting and massing of the current building are the same as the original building reviewed by the ADP.
- The major difference between the former and current design is the elimination of the upper level commercial units. However, the elimination of this commercial component has created a design that flows better than the previous design and integrates the eastern and western sections of the building much better as well.
- Further, it was previously proposed to clad the building in grey stucco. The new applicant, however, is proposing to upgrade the exterior cladding materials to a mix of higher quality materials.
- For these reasons, it was not deemed necessary to send the current proposal back to ADP for review.
- Planning & Development Department staff have reviewed the revised plans and find them satisfactory except for the landscaping plan.
- The landscaping along the southern and northern property lines needs further refinement particularly with respect to the configuration and design of retaining walls and planting areas and the installation of appropriate tree species.

- The applicant has agreed to undertake the required revisions to the landscaping plans and they will be included on the final plans attached to the Development Permit when it is brought forward to Council for consideration of issuance.

REQUIRED ACTIONS

- In order to permit the revised proposal to proceed, it is necessary to rescind Third Reading of CD By-law No. 15129 and to amend CD By-law No, 15129 as outlined in Appendix VI.
- Once CD By-law No. 15129 has been amended, it is in order for Council to set a new Public Hearing date to provide area residents and the general public an opportunity to review and comment on the revised proposal.
- Following the new Public Hearing, if Council continues to support the project, it is in order for Council to give Third Reading to CD By-law No. 15129, as amended.

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.	Contour Map
Appendix III.	Proposed Site Plan, Floor Plans, Building Elevations, and Landscape Plans
Appendix IV.	Engineering Summary
Appendix V.	School District Comments
Appendix VI.	Proposed Amendments to CD By-law No. 15129
Appendix VII.	Entire Proposed Amended CD By-law No. 15129
Appendix VIII.	Original Planning Report dated September 29, 2003

INFORMATION AVAILABLE ON FILE

- Detailed Engineering Comments dated May 1, 2003.
- Soil Contamination Review Questionnaire prepared by Gerry Blonski and dated March 10, 2003.

Murray Dinwoodie
General Manager
Planning and Development

GAG/kms

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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		5,917 m ²
LOT COVERAGE (in % of net lot area)		
Buildings & Structures		
Paved & Hard Surfaced Areas		
Total Site Coverage		
SETBACKS (in metres)		
Front	3.0 m	3.0 m
Rear	7.0 m	7.0 m
Side #1 (North)	5.5 m	5.5 m
Side #2 (South)	Zero	Zero
BUILDING HEIGHT (in metres/storeys)		
Principal	15.0 m	13.7 m
Accessory		
NUMBER OF RESIDENTIAL UNITS		
Bachelor		
One Bed		80
Two Bedroom		31
Three Bedroom +		
Total		111
FLOOR AREA: Residential		8,361 m ²
FLOOR AREA: Commercial		
Retail		416 m ²
Office		
Total		416 m ²
FLOOR AREA: Industrial		
FLOOR AREA: Institutional		
TOTAL BUILDING FLOOR AREA	8,876 m ²	8,777 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
DENSITY		
# of units/ha /# units/acre (gross)		
# of units/ha /# units/acre (net)		188 uph/76 upa
FAR (gross)		
FAR (net)	1.5	1.48
AMENITY SPACE (area in square metres)		
Indoor	333 m ²	71 m ²
Outdoor	333 m ²	333 m ²
PARKING (number of stalls)		
Commercial	9	9
Industrial		
Residential Bachelor + 1 Bedroom	111	112
2-Bed		
3-Bed		
Total Residential	111	112
Residential Visitors	18	18
Institutional		
Total Number of Parking Spaces	138	139
Number of disabled stalls		
Number of small cars		
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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