



Proposal: Rezone from A-1 and RA to CD for the development of a 72-unit single family detached residential complex.

Recommendation: Approval to Proceed

Location: 14215 and 14241 Crescent Road/3651 Elgin Road **Zoning:** A-1 and RA

OCP Designation: Urban

LAP Designation: Comm/Res & Clustering at SF Residential (8 upa) **Owner:** Park Lane Ventures (Elgin) Ltd., Inc. No. 692721

PROJECT TIMELINE

Completed Application Submission Date:	July 30, 2003
Application Revision & Re-submission Date:	May 17, 2005
Planning Report Date:	July 5, 2005

The applicant is proposing:

- a rezoning from A-1 and RA to CD

in order to allow subdivision into 72 single detached residential bare land strata lots.

The Planning & Development Department recommends that:

1. a By-law be introduced to rezone the property from "General Agriculture Zone (A-1)" and "One-Acre Residential Zone (RA)" (By-law No. 12000) to "Comprehensive Development Zone (CD)" (By-law No. 12000) and a date be set for Public Hearing.
2. Council instruct staff to resolve the following issues prior to final adoption/approval:
 - (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 subdivision layout to the satisfaction of the Approving Officer;
 - (c) input from the Ministry of Transportation;
 - (d) final approval from the Fraser River Estuary Management Program;
 - (e) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect and the Parks Division;
 - (f) finalized design guidelines to the satisfaction of the City to be registered on title;
 - (g) finalized park and trail design to the satisfaction of the Parks Division;
 - (h) registration of a Section 219 Restrictive Covenant for "no build" on Lot 73 until future consolidation with the adjacent property (14293 Crescent Road and related site access agreements);
 - (i) registration of a Section 219 Restrictive Covenant for "no build" on the rear of proposed Strata Lots backing Crescent Road to ensure 15 metres (49 ft.) of buffer are maintained along Crescent Road;
 - (j) registration of a Section 219 Restrictive Covenant to prevent building within 5 metres (16.4 ft.) of the lot lines adjacent to the riverside park;
 - (k) applicant adequately address the proximity of eagle nesting on the adjacent site by using Best Management Practices for development near wildlife habitat;
 - (l) the issue of the lots backing on to the golf course and potential of balls entering the property to be resolved to the satisfaction of the City;
 - (m) registration of a Section 219 Restrictive Covenant to prevent the erection of building or structures on the common property and ensure the maintenance/retention of the existing trees and landscaping within the buffers and green spaces; and
 - (n) registration of the geotechnical reports on title.
3. Council pass a resolution to amend the King George Highway Corridor Land Use Development Concept Plan to redesignate a portion of the land from Commercial/Residential to Clustering at Single Family Density (8 upa) when the project is considered for final adoption.

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).

Parks: Parks has concerns to be addressed through the process. These

include:

- The final design and construction of the Nicomekl Riverside Park;
- The location and construction of the Semiahmoo Trail; and
- Design features of dwellings adjacent to the trails for Crime Prevention Through Environmental Design Principles.

School District:

School Impacts:

Projected number of students from this development:

Elementary students = 22 students
 Secondary students = 11 students
 Total new students = 33 students

School Catchment Area/Current Enrollment/School Capacity:

Semiahmoo Trail Elementary School = 329 enrolled/315 capacity
 Semiahmoo Secondary School = 1,745 enrolled/ 1,300 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 = 52 students
 Secondary students = 30 students
 Total new students = 83 students

Approved Capacity Projects and Future Space Considerations

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

A future secondary school site in the South Surrey area is envisioned in the Grandview Heights area, pending general land use plan and residential built-out determination for Grandview Heights area.

(Appendix VI)

Building Division:

The Building Division has requested further information regarding proposed construction, geotechnical information and previous fill location.

Ministry of Transportation:

Support. Project supported in 2003 for one year. Updated approval required (Appendix VII).

FREMP:

FREMP approved preliminary concept. Final approvals required (Appendix VIII).

Heritage Advisory Committee (HAC):

Support. The project was reviewed by HAC on July 21, 2004, April 27, 2005, May 25, 2005 and June 29 2005 (Appendix IX).

SITE CHARACTERISTICS

- **Existing Land Use** The 3 lots that make up the subject site were single family residential in nature but most buildings have been demolished and there are no residents.
- **Significant Site Attributes** There is some mature vegetation along the west and south perimeter of the site. The site lies to the south of the Nicomekl River.
- **East:** Across Elgin Road there are single family holdings on large lots adjacent to the river. To the southeast there is a gas station/convenience store. The OCP designates the residential area as Urban and the gas station as Suburban, zoned A-1, RA and CG-2.
- **South:** Adjacent to the site there is a small piece of property in the southeast corner that is not part of the application and currently has a single family dwelling. Across Crescent Road are one-acre and one-acre gross density lots and Elgin Hall. The OCP designates these areas as Suburban, zoned RA, RA G, PA-1.
- **West:** Abutting the subject site to the west is the Nicowynd townhouse development and the Nicowynd Golf Course. The area is designated Multiple Residential in the OCP, zoned RM 15 (LUC No. 175) and CPG.
- **North:** Across the Nicomekl River are larger Agricultural estate parcels. This area is designated Agricultural in the OCP, zoned A-1, and is within the Agricultural Land Reserve.

PLAN AND POLICY COMPLIANCE

- OCP Designation: Complies.
- LAP Designation: Partially complies. A portion of the site is required to be redesignated from Commercial Residential to Clustering at Urban Single Family Density (8 upa).

JUSTIFICATION FOR PLAN AMENDMENT

- The site is situated within the King George Highway Corridor Land Use Development Concept Plan area and is designated Commercial/Residential and Clustering at Single Family Density (8 upa) (Appendix X).
- Under the King George Highway Corridor Land Use Development Concept Plan, the area is envisioned to be a pedestrian-oriented residential/commercial mixed use area with an overall residential density of 8 upa. The intent is to create a Heritage Village at the intersection of Elgin and Crescent Roads, between Elgin Creek and the Nicowynd Golf Course and serves as a gateway to the Riverside parks and multi-use pathways systems which extend west to Crescent Beach. It also defines the northern end of the Semiahmoo Trail and provides the opportunity for public access to the Nicomekl River.
- The applicant is proposing single family residential at slightly over 5 upa for the entire site with no commercial component.
- The applicant has provided a market assessment to indicate that a commercial component would not be viable at this location due to limited access, lack of market area to sustain commercial and availability of competitive commercial areas. It is noted that a market study was not conducted to substantiate the commercial portion of the

"Heritage Village" commercial/residential designation at the time the King George Highway Corridor Land Use Development Concept Plan was completed in 1995.

- There are additional environmental considerations for the Nicomekl River and wildlife habitat that do not support commercial development directly along the river's edge.
- The intent of the commercial/residential designation was to create a focal point at this historical entry to the Semiahmoo Peninsula. The proposal that is the subject of this application incorporates heritage elements into the site, building and park design and will create a focal point for that location. Specifically, the following elements have been incorporated in the project to enhance public access to the Nicomekl River and defines the northern end of the Semiahmoo Trail:
 - Construction of trails within greenspace around the perimeter;
 - Creation of a river side park with story boards to explain the history of the site; and
 - Heritage style construction on site to create a Village environment.
- The density of the proposal is well under the density prescribed for the area in the King George Highway Corridor Land Use Development Concept Plan if it were to build out as commercial/residential.

DEVELOPMENT CONSIDERATIONS

Background

- The subject site is comprised of 3 parcels of land and is approximately 5.6 ha (14 acres) in size, located directly south of the Nicomekl River and adjacent to Elgin and Crescent Road in South Surrey.
- The land is designated Urban in the Official Community Plan and the existing zoning is a combination of "General Agriculture Zone (A-1)" and "One-Acre Residential Zone (RA)".
- The land was most recently used as large lot single family residences. The old residences have been demolished due to site problems with squatters and vandalism.
- The site is located along two Heritage roads, Crescent Road and Elgin Road (extension of Semiahmoo Trail) and has some historical interest as the community dock for the area was located along the river at this location and the foundations of the dock remain.

Proposed Development Overview

- An application was made for the subject site on June 23, 2003. The applicant, Park Lane Homes, had gone through several revisions to the project. The original proposal was for a residential complex composed of 87 townhouse units and 47 apartment units. Subsequent to consultation with the community, the applicant has modified the project and is now proposing a bare land strata with 72 single detached residential units.
- The subject site is proposed to be rezoned to CD. The size of the strata lots generally conforms to the RF (Single Family Residential) Zone on the north side of the development for approximately 49 lots and RF-12 Zone on the south side for approximately 23 lots. Only the RF-12 size lots would have basements.
- The site will be serviced internally and connect to the City's system at the entryway. A sanitary pump station is required at the entry to the development and it will eventually be dedicated to the City as part of the overall servicing plan for the area.
- As part of the strata development, the applicant proposes to create open space within the site to protect the treed buffer along Crescent Road as suggested by the King George Highway Corridor Land Use Development Concept Plan, as well as creating a park site next to the entry of the site.

- Additional public open space will be provided along the Nicomekl River on the north side of the development. A 15 metre (49 ft.) river side park with intertidal marsh and trail system will be created and dedicated to the City as part of its public open space system, greenway connection and riparian area.
- West of the proposed development is the Nicowynd multi-family and Golf Course Development designated Multiple Residential and Agricultural in the OCP. The multi-family units are clustered mainly on the south and southeast portion of the site. The nine-hole Golf Course makes up the remainder of the site, extending from the residential units north and west to the dike along the Nicomekl River. The proposed development would interface with Nicowynd along the Nicowynd eastern property line. There are approximately 14 strata lots proposed along this edge, all proposed to be equal to or greater than 560 square metres (6,028 square feet) in area. Along the edge closest to the Nicowynd units, there are trees proposed to be retained on the private strata lots, as well as some additional planting at the rear of the proposed strata lots.
- There are approximately four strata lots proposed to back onto the walkway beside Nicowynd Golf Course. The back of the lots are proposed to have a 1.2 metre (3.9 ft.) high retaining wall with a swale at the rear of the lots to ensure that drainage will not cross the property line from the proposed development to the Nicowynd Golf Course. In addition the rear of the lots is proposed to have a low fence and landscaping in addition to the face along the existing walkway to establish a defined changed in use and barrier to golf balls entering the lots. Due to the proximity of the lots to the golf course, the developer will place an appropriate covenant on title due to the possibility of golf balls crossing the lots. The City may require additional measures to address this issue before final approval is granted on the rezoning by-law.
- The northern boundary of the subject site is proposed to have a riverside park adjacent to the Nicomekl River. The park will extend from the top of bank of the Nicomekl River inland to 15 metres (49 feet). Within the 15 metres there will be riparian planting and the creation of an intertidal marsh at the river interface. In the furthest inland 5 metres (16 feet) a trail will be constructed at 3.3 metres elevation above sea level to create a dike along the subject site. The trail width will be consistent with the trail on the perimeter of the Nicowynd development and will provide the connection with river front trail already constructed to the trail confluence proposed at Elgin Road.
- Lot lines will begin at 15 metres (50 feet) inland from the top-of-bank. It is proposed that the building setbacks from the northern lot lines for these lots in closest proximity to the Nicomekl River, will be 5 metres (16 feet). The residences constructed along this trail will have the exterior facing the trail designed in such a way as to address the trail and provide some surveillance over the trail.
- The eastern edge of the subject site is adjacent to Elgin Road south of the sea dam. The proposed development will have a minimum 10 m (33 ft.) buffer from the edge of Elgin Road to buildings on the proposed strata lots in accordance with the Semiahmoo Trail guidelines. A portion of this buffer will be left as common property between the strata development and the lots. A trail will be constructed along Elgin Road. Three lots will be adjacent to the buffer and designed in such a way as to comply with the Semiahmoo Trail Design Guidelines in order to preserve the opportunity to designate the off-street trail as the Semiahmoo Trail.
- There will be a small park space adjacent to Elgin Road and the access road for the subject site. The intent of the park is to preserve some of the trees existing on site and establish a green area for the development. The park will belong to the strata corporation as part of the common property.
- Also adjacent to Elgin Road will be a sanitary lift station, required for the development but intended to become part of the City of Surrey sanitary system in the medium term future (six to ten years). There is a building required for the lift station, and the building design responds both to the character of the area and Heritage significance of Elgin Road. The proposed building will be in the design of an apple barn within a small orchard of trees. It will respect the setback requirements from Elgin Road, but will be located close enough to the roadway that the facility can easily transfer ownership and maintain road access (Appendix XIV).
- At the southeast corner of the proposed development, the subject site is located adjacent to a small residential

property on the corner of Elgin and Crescent Roads. The proposed development is leaving an undeveloped piece of land to be consolidated with the small parcel in order to keep the residential parcel developable. The concept is that when the residential parcel is consolidated with the remaining land, two lots will be created and complete the redevelopment of the area.

- Along the southern edge of the subject site is a substantial buffer of trees (Crescent Road). The proposed development maintains the treed buffer in a strip of common property 8 m (26 ft.) between the lots and the roadway that will have a no-building covenant and tree retention/maintenance covenant applied to it. An additional 7 m (23 ft.) setback from the common property is established in the rear yard of the lots, which would be subject to additional restrictive covenants to ensure that there is no additional building with strata lots and that the trees and landscaping are protected and maintained.

Building Design Guidelines and Lot Grading

- The applicant for the subject site has retained Mark Ankenman as the Design Consultant. The Design Consultant conducted a character study of the surrounding homes and the neighbourhood context and based on the findings of the study has drafted a set of Design Guidelines (Appendix XI).
- In-ground basements are proposed based on the lot grading and tree preservation information that was provided by the applicant. Basements will be achieved on the smaller lots on the southern portion of the site on lots that will have minimal cut or fill. No basement entry style homes are proposed.
- The site is proposed to have fill in the 200 year flood plain area in order to achieve construction elevations (3.3 metres). Approximately, one-third of the site in the northwest portion is the area proposed to have over 0.50 metres (1.6 ft.) of fill. Trees in the fill zone are proposed to be removed.
- Due to the proposed development's location in the flood plain and the compressible soil types that form the base layer (peat, silts), the developer will have to pre-load the site in order to achieve a stable base for construction. The City requires that the geotechnical report done by Jacques Whitford be updated and registered on title(s) for information of future buyers.

Heritage Conservation/Enhancement

- The subject site abuts Crescent Road and Elgin Road. Both Roads have Heritage designations and the Heritage Advisory Commission (HAC) reviewed the application in order to assess the interface of the proposed development and the Heritage areas.
- The application was reviewed by HAC on July 21, 2004 and April 27, 2005 with the following proposal and guidelines for the site:
 - A waterfront/heritage theme;
 - Setbacks from the roadways of 10 to 15 metres;
 - The provision of trails or statutory rights of way for trails along the south, east and north perimeters of the site;
 - Dedication of 15 metres of park/riparian area along the Nicomekl River;
 - Provision of story boards at the trail head on Elgin and along the river trail to explain the Heritage nature of the location and the environmental treatment of the intertidal marsh;
 - Entry treatment of the site and special design for the pump station building as an apple barn in board and batten;

- Decorative pavement treatments at focal points within the site;
 - Site access design to keep the option of a roundabout on Elgin Road with decorate paving for the roundabout and the entryway; and
 - Design guidelines for single detached dwellings to include: second storeys set into the first story roofline for a reduction in massing and heritage feel; Cape Cod, Craftsman and Contemporary West Coast architecture; massing to reflect dominant roof form and one-storey porch; heritage colour palette; trail's edge buildings to have relationship to trail; low fencing split rail along the pathways. Basement entry homes and secondary suites will not be permitted.
- The applicant also submitted a *Report on Heritage Values* of the site prepared by Legacy Heritage Consultants which identified that the site:
 - Retains some historical aspects such as the set of pilings that supported the community dock and the portion of dike that was partially built to prevent flood surge onto the site; and
 - The Edward Looney House stood on the site until burning down in 1932, and that the first Elgin Community Hall may have been located on the site.
 - HAC recommended to the General Manager of Planning and Development that:
 - HAC accepts the treatment interface between Crescent Road and Elgin Road and the proposed strata development subject to the following:
 - That the Semiahmoo Heritage Trail guidelines, including the 10 metre setback requirements, be strictly adhered to;
 - That the building scheme be sensitive to the heritage character of the area with respect to massing of building along the Trail, waterfront park and Crescent Road;
 - That the developer be require to install an appropriate story board or similar kiosk, commemorating the history of the area;
 - That the driveway placement along Elgin Road be located further south to enhance location options for alignment of the Trail;
 - That the final site grades be sensitive to the elevation of Crescent and Elgin Roads;
 - That the pump station adhere to the 10 metre setback along the Trial and that the massing and cladding be sensitively dealt with and in keeping with the heritage character of the area; and
 - That the Commission be provided with an updated proposal prior to a report going to Council.
 - The application was again reviewed by HAC on May 25, 2005 having changed the driveway location as per the direction of HAC. The Commission was given a list of how the development was complying with the Semiahmoo Trail Design Guidelines. The Commission recommended to the General Manager of Planning and Development that they supported the application.
 - The application was reviewed by HAC on June 29, 2005 on the proposed Tree Retention Plan. The Tree Retention Plan proposes to remove a number of trees along Crescent Road and Elgin Road due to hazardous or poor condition. For HAC, the review was twofold:
 1. To review the Significant Trees proposed to be removed from City property that is designated Heritage (four trees on Crescent Road/future road right-of-way) and 4 trees on the Elgin road right-of-way;
 2. To review the proposed removal of the trees in the buffer area that affects the interface of the development proposal with Heritage designated Crescent Road (nine trees in the buffer area) and Elgin Road (one tree in the buffer area).
 - HAC reviewed the report and recommended to the General Manager of Planning and Development that the City

retain all the trees along Crescent Road in order to more thoroughly evaluate their condition and support the removal of 4 trees within the Elgin Road right-of-way and one on private property along Elgin Road.

Tree Preservation

- Norm Hol of Arbortech Consulting prepared the Arborist Report and the Tree Preservation/Replacement Plan. The Arborist Report indicates there are 166 mature trees on the subject site including those within the Crescent Road and Elgin Road right-of-way. 89 of the trees are located in the dense remnant native forest located along Crescent Road. The report proposes the retention of 109 trees. The report also proposes the removal of 13 trees along Crescent Road, 5 trees along Elgin Road and 39 trees for the rest of the site for a total of 57 trees.
- The 13 trees along Crescent Road and the 5 trees along Elgin Road proposes to be removed are due to various degrees of hazardous/poor conditions. Subsequent to the review of HAC and discussions with the Friends of Semiahmoo Trail, it was determined that the 5 trees along Elgin Road should be removed due to their poor condition. However, the trees along Crescent Road will be retained and monitored further.
- Out of the 39 trees proposed to be removed for the remainder of the site, only 11 are considered to be healthy specimens. The removal of these 39 trees are due to a combination of reasons including building envelop, lot grading and driveways. Subsequent to the meeting with the Friends of Semiahmoo Trail, the applicant will revisit their proposed layout plan to look at further tree retention.
- There are 88 replacement trees proposed to be planted along with substantial additional landscaping to enhance the development, roadways and shore area. In total, at least 250 trees will be planted in the area.

Environmental Consideration

- Planning scheduled a review of the Arborist's report at HAC on June 29th and has recommended that HAC accept the Report and recommend that the trees proposed for removal along Elgin Road be removed and that the trees along Crescent Road be retained and monitored further.
- Environmental consideration of the site are twofold: the first being the location of the development area adjacent to the Nicomekl River and requiring a FREMP (Fraser River Estuary Management Program) review; and second that the area has been noted as raptor habitat.
- FREMP reviewed the application and has given preliminary approvals (Appendix VIII). They have required that the shoreline interface area be treated with planting to create an intertidal marsh to promote fisheries/habitat protection in this stretch of the Nicomekl.
- Since the FREMP approval in March 2004 the application has changed somewhat and the inclusion of the dike is required as part of the construction. FREMP is being notified of the changes and is being requested to amend their approval to reflect the required fill to construct the dike and connecting trail.
- One eagle was identified on the neighbouring Nico Wynd development. Due to the proximity of the eagle, the applicant is being required to comply with the Best Management Practices for developing near raptor habitat. These include, but are not limited to:
 - retention of habitat/vegetation;
 - delineation of habitat areas; and
 - scheduling construction to avoid nesting periods.

CD By-law (Appendix XIII)

- The proposed CD By-law is based on the RF and RF-12 Zones, and is developed specifically for a bare land strata development. The proposed CD By-law differs from the RF and RF-12 Zones as follows:

- There is reference to bare land strata;
- The only permitted use is a single family dwelling;
- The unit density is site specific and is 5.8 upa, lower than the RF and RF-12 Zones.

PRE-NOTIFICATION

Pre-notification Letter

Pre-notification letters were sent on August 7, 2003 advising the neighbouring landowners about the original development proposal that included a multi-family development of 82 townhouse units and 47 apartment units (total 129 units). Staff received phone calls and correspondence from individuals in the neighbourhood, the Nicowynd Townhousing complex (adjacent), and the Elgin Ratepayers Association. As a result of the concerns expressed by the neighbours, the applicant and Park Lane conducted 3 Public Information Meetings (PIM).

Public Information Meeting (PIM)

- The first PIM was held on April 6, 2004. Subsequent to the meeting, Park Lane responded to the concerns expressed about density in their 129 unit apartment/townhouse proposal by decreasing density and changing the building form to 104 units of bare land strata.
- A second PIM was held on June 29, 2004 to present the 104 lot bare land residential strata to the public. Further concerns were expressed about the 104 lot bare land strata and the applicant revised the plans again in an attempt to respond to the density, green space and built form issues.
- On April 6, 2005, the applicant presented the current version of their application in a third PIM. The application is for a 72 lot bare land strata development with on-site green space and a dedication of the riverside park. The development proposed is under 6 units per acre and does not include a commercial component as the applicant feels that a commercial component is not viable.
- At the conclusion of the third PIM, several members of the neighbourhood, including the Elgin Ratepayer's Association, maintained their objection to the proposed development.

Concerns Expressed by the Community:

The following are the concerns expressed by the neighbours in the area including the Elgin Ratepayers Association and how they are addressed by the applicant:

- Interface with adjacent properties.

(Landscape buffering is proposed along all of the proposed project's boundaries. Buffering along Elgin Road/Semiahmoo Trail will meet or exceed the Semiahmoo Trail design guidelines. Buffering along Crescent Road will retain and enhance a thick stand of mature trees to the degree that it will be difficult to see the proposed development from Crescent Road. An existing large cedar hedge and trees along the Nico-Wynd multi-family site will be retained and enhanced with additional planting. The foreshore along the river will receive extensive riparian planting and the creation of inter-tidal marshes. The large suburban lots to the south are separated from the subject site by a significant grade change, a dense stand of trees and by Crescent Road.)

- Concern about increased traffic on the public walkway on the Nicowynd property to the west of the site.

(When Nico-Wynd was developed two public walkways were established. One walkway ran along the river and the other ran along the eastern property line. According to the arrangement, the eastern walkway could be closed to the public when the river walkway was extended to Elgin Road by future

development. The proposed project is this future development. This means that pedestrian traffic on the eastern walkway can be eliminated but traffic on the river walkway will continue. The river trail is an important and desirable link to the Semiahmoo Trail.)

- Concern about excessive traffic, traffic speeds existing on Elgin Road, traffic from the development will have a very hard time coming out of the site due to the constraints of the surrounding roadways. There is too much density and it is affecting the ability of Greencrest Drive residents to access their street.

(The density (and resulting traffic) of the proposed project has been significantly reduced from the original proposal and is well below the density envisioned in the King George Highway Corridor Land Use/Development Concept Plan. The removal of the "Village Commercial" component will further reduce the amount of potential traffic. Access to the site has been relocated to accommodate and preserve the heritage aspects of the site and to minimize the impact to the neighbourhood. The Engineering Department is currently reviewing traffic calming measures for incorporation into the construction of Semiahmoo Trail (Elgin Road) and these measures will be accommodated by the proposal.)

- Concerns about the environmental impact on the property including the trees, the river, the floodplain and habitat.

(The environmental aspects of the proposal have been reviewed and approved by FREMP. While it is obvious that any disturbance of the site will have an environmental impact FREMP has concluded that these impacts are sufficiently offset by the improvements/compensation works that are included as part of the development proposal. These improvements include the construction of inter-tidal marshes and the extensive planting of trees and shrubs along the foreshore. All buildings in the proposed project will be setback a minimum of 20 meters from the top of the existing dyke. The building envelopes in the proposal have been situated to retain the majority of the existing healthy trees. Of the site's 166 mature trees, the applicant proposes to retain 109 trees. Additional trees will be retained along Crescent Road as a result of review by the HAC and discussion with the Friends of Semiahmoo Trail. Over 250 trees will be planted.)

- Concerns about the site Heritage value that is not being served by this development.

(A heritage study completed for the project concluded that while the Elgin area has a rich history, there is little of heritage interest on the development site itself. The two elements of interest that are noted in the report will be retained (the existing dyke and an old set of pilings). The old pilings that remain in the river are believed to be the remnants of the Port Elgin customs dock. The project name "Port Elgin" was selected to reflect this history. The proposed project also respects and preserves the heritage aspects of Crescent Road and the Semiahmoo Trail.)

- Concerns about the "high" density of the proposed development.

(The density of the proposal has been reduced from the original proposal of 10 u.p.a. down to 5.6 u.p.a. This is below the present density designation for a portion of the site (8 upa under the King George Highway Corridor Land Use Development Concept Plan.)

- Concerns about soil compression, location in the floodplain and drainage onto neighbouring properties.

(The Northwest quarter of the site adjacent to the golf course is currently below the 200-year flood level. As part of the proposed development the site will be filled to the required flood protection level. This will provide flood protection for the new homes and Nico-Wynd golf course. A geotechnical assessment has concluded that filling the site will not negatively affect the groundwater but that minor ground settlement may occur along the very northeastern edge of the golf course property. Survey monuments have been placed to monitor any settlement in this area. Settlement that disturbs drainage patterns will be repaired.)

- Concerns about golf balls for development abutting the golf course (Nicowynd, adjacent)

(Of the 72 lots to be created only 3 lots back onto the in-play area of the golf course to the West. The existing walkway that runs between the golf course and the proposed project is protected by an 8 ft chain link fence and trees. The new homes will have this existing protection as well as additional fencing and a row of high canopy trees. A restrictive covenant will be registered on the 3 lots requiring the use of appropriate safety measures in the construction of the homes. This RC will also provide notification of the risk of stray golf-balls. Other measures may be added to address this issue before final adoption of the rezoning by-law.)

- Concerns about the impact on the existing infrastructure in the area.

(The proposed project will have minimal impact on the infrastructure in the area. It will have no impact on the storm system, and it will provide the base system for a sanitary lift station that will eventually benefit the entire neighbourhood. The water system in the local area has ample capacity and this will not change as the result of the proposed project.)

- Concerns about the development will have a significant sediment impact on the river.

(Silt control measures are incorporated into the proposal. Cut off ditches and silt control ponds will be used during construction. A storm sceptor will improve post construction storm water quality.)

Delegation to Council - Elgin Ratepayer's Association

- The Elgin Ratepayers Association representative expressed in a delegation to Council in October 2003 that if the commercial component of the commercial/residential designation was eliminated from this site, that the whole plan should be revised to conform with surrounding suburban densities. Specifically, the delegation requested that the area be redesignated in the OCP from Urban to Suburban.
- In response to the request of the delegation, Planning and Development indicated that the proposed Park Lane development complies with the residential designation of the King George Highway Corridor Land Use/Development Concept Plan. However, the proposed development does not include a commercial/residential component and therefore, is not in total compliance with the designation of the Land use/Development Concept Plan. Consequently, the applicant is required to conduct a public consultation process to inform the community about the proposed changes to obtain input from the community in accordance with the established plan amendment process.

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 Preliminary Subdivision Layout, Site Plan and Landscape Plans and Perspective
Appendix IV.	Engineering Summary
Appendix V.	Parks Comments
Appendix VI.	School District Comments
Appendix VII.	Ministry of Transportation
Appendix VIII.	FREMP
Appendix IX.	Heritage Advisory Committee Comments
Appendix X.	King George Highway Corridor Land Use Development Concept Plan
Appendix XI	Neighbourhood Character Study and Draft Design Guidelines
Appendix XII	Summary of Tree Survey and Tree Preservation
Appendix XIII.	Proposed CD By-law

Appendix XIV. Sanitary Lift Station Building

INFORMATION AVAILABLE ON FILE

- Survey Plan, 3 copies
- Detailed Engineering Comments dated June 23, 2005.
- Building Scheme dated June 16, 2005.
- Neighbourhood Character Study dated June 16, 2005.
- Tree Survey Plan dated April 18, 2005, subsequent Report dated June 23, 2005.
- Arborist Report dated April 18, 2005.
- Preliminary Lot Grading Plan by Hunter Laird Engineering Ltd. dated April 2005.
- Geotechnical Study prepared by Jacques Whitford dated December 2001.
- Market Assessment prepared by Hudema Consulting dated May 24, 2005.
- Soil Contamination Review Questionnaire prepared by Mark Ankenman dated July 2003.

Murray Dinwoodie
General Manager
Planning and Development

TW/kms

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APPENDIX IInformation for City Clerk

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

1. (a) Agent: Name: Mark Ankenman, Ankenman Associates Architects Inc.
 Address: Suite 200, 12321 Beecher Street
 Surrey, B.C. V4A 3A7
 Tel: 604-536-1600
2. Properties involved in the Application
 - (a) Civic Addresses: 14215 and 14241 Crescent Road and 3651 Elgin Road
 - (b) Civic Address: 14215 Crescent Road

Owner: Park Lane Ventures (Elgin) Ltd., Inc. No. 692721
 PID: 008-207-666
 Parcel "B" (Reference Plan 10364) of Timber Lot 18 Section 28 Township 1 and of District Lot 166 Group 2 New Westminster District

(c) Civic Address: 14241 Crescent Road
 Owner: Park Lane Ventures (Elgin) Ltd., Inc. No. 692721
 PID: 003-146-324
 Parcel "D" (Reference Plan 16759) of Timber Lot 18 of the North East Quarter of Section 28 Township 1 and of District Lot 166 Group 2 Except: Parcel "F" (Reference Plan 16889) New Westminster District

(d) Civic Address: 3651 Elgin Road
 Owner: Park Lane Ventures (Elgin) Ltd., Inc. No. 692721
 PID: 001-208-616
 Parcel "F" (Reference Plan 16889) of Timber Lot 18 of the North East Quarter of Section 28 Township 1 and of District Lot 166 Group 2 New Westminster District

3.

- (a) Introduce a By-law to rezone the property.
 (b) Application is under the jurisdiction of MOT

File No. 1-6-20848

SUBDIVISION DATA SHEET

Proposed Zoning: CD

Requires Project Data	Proposed
GROSS SITE AREA	55,789.6 m ²
Acres	13.785 ac.
Hectares	5.578 ha.
NUMBER OF LOTS	
Existing	3 fee simple
Proposed	73 bareland strata lots/1 common property
SIZE OF LOTS	
Range of lot widths (metres)	13.4 m - 23 m (irregular)
Range of lot areas (square metres)	352 m ² - 560 m ²
DENSITY	
Lots/Hectare & Lots/Acre (Gross)	13.08 upha/5.3 upa
Lots/Hectare & Lots/Acre (Net)	
SITE COVERAGE (in % of gross site area)	
Maximum Coverage of Principal & Accessory Building	32%
Estimated Road, Lane & Driveway Coverage	8%

Total Site Coverage	40%
PARKLAND	
Area (square metres)	2.31 acres
% of Gross Site	16.8%
Required	
PARKLAND	
5% money in lieu	NO
TREE SURVEY/ASSESSMENT	YES
MODEL BUILDING SCHEME	YES
HERITAGE SITE Retention	NO
BOUNDARY HEALTH Approval	NO
DEV. VARIANCE PERMIT required	
Road Length/Standards	NO
Works and Services	NO
Building Retention	NO
Others	NO

DEVELOPMENT DATA SHEET

Proposed/Existing Zoning: CD

Required Development Data	Minimum Required / Maximum Allowed	Proposed
LOT AREA* (in square metres)		
Gross Total		
Road Widening area		
Undevelopable area		
Net Total		
LOT COVERAGE (in % of net lot area)		
Buildings & Structures		32%
Paved & Hard Surfaced Areas		8%
Total Site Coverage		40%
SETBACKS (in metres)		
Front		
Rear		
Side #1 (North)		15 m
Side #2 (East)		10 m
Side #3 (South)		15 m
BUILDING HEIGHT (in metres/storeys)		
Principal		2-storey
Accessory		4.5 m

NUMBER OF RESIDENTIAL UNITS		
Bachelor		
One Bed		
Two Bedroom		
Three Bedroom +		72
Total		72
FLOOR AREA: Residential		21,274.1 m ²
FLOOR AREA: Commercial		
Retail		
Office		
Total		
FLOOR AREA: Industrial		
FLOOR AREA: Institutional		
TOTAL BUILDING FLOOR AREA		21,274.1 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
DENSITY		
# of units/ha /# units/acre (gross)		13.08 upha/ 5.3 upa
# of units/ha /# units/acre (net)		
FAR (gross)		
FAR (net)		
AMENITY SPACE (area in square metres)		
Indoor		
Outdoor		3,000 m ²
PARKING (number of stalls)		
Commercial		
Industrial		
Residential Bachelor + 1 Bedroom		
2-Bed		
3-Bed		
Residential Visitors		
Institutional		
Total Number of Parking Spaces		
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	YES
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APPENDIX II

CONTOUR MAP FOR SUBJECT SITE

