

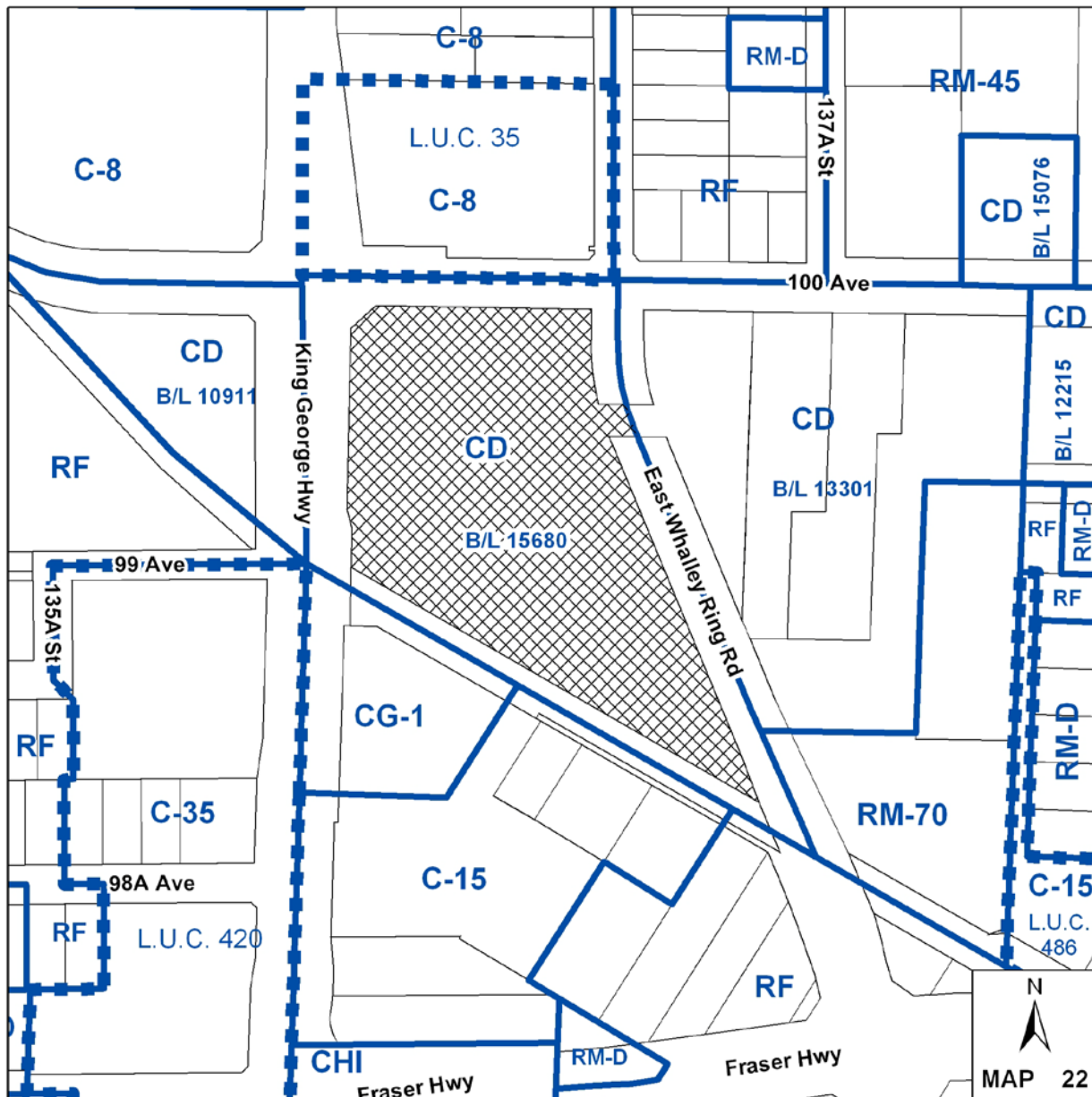
Proposal: Development Permit to permit two 36-storey apartment buildings with ground floor retail space and one free-standing commercial building. A Development Variance Permit to reduce residential and commercial parking.

Recommendation: Approval to Proceed

Location: 13618 - 100 Avenue **Zoning:** CD (By-law No. 15680)

OCP Designation: City Centre

Owner: Jung Developments



PROJECT TIMELINE**REVISED**

Completed Application Submission Date: February 8, 2006
Planning Report Date: March 6, 2006

PROPOSAL

The applicant is proposing:

- a Development Permit; and
- a Development Variance Permit to vary the following Zoning By-law regulations:
 - to reduce resident parking requirements to one (1) parking space per dwelling unit; and
 - to reduce the parking ratio for retail uses from 2.4 spaces per 100 sq.m. to 1.3 spaces per 100 sq.m.

to permit the development of two, 36-storey apartment buildings with ground floor retail space and a free-standing commercial building.

RECOMMENDATION

The Planning & Development Department recommends that:

1. Council approve the applicant's request to defer **provision of** 2,158 square metres (23,300 sq.ft.) of required indoor amenity space and the provision of 2,532 square metres (27,250 sq.ft.) of outdoor amenity space to Phase III.
2. Council authorize staff to draft Development Permit No. 7905-0323-01, for Building D and the central court yard, generally in accordance with the attached drawings (Appendix III).
3. Council approve Development Variance Permit No. 7905-0323-01, varying Part 5 of Zoning By-law No. 12000, to proceed to Public Notification:
 - (a) to reduce the number of required resident off-street parking spaces for non-ground oriented multiple residential buildings from 1.2 parking spaces per dwelling unit to one (1) parking space per dwelling unit; and
 - (b) to reduce the number of parking spaces for retail uses in Surrey City Centre from 2.4 parking spaces for every 100 sq.m. (1,076 sq.ft.) of gross floor area to 1.3 parking spaces for every 100 sq.m. (1,076 sq.ft.) of gross floor area.
4. Council instruct staff to resolve the following issues prior to approval:
 - (a) registration of a Section **219** Restrictive Covenant to defer the provision of 2,158 square metres (23,300 sq.ft.) of indoor amenity space and the provision of 2,532 square metres (27,250 sq.ft.) of outdoor amenity space to Phase 3 of the development; and
 - (b) issuance of Development Variance Permit No. 7905-0323-00.

REFERRALS

| | |
|-----------------------------|-------------------------------------------------------------------------------------|
| Engineering: | No engineering requirements (Appendix VI). |
| Parks, Recreation & Culture | No objections (Appendix VII). |
| School District: | School District comments were provided under rezoning application No. 7904-0434-00. |

SITE CHARACTERISTICS

- **Existing Land Use** Vacant except for the TransLink "Kiss and Ride" drop-off area and sales trailer at the south-east portion of the site.
- **East:** Across East Whalley Ring Road, vacant lands zoned for high-rise residential development, zoned CD (By-law No. 13301), designated City Centre.
- **South:** SkyTrain guideway and King George SkyTrain Station. Former gas station site, zoned CG-1, designated City Centre. Days Hotel zoned C-15, designated City Centre.
- **West:** Across King George Highway, Holland Park, zoned RF and CD (By-law No. 10911), designated Multiple Residential.
- **North:** Across 100 Avenue, one-storey commercial building regulated under LUC No. 35 (underlying zoning C-8), designated Commercial.

PLAN AND POLICY COMPLIANCE

OCP Designation: Complies.

DEVELOPMENT CONSIDERATIONS

Background

- On December 15, 2004, Jung Ventures submitted a rezoning application (No. 7904-0434-00) to rezone the two parcels at 13618-100 Avenue and at 9887 East Whalley Ring Road in Surrey City Centre from C-35 to a CD Zone to permit the development of a high-density, mixed-use residential/commercial development.
- It is anticipated that, once completed, the entire complex will consist of 5 high-rise residential towers containing approximately 1,400 residential units and a number of low-rise commercial buildings containing approximately 13,705 square metres (147,500 sq. ft.) of floor area, all of which will enclose a central, commercial oriented "urban village" courtyard.
- The Rezoning By-law (By-law No. 15680) associated with the application to rezone the site, received Final Adoption on July 25, 2005.
- After the Rezoning By-law received Final Adoption, the applicant consolidated the two subject lots into one.

- The applicant is proposing to construct the project in three phases.
- On September 7, 2005, a Development Permit (No. 7905-0064-00) was issued for Phase 1 of the development.
- Phase 1 comprises a signature, 36-storey residential tower, containing 345 units, at the southeast corner of the intersection of King George Highway and 100 Avenue.
- Phase 1 also includes two, small, one-storey commercial buildings, with a total floor area of 981 square metres (10,560 sq. ft.), that flank the apartment tower.

Current Proposal for Phase 2

- The applicant has now submitted a Development Permit application for Phase 2 of the project.
- Phase 2 consists of two, 35-storey residential towers, containing a total of 698 apartment units, that sit on a one-storey podium.
- The western side of the podium, facing the central “urban village” courtyard will contain 1,525 square metres (16,400 sq. ft.) of store-front retail units that will create the eastern edge of the courtyard.
- Phase 2 also consists of a two-storey commercial building on the south-west corner of the site adjacent to the King George SkyTrain Station. This 5,255-square metre (56,600 sq. ft.) building will contain retail spaces that will create the western edge of the central “urban village” courtyard.
- This commercial building will also have an entry toward King George Highway as well as an entry toward the King George SkyTrain Station to the south.

DESIGN PROPOSAL AND REVIEW

Residential Building (Building D) and Central Village Courtyard

- The residential portion of Phase 2 consists of a mixed-use high-rise building on the northeast corner of the site, that faces both 100 Avenue and East Whalley Ring Road, labeled Building D on the attached plans (Appendix III).
- The building (Building D) consists of two, 35-storey apartment towers set on a one-storey podium that links the two residential towers.
- The apartment towers, which will contain 282 one-bedroom units and 416 two-bedroom units, will be clad in grey-tinted vision glass and grey spandrel glass panels with matt-finished silver-coloured mullions.
- The one-storey podium will be clad in architectural finished concrete and grey tinted vision and grey spandrel glass to match the towers. The retail façades of the building will also contain canopies over the doors of the retail units to create additional articulation and interest.

- The design of the central urban courtyard, shown conceptually as part of Phase 1, has now been refined.
- The central courtyard island will contain an architecturally sculptural pavilion that will house the main elevator and stair access to the commercial portion of the underground parking garage.
- The pavilion will consist of a tall (7.0 metre [23 ft]) high elevator tower clad in vision and spandrel glass and a lower, concrete and glass stair entry, joined together by a swooping, curved plexiglass roof element.
- The balance of the central courtyard island will consist of a paving stone surface with trees and benches.
- Surface parking spaces, that were shown, conceptually, as parallel parking spaces on the Phase 1 site plans, have been refined and are now shown as angled parking around the edges of the courtyard. A total of 18 surface parking spaces will be provided within the central courtyard area.
- The internal road around the central courtyard will be one-way, with traffic traveling counter clockwise.

Commercial Building (Building E)

- The applicant proposes to construct a commercial building on the southwest corner of the site, adjacent to King George Highway and the King George SkyTrain Station. This building is labeled as Building E on the attached plans (Appendix III).
- Due to the grading of the site, the east side of the building facing the “urban village” courtyard will present a two-storey façade, while the south side of the building, facing the King George SkyTrain station, will be one storey in height.
- The building will be clad in a combination of vision glass, spandrel glass panels and architectural finished concrete.

ADVISORY DESIGN PANEL

- The Advisory Design Panel (ADP) reviewed the application at its meeting of February 8, 2006 (Appendix VIII).
- Although some suggestions and comments put forward at the February 8, 2006 ADP meeting have been addressed and are reflected on the plans attached to this report, there are still a number of comments and suggestions put forward by the ADP that need to be addressed before the Development Permit can be considered by Council for issuance.
- The full ADP minutes and recommendations are attached in Appendix VIII.
- It should also be noted that it has always been the intention of the Planning & Development Department that signage and lighting details for the entire project (and not for each phase) be brought forward under a separate Development Permit application to ensure that a

comprehensive and consistent signage and lighting plan be established that can tie the entire project together.

- In reviewing the signage and lighting details for the project, it will also be necessary to review the urban street furniture, such as benches, bollards, etc. for the entire project to ensure that there is a consistency of theme and design.
- As a result, it may be necessary, in reviewing the signage and lighting Development Permit, that some aspects of the hard and soft landscaping already approved as part of Phase 1 and Phase 2, be re-examined and amended to ensure design consistency.
- Therefore, some of the ADP comments have not been addressed by the applicant as part of the Phase 2 Development Permit, and will be addressed as part of a separate signage and lighting Development Permit.

Residential Building (Building D) and Central Village Courtyard

- As noted previously, a number of the ADP comments have been addressed with respect to Building D, but two major issues, the addition of colour and the design of the roof elements still need to be resolved.
- The proposed buildings will be clad in grey-tinted glass and grey spandrel glass and concrete portions of the building painted a darker shade of grey.
- In order to break the monotony of this grey it is recommended that provisions be made to add notes of colour to the buildings, particularly at the pedestrian level along the 100 Avenue and East Whalley Ring Road frontages of the building.
- Brightly coloured metal accents, such as the canopies over the lobby doors could be added.
- The square arches along the street frontages could be clad in granite or other high quality material that could provide extra “punch” to the facades and enhance the entries.
- The pergola on the second floor outdoor amenity space could be brightly coloured metal rather than wood.
- The roof elements of the two towers create highly visible elements that will become an integral part of the Surrey skyline.
- To help create a unique and dynamic skyline, these roof elements need to be redesigned to be more dramatic and more individual. They need to make a bold statement.
- Further refinements need to be undertaken to the central courtyard island to ensure that this space is a high quality, active public space.
- Detailed landscaping plans showing plant types, sizes and spacing need be provided.
- These design issues will be resolved before the Development Permit is brought forward to Council for consideration of issuance.

Commercial Building (Building E)

- The commercial building at the southeast corner of the site is the least developed component of Phase 2 in terms of design.
- One of the principal reasons that the design for Building E is not fully developed is that the design and function of the area between the building and the King George SkyTrain station has not yet been resolved.
- Currently, the ground level of the north side of the King George SkyTrain station facing the subject site is made up almost entirely of solid walls that preclude any visual or physical connection between the station and the subject site.
- Since the inception of the project, the Planning & Development Department has had serious concerns about how the space between the station and the commercial building will function.
- The design of this space must ensure that it does not become a “no man’s land”, particularly after hours, where inappropriate activities can take place.
- The original design for the commercial building proposed by the developer showed a blank wall facing the SkyTrain station.
- This blank south wall, coupled with the blank north wall of the SkyTrain station, would have created a dark, uninviting canyon between the two buildings, that would be totally unsupervised and is at odds with basic Crime Prevention Through Environmental Design (CPTED) principals.
- Many discussions between City staff, TransLink staff and the developer, have taken place over a period of months, to explore various ways to resolve this critical design issue.
- As a result of these discussions, TransLink hired an architect to explore various ways of renovating the King George SkyTrain station in order to open the station to the subject development to achieve better pedestrian connections and improved visibility and security.
- The architect engaged by TransLink recommended that, wherever possible, sections of the ground floor of the King George SkyTrain station be opened up by removing existing stairways and other facilities and relocating them to other parts of the station. As some of the area on the ground floor contain mechanical rooms that cannot be moved, the entire ground floor of the station cannot be opened up.
- However, the proposed renovations to the SkyTrain station would require TransLink to allocate a substantial amount of capital resources to effect these changes. TransLink would not be in a position to allocate these resources unless the developer undertook changes to the commercial building that would complement the renovations to the SkyTrain station and that would justify the expense of the renovations.
- For their part, the developer agreed to redesign the commercial building so that it presented a commercial frontage, rather than a blank wall, towards the SkyTrain station.

- At one stage, the developer proposed to create individual retail units along the southern face of the commercial building facing the SkyTrain station with the intent that tenants of these units would operate businesses oriented to users of the SkyTrain.
- This design change was supported by the Planning & Development Department as individual retail units would increase pedestrian interaction between the SkyTrain station and the subject development.
- The latest proposal by the developer has removed the retail units from the southern façade of the commercial building and has replaced these units by one doorway that leads to an inward looking second floor commercial space.
- This design is not supported by the Planning and Development Department as it again presents a blank, non-interactive façade toward the SkyTrain station.
- Further, TransLink is proposing that a roadway be located between the commercial building and the SkyTrain station linking the “kiss and ride” at the east end of the King George SkyTrain station with King George Highway (Appendix IV).
- This roadway, which is proposed to be one-way west bound, would permit traffic to flow from East Whalley Ring Road (at a full movement, signalized intersection) through the kiss and ride facility, past the SkyTrain station to King George Highway.
- This proposed road, however, intersects with King George Highway at an odd angle and below the crest of a rise on King George Highway. As a result, Roads & Transportation Engineering have concerns with respect to this proposed road.
- Further, Roads & Transportation Engineering is concerned that vehicles exiting this road will attempt to cross three lanes of King George Highway in order to make a left turn at the King George Highway/100 Avenue intersection, creating safety concerns on King George Highway.
- City staff prefer an option of creating a pedestrian walkway between the commercial building and the SkyTrain station rather than a road, but this option does not appear to have the full support of TransLink or the applicant.
- In addition to the above noted concerns, the current design of the commercial building does not provide for any retail units along the King George Highway façade of the building which, again, diminishes pedestrian interaction with the building.
- It is apparent that it may take some time to resolve the design issues with respect to this commercial building.
- As a result, the Planning & Development Department proposes to split the Development Permit for Phase 2 of the project into two parts.
- It is proposed that a Development Permit (7905-0323-01) be considered for the mixed-use commercial/residential building (Building D) on the northeast corner of the site and for the central urban village courtyard, and that a separate Development Permit (7905-0323-02) be

considered for the commercial building (Building E) on the southeast corner of the site at some time in the future when the outstanding design issues have been resolved (Appendix V).

- The applicant has indicated, in writing, acceptance of this proposed solution.

BY-LAW VARIANCE AND JUSTIFICATION

PARKING

Proposed Parking

- Under the provisions of the Zoning By-law, the applicant is required to provide 282 parking spaces for the one-bedroom units and 499 parking spaces for the two-bedroom units in Phase 2 for a total of 781 resident parking spaces.
- The applicant, however, is proposing to provide only one parking space per unit, irrespective of the size of the unit, for a total of 698 resident parking spaces.
- A total of 566 secured resident parking spaces will be provided in Levels P3 and P2 of the underground parkade. The remaining 132 secured resident parking spaces will be located on Level P1 of the underground parkade.
- The applicant is proposing to provide 112 parking spaces for residential visitors, in accordance with the requirements of the Zoning By-law, on Level P1 as well.
- The applicant will also provide 55 commercial parking spaces on Level P1 of Phase 2, as well as an additional 31 commercial parking spaces on Level 1 of Phase 1 of the project.
- In addition, 18 commercial parking spaces will be provided as angled parking on the surface, within the urban village courtyard.
- As a result, a total of 104 commercial parking spaces will be provided to service the commercial components of both Phase 1 and 2, which is 81 spaces fewer than the 185 parking spaces required under the provisions of the Zoning By-law.

Proposed Parking Variance Justification

- The following table demonstrates the amount of parking and the parking ratios being proposed by the applicant for both Phase 1 and Phase 2 of the project in relation to the amount of parking required by the Zoning By-law.
- A Development Variance Permit (No. 7905-0064-00) was already issued by Council, reducing the number of parking stalls required for two-bedroom units in Phase 1 from 251 to 213.

Phase 1

| | Required | Required Rate | Provided | Approved Rate | Variance |
|-------------|----------|---------------|----------|---------------|----------|
| Residential | 392 | 1.14/unit | 354 | 1.03/unit | -38 |
| Visitor | 55 | 0.16/unit | 60 | 0.17/unit | +5 |
| Commercial | 22 | 1/42 sq. m. | 31 | 1/30 sq. m. | +9 |
| Total | 461 | | 445 | | |

Phase 2

| | Required | Required Rate | Provided | Proposed Rate | Variance |
|-------------|----------|---------------|----------|---------------|----------|
| Residential | 781 | 1.12/unit | 698 | 1.0/unit | -83 |
| Visitor | 112 | 0.16/unit | 112 | 0.16/unit | 0 |
| Commercial | 163 | 1/42 sq m. | 73 | 1/93 sq. m. | -90 |
| Total | 1056 | | 883 | | |

Total

| | Required | Required Rate | Provided | Proposed Rate | Variance |
|-------------|----------|---------------|----------|---------------|----------|
| Residential | 1173 | 1.12/unit | 1052 | 1.01/unit | -121 |
| Visitor | 167 | 0.16/unit | 172 | 0.16/unit | +5 |
| Commercial | 185 | 1/42 sq.m. | 104 | 1/74 sq. m. | -81 |
| Total | 1517 | | 1328 | | |

- The applicant is requesting that the parking rate for the residential portion of Phase 2 be reduced from 1.12 parking stalls per unit to 1.0 parking stall per unit.
- The applicant's rationale is that, as the project is located immediately adjacent to SkyTrain, many of the residents will rely heavily on public transit and that there will be, in reality, a large number of residents who will not actually own a vehicle.
- The Planning & Development Department concurs with the applicant's rationale that, as the project is located next to a SkyTrain station and, as the apartments in the project are quite small, (an average of 68 sq m. [740 sq. ft.] per unit), it is likely that vehicle ownership amongst the residents will be quite low.
- This view is supported by a post-development study on the Collingwood Village near the Joyce SkyTrain station in Vancouver which indicated that residents of multiple residential developments within 300 metres (980 ft.) of SkyTrain stations owned, on average 0.99 vehicles per unit.
- It should be noted that Council has already granted a variance for residential parking in Phase 1 that effectively reduced the resident parking rate to 1.03 parking spaces per unit.
- As a result, the Planning & Development Department can support the applicant's request to reduce the amount of resident parking in Phase 2 to one parking space per unit.
- The applicant is also requesting to reduce the number of commercial parking spaces by reducing the required commercial parking ratio from 1 parking space for every 42 square metres

(452 sq. ft.) of gross commercial floor space to 1 parking space for every 74 square metres (796 sq. ft.) of gross commercial floor space.

- The applicant indicates that the commercial component of the project is not intended to be a destination commercial area to which a consumer would drive.
- Instead, the commercial component of the project is designed to service the nearby resident population and SkyTrain users.
- Upon completion of the final phase of development, it is anticipated the development will contain a total of 1,500 residential units which would result in a resident population of approximately 2,400. The applicant anticipates that the resident population alone would be adequate to support most of the commercial enterprises on the site.
- The applicant also anticipates that users of SkyTrain, including neighborhood residents who must traverse the subject site to reach the King George SkyTrain station, will avail themselves of the commercial facilities within the project.
- It should be noted that the parking rate of 1 stall for every 74 square metres (796 sq. ft.) of gross commercial floor space (or 1.3 stalls for every 100 square metres [1,074 sq. ft]) proposed by the applicant is the same as the parking ratio for commercial uses in the central area of New Westminster.
- The Planning & Development Department concurs with the applicant that the majority of persons frequenting the commercial facilities within the project will be project residents or SkyTrain users and, therefore, can support the requested variance to reduce the commercial parking ratio from 2.4 parking spaces per 100 sq. m. (1,074 sq.ft.) to 1.3 parking stalls per 100 sq. metres (1,074 sq.ft.), for the project.
- It should be noted that the proposed variance to reduce commercial parking applies to all the entire commercial component of the project, including commercial Building E, even though Building E is not being considered as part of the current Development Permit No. 7905-0323-01.
- The applicant has indicated that, economically, it is not feasible to construct more than 3 levels of underground parking and, since the underground parking garage already extends to the north, east and west property lines, there is no opportunity to provide additional parking in Phase 1 and 2.
- The current proposed commercial parking rate of 1.3 parking spaces per 100 sq. metres (1,074 sq.ft.) is adequate to service Building E as currently proposed.

INDOOR AND OUTDOOR AMENITY SPACE

Indoor and Outdoor Amenity Space Phase 1

- Under the provisions of the CD By-law for the subject site (CD By-law No. 15680) the applicant is required to provide 3.0 square metres (32 sq. ft.) per unit of indoor amenity space and 3.0 square metres (32 sq. ft.) per unit of outdoor amenity space.

- However, in Phase 1 only 192 square metres (2,067 sq. ft.) of indoor amenity space was provided for 345 units, which was 843 square metres (9,074 sq. ft.) less than the 1,035 square metres (11,141 sq ft.) required under the CD By-law.
- The indoor amenity space in Phase 1 consists of a fitness room and conference room on the ground floor and a Sky Lounge on the 34th floor, which includes conference facilities and lounge amenities such as a plasma TV and kitchen facilities.
- Although 1,035 square metres (11,141 sq ft.) of outdoor amenity space was required in Phase 1, the applicant provided no outdoor amenity space as part of Phase 1.
- As Phase 1 provided only a portion of the required indoor amenity space and none of the required outdoor amenity spaces, one of the conditions for the issuance of Development Permit 7905-0064-00 for Phase 1 of the project was that the applicant register a Restrictive Covenant on the property that deferred the provision of the balance of the required Phase 1 indoor and outdoor amenity spaces to Phase 2 of the development.

Indoor and Outdoor Amenity Space For Phase 2

- In Phase 2 of the project, the applicant is proposing to provide 869 square metres (9,345 sq.ft.) of indoor amenity space, which is 945 square metres (10,172) less than the 2,094 square metres (22,540 sq. ft.) of indoor amenity space required in Phase 2, for 698 units.
- The indoor amenity space will consist of a large health club located on the ground floor of the residential building, facing East Whalley Ring Road. This health club will comprise a weight room, a yoga room, a hot tub room and change facilities.
- The indoor amenity space will also include a billiards room, a theatre room and a conference room, all located on the ground floor.
- There will be an additional multi-purpose room on the second level of the residential building that will lead to a roof-top outdoor amenity space.
- In Phase 2, the applicant is proposing to provide 687 square metres (7,395 sq.ft.) of outdoor amenity space, which is 1,407, square metres (15,145 sq.ft.) less than the 2,094 square metres required under the CD By-law for 698 units.
- The Phase 2 outdoor amenity space will consist of a landscaped area on the roof of the podium that links the two residential towers and which is accessible from the second floor multi-purpose room.
- The landscaped area will consist, primarily, of a hard surfaced area containing a barbeque, benches, tables and chairs, separated by trees planted in concrete planters. A pergola will also be installed to provide additional shade and protection.

Resolution of Indoor and Outdoor Amenity Space

- Under the provisions of the CD By-law for the subject site, the applicant is required to provide indoor amenity space at the rate of 3.0 square metres (32 sq. ft.) per unit and is required to provide outdoor amenity space at the rate of 3.0 square metres (32 sq. ft.) per unit.
- These rates for indoor and outdoor amenity spaces are the same as the rates required in all the multiple residential zones in Surrey Zoning By-law No. 12000.
- Based on these rates, the applicant is proposing to provide indoor and outdoor amenity space for Phase 1 and Phase 2 as summarized below.

Phase 1

| | Required | Provided | Shortfall |
|---------|----------------------|--------------------|----------------------|
| Indoor | 1,035 m ² | 192 m ² | 843 m ² |
| Outdoor | 1,035 m ² | 0 | 1,035 m ² |

Phase 2

| | Required | Provided | Shortfall |
|---------|----------------------|--------------------|----------------------|
| Indoor | 2,094 m ² | 869 m ² | 945 m ² |
| Outdoor | 2,094 m ² | 687 m ² | 1,407 m ² |

Total

| | Required | Provided | Shortfall |
|---------|----------------------|----------------------|----------------------|
| Indoor | 3,219 m ² | 1,061 m ² | 2,158 m ² |
| Outdoor | 3,219 m ² | 687 m ² | 2,532 m ² |

- The applicant is requesting that Council grant a variance to reduce the amount of indoor and outdoor amenity space to match the amount of indoor and outdoor amenity space actually being provided in Phases 1 and 2, from the amount of amenity space required under the CD By-law for the site.
- The applicant has put forward an argument that, while the requirement to provide 3.0 square metres of indoor and outdoor amenity space per unit may be appropriate for suburban or less developed areas, it is not appropriate for high density urban areas such as City Centre.
- Further, the applicant has indicated that the amount of indoor and outdoor amenity space required by Surrey is substantially greater than indoor and outdoor amenity space required by other area municipalities.
- The applicant has also brought forward an argument that, unlike more suburban areas, high density City Centre projects often provide high quality, intensely used, public spaces that should be taken into account when evaluating amenity spaces provided by the applicant.
- The Planning & Development Department finds that there may be some merit in the arguments put forward by the applicant.

- A preliminary examination of the requirements of several Lower Mainland municipalities indicate that most of these municipalities do not require indoor amenity space or, if they do, they provide the applicant the option of providing indoor OR outdoor amenity space, but not both.
- It appears, therefore, that Surrey's requirements for indoor amenity space are not consistent with indoor amenity requirements in other area cities.
- Although the amount of outdoor amenity space required by Surrey appears to be relatively consistent with that of other area municipalities, preliminary discussions with these other municipalities indicate that there may be various ways to address the issue of outdoor amenity space other than requiring this outdoor amenity space to take the form of private, on-site amenity facilities.
- As a result of the arguments brought forward by the applicant, the Planning & Development Department is proposing to undertake a review of the indoor and outdoor amenity requirements in Surrey City Centre and to bring this report forward to Council within the next few weeks.
- Without the benefit of this report, the Planning & Development Department is not prepared to support the applicant's request to reduce the required indoor and outdoor amenity space at this time.
- However, so as not to unduly delay the project until the report on Surrey City Centre amenity requirements is completed, it is recommended the applicant register a Restrictive Covenant on the property that will postpone the provision of the balance of the indoor and outdoor amenity space from Phase 1 and Phase 2 of the development to Phase 3 of the development.
- A similar process was used in postponing the provision of indoor and outdoor amenity space from Phase 1 to Phase 2.

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, Typical Floor Plans, Elevations and Landscape Plans |
| Appendix IV. | Proposed SkyTrain East-West Road Adjacent to SkyTrain |
| Appendix V. | Proposed Phasing of Development Permit 7905-0323-00 |
| Appendix VI. | Engineering Requirements |
| Appendix VII. | Parks, Recreation & Culture Comments |
| Appendix VIII. | ADP Comments and Applicant's Response |
| Appendix IX. | Development Variance Permit No. 7905-0323-01 |

Murray Dinwoodie
General Manager
Planning and Development

Information for City Clerk

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

1. (a) Agent: Name: Ron Yeun, Architect
 Address: 200 - 1014 Homer Street
 Vancouver, B.C. V6B 2W9
 Tel: 604-669-7710

2. Properties involved in the Application
 - (a) Civic Addresses: 13618 - 100 Avenue

 - (b) Civic Address: 13618 - 100 Avenue
 Owner: Jung Developments
 PID: 026-416-697
 Lot 1 Section 35 Block 5 North Range 2 West New Westminster District BCP
 19643

3. Summary of Actions for City Clerk's Office
 - (a) Proceed with Public Notification for Development Variance Permit No. 7905-0323-01.

DEVELOPMENT DATA SHEET

Existing Zoning: CD (By-law 15680)

| Required Development Data | Minimum Required / Maximum Allowed | Proposed |
|--------------------------------------------|---------------------------------------|-----------------------|
| LOT AREA* (in square metres) | | |
| Gross Total | | |
| Road Widening area | | |
| Undevelopable area | | |
| Net Total | | 2.8 ha |
| | | |
| LOT COVERAGE (in % of net lot area) | | |
| Buildings & Structures | 45% | |
| Paved & Hard Surfaced Areas | | |
| Total Site Coverage | | |
| | | |
| SETBACKS (in metres) | | |
| North | 3.0 m | 6.75 m |
| East | 5.0 m | 5.0 m |
| South | 0 m | 10.0 m |
| Western | 3.0 m | 7.5 m |
| | | |
| BUILDING HEIGHT (in metres/storeys) | | |
| Apartment Tower | n/a | 36 storey/106 m |
| Commercial Building | n/a | 2 storeys/9.2 m |
| | | |
| NUMBER OF RESIDENTIAL UNITS | | |
| Bachelor | | |
| One Bed | | 282 |
| Two Bedroom | | 416 |
| Three Bedroom + | | |
| Total | | 698 |
| | | |
| FLOOR AREA: Residential | | 54,770m ² |
| | | |
| FLOOR AREA: Commercial | | |
| Retail | | 6,780 m ² |
| Office | | |
| Total | | 6,780 m ² |
| | | |
| FLOOR AREA: Industrial | | |
| | | |
| FLOOR AREA: Institutional | | |
| | | |
| TOTAL BUILDING FLOOR AREA | 140,000 m ² | 61,550 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) | | 249 uph/101 upa |
| FAR (gross) | | |
| FAR (net) | 5.0 | 2.17 |
| AMENITY SPACE (area in square metres) | | |
| Indoor | 2,094 m ² | 869 m ² |
| Outdoor | 2,094 m ² | 687 m ² |
| PARKING (number of stalls) | | |
| Commercial | 163 | 73 |
| Industrial | | |
| Residential Bachelor + 1 Bedroom | 282 | 282 |
| 2-Bed | 499 | 416 |
| 3-Bed | | |
| Residential Visitors | 112 | 112 |
| Institutional | | |
| Total Number of Parking Spaces | 1,056 | 883 |
| 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 |
|---------------|----|---------------------------------|----|

CONTOUR MAP FOR SUBJECT SITE

