

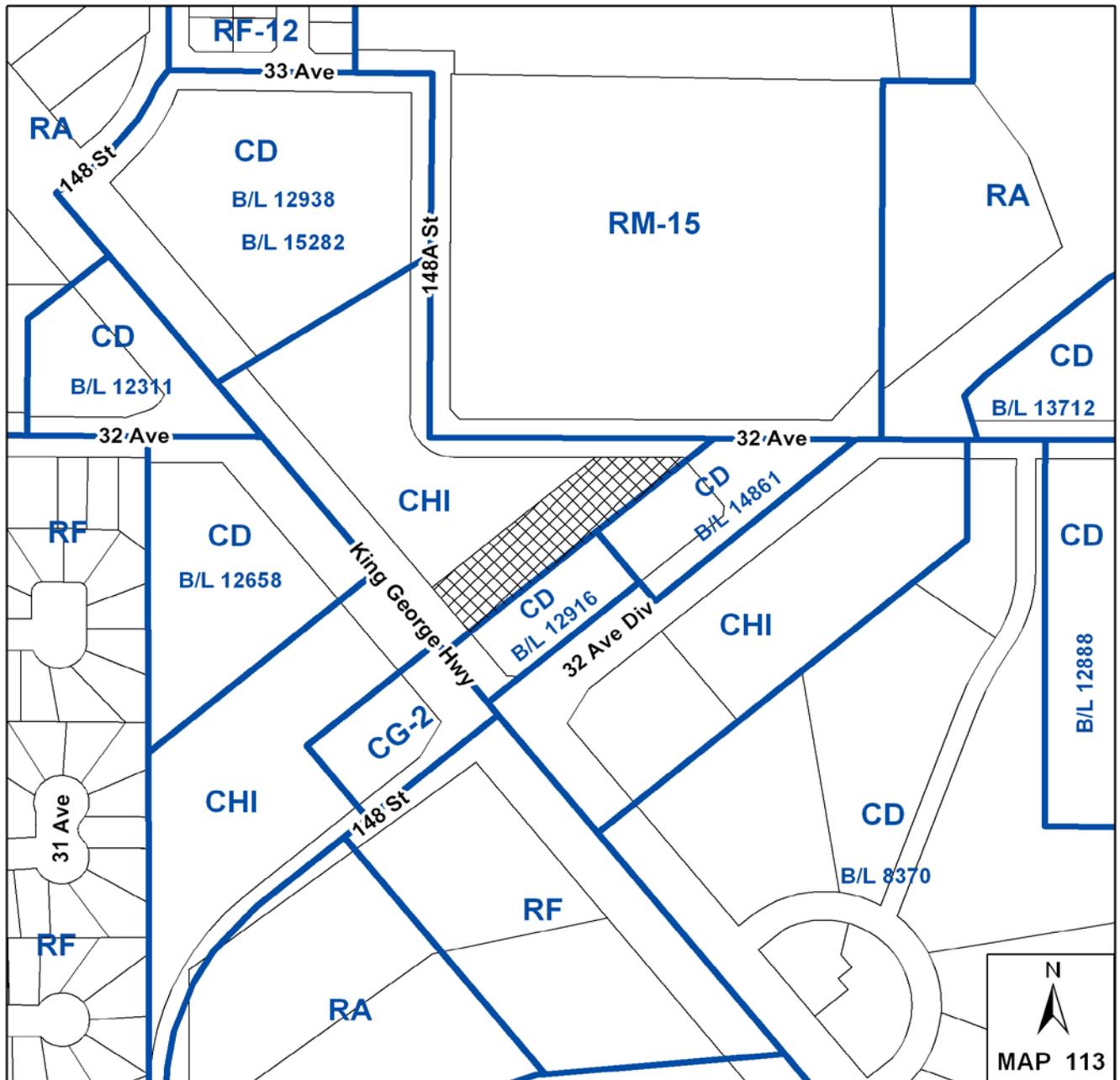
Proposal: Development Permit to permit the development of an automobile dealership. Development Variance Permit to vary the number of fascia signs, directional sign area and building height.

Recommendation: Approval to Proceed

Location: 3150 King George Hwy. **Zoning:** CHI

OCP Designation: Commercial

LAP Designation: Highway Commercial **Owner:** Ffun Enterprises Inc.



PROJECT TIMELINE

Completed Application Submission Date: June 16, 2006
Planning Report Date: September 25, 2006

PROPOSAL

The applicant is proposing:

- a Development Permit; and
- a Development Variance Permit to vary the following by-law regulations:
 - to increase the number of fascia signs permitted by Surrey Sign By-law, 1999, No. 13656 from 2 to 3;
 - to increase the sign area of a directional sign permitted by Surrey Sign By-law, 1999, No. 13656 from 0.4 square metres (4.3 sq.ft.) to 2.95 square metres (31 sq.ft.); and
 - in Section G of Part 39 Highway Commercial Industrial Zone (CHI) the maximum building height is relaxed from 9.0 metres (30 ft.) to 9.35 metres (31 ft.) for a decorative fin at the front elevation only

in order to permit the development of an automobile dealership.

RECOMMENDATION

The Planning & Development Department recommends that:

1. Council authorize staff to draft Development Permit No. 7906-0145-00 in accordance with the attached drawings (Appendix III).
2. Council approve Development Variance Permit No. 7906-0145-00 (Appendix VI), varying the following to proceed to Public Notification:
 - (a) to increase the number of fascia signs permitted by Surrey Sign By-law, 1999, No. 13656 from 2 to 3;
 - (b) to increase the sign area of a directional sign permitted by Surrey Sign By-law, 1999, No. 13656 from 0.4 square metres (4.3 sq.ft.) to 2.95 square metres (31 sq.ft.); and
 - (c) in Section G of Part 39 Highway Commercial Industrial Zone (CHI) the maximum building height is increased from 9.0 metres (30 ft.) to 9.35 metres (31 ft.) for a decorative fin at the front elevation only.
3. Council instruct staff to resolve the following issues prior to final 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) finalization of the landscaping plan and submission of a landscaping cost estimate to the specifications and satisfaction of the City Landscape Architect; and
- (c) registration of reciprocal easement agreement with the adjacent property to the southeast for future access.

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).

SITE CHARACTERISTICS

- **Existing Land Use** The site is vacant.
- **South-East:** The Black Forest Restaurant and Pub, zoned CD (By-law No. 12916) and a commercial building, zoned CD (By-law No. 14861), both designated Commercial in the OCP.
- **North-West:** The Peace Arch Toyota automobile dealership, zoned CHI, designated Commercial in the OCP. Across 32 Avenue, a townhouse complex, zoned RM-15, designated Urban in the OCP.
- **West:** Across King George Highway a commercial complex, zoned CHI and CD (By-law No. 12650), designated Commercial in the OCP.

PLAN AND POLICY COMPLIANCE

OCP Designation: Complies.

LAP Designation: Complies.

DEVELOPMENT CONSIDERATIONS

- The subject site fronts on King George Highway and is bordered by the Peace Arch Toyota dealership on the north, and the Black Forest restaurant and a commercial building on the south. The subject site is zoned Highway Commercial Industrial (CHI) Zone, which permits retail sales of vehicles weighing less than 5,000 kilograms (11,023 lbs). The site area comprises a total area 3,823 sq.m. (0.94 acres) and is currently vacant.

- The applicant has submitted an application for a Development Permit to allow for the development of a Hyundai automobile dealership at 3150 King George Highway. The proposed building will be approximately 1,470 sq.m. (15,800 sq.ft.) in size and will contain a vehicle service area, showroom, parts department and sales and administrative offices.
- The proposed development is reflecting a lot coverage of 33%, with the CHI Zone permitting a maximum of 50%. The proposal is showing a floor area ratio (FAR) of 0.38, which is below the maximum 1.00 FAR permitted under the CHI Zone.
- The development proposes a total of 58 parking spaces, although the majority of these stalls are intended for the display of vehicles for sale, rather than to satisfy parking requirements of the building. The Surrey Zoning By-law requires 44 parking spaces to accommodate the parking needs of the proposed building. The development proposal meets the City's requirements for parking.
- The CHI Zone permits a maximum building height of 9 metres (30 feet). The proposal complies with this height limitation, except for a small decorative fin on the front elevation, for which the applicant has made application for a Development Variance Permit. The applicant is also seeking variances to increase the number of fascia signs and to allow increased sign area for a directional sign. These variances are described and discussed below.

DESIGN PROPOSAL AND REVIEW

Access

- The proposed building is situated on the northerly portion of the site. The site has one access to King George Highway and a secondary access to 32 Avenue. The applicant is required to register a reciprocal access easement corridor to provide shared access movements between the subject site and the site to the south, 3140 King George Highway, when this site is redeveloped. This will facilitate improved access and circulation for these properties at this busy intersection and will enable the removal of the existing right-out only movement to King George Highway for 3140 King George Highway in the future when 3140 King George Highway is redeveloped.
- This cross access easement will provide the subject property with increased ability to go south on King George Highway, via the intersection at 32 Avenue Diversion and King George Highway. It will also allow 3140 King George Highway more direct access to King George Highway northbound lanes and also access to 32 Avenue Diversion eastbound lanes via the intersection at 32 Avenue and 32 Avenue Diversion

Building

- The proposed building will be one storey in height, with a mezzanine. The finishing materials will consist of glass and metal panels on the front portion of the building, with grey split face concrete block masonry on the service part of the building. Exterior building colours are grey, white and blue. Spandrel glass and aluminum panels will wrap around the northwest corner of the building, to increase the visual appeal from King George Highway. The northerly elevation will also contain white horizontal stripe for increased visual appeal and to link this façade with the other facades that also have this stripe.

- The site is currently ranges from about 1 metre (3 feet) to 2.5 metres (8 feet) below the grade of the Toyota site to the north and the applicant is proposing to raise the site to bring it to the same elevation as the Toyota site and King George Highway. To minimize the impact of the increase in elevation, the applicant has proposed to slope the site internally so that the rear portion of the site is 0.6 metres (2 feet) below the front portion of the site. This provides a better interface with properties to the south and east.

Signage and Lighting

- One 7.6 metre (25 feet) free-standing sign is proposed along King George Highway. A 1.8 metre (6 feet) entrance sign is proposed for the entrance along 32 Avenue. Both signs are finished with aluminum composite panels with an internally illuminated logo. The signs match the colour scheme of the proposed building. These free-standing signs are required to be placed a minimum of 2 metres (6 feet) within the property line.
- Three (3) fascia signs are proposed for the building. These signs are on the north, front (west) and south elevations. No signs are proposed for the rear of the building. The applicant has applied for a Development Variance Permit to allow an increase in the number of fascia signs from two (2) to three (3) (see below).
- Appropriate light fixtures will be installed to meet CPTED principles. The lights will be focused in such a manner that will enhance the overall building aesthetics. The lighting within the subject lot will consist of 15 free-standing light fixtures with shields so that no light is shed off-site. In addition, the applicant has proposed to reduce the lighting level on the site by 75% after closing time in order to mitigate the effects of glare on neighbouring properties.

Landscaping

- A 1.5 metre (5 feet) landscaping strip is proposed for the front of the property along King George Highway. The landscape strip will be planted with shrubs, ground cover and a number of trees. The landscaping will complement the landscaping on the Peace Arch Toyota site to the north. Stamped asphalt paving is proposed for the entire front display area.
- The rear portion of the site will have a landscaping strip, varying in width from 1.5 metres (5 feet) in the northeast corner to 5 metres (16 feet) to 12 metres (40 feet) in the southeast corner. This area will be planted quite extensively with shrubbery and trees and will also include a landscape feature consisting of machine sized boulder placements along the perimeter of a concrete alcove with a single bench and garbage receptacle. The applicant is also proposing landscaping along both sides of the ramp that accesses 32 Avenue. The proposed landscaping will provide an attractive interface for the residential townhouse complex across 32 Avenue
- The garbage and recycling bins in the northeast corner of the site will be enclosed and screened with landscaping.

ADVISORY DESIGN PANEL

ADP Meeting Date: June 29, 2006

ADP comments and suggestions have been satisfactorily addressed (Appendix V).

PUBLIC CONSULTATION

A Development Sign was erected by the applicant to inform local residents and passers-by of the proposed development. Staff received three (3) phone calls from residents of the Ponderosa Station strata complex at 14909 – 32 Avenue, which is across 32 Avenue from the subject site. Staff discussed the Hyundai proposal with the callers and explained how the applicant was taking measures to mitigate the impact of the proposed car dealership on surrounding properties.

In addition, a letter was later received from the Ponderosa Station strata council with a variety of concerns related to landscaping, potential noise, parking, lighting, etc. The applicant responded to strata concerns with a fax dated September 7, 2006. The applicant also met with representatives of the strata council to discuss their concerns.

The applicant met with members of the strata council on September 14, 2006. At this meeting the applicant assured the strata council that the proposal was designed to mitigate negative impacts on the residential property across 32 Avenue and also explained the operation of the proposed auto dealership. The strata representatives suggested that directional signage within the project and Hyundai staff endeavour to direct traffic off-site to King George Highway as much as possible (as opposed to 32 Avenue). The applicant agreed to place a sign on the site directing exiting traffic toward King George Highway. The strata representative did not support the cross access agreement between the subject site and 3140 King George Highway to the south, but no reasons were provided. After the meeting, staff talked with the strata council representative and were assured that the strata council was satisfied with the development proposal. The applicant has committed to being open to suggestions from neighbouring residents to minimize impact on residential areas (Appendix VII).

BY-LAW VARIANCES AND JUSTIFICATION

(a) Requested Variance:

- To increase the number of fascia signs permitted from two (2) to three (3).

Applicant's Reasons:

- This will allow identification of the building on three facades in a logical manner.

Staff Comments:

- The applicant was asked by the Planning Department to wrap spandrel glass and aluminum panels around from the front elevation onto the north elevation. The applicant complied with this request and this is a logical place for a fascia sign.

- Due to the decorative fin protruding from the front of the building and the orientation of the building with respect to King George Highway, the amount of fascia signage visible at any one time is not visually excessive.
- The proposed fascia signs are attractive channel letter signs and are keeping in with the scale and character of the building.

(b) Requested Variance:

- To increase the sign area of the directional sign (entry sign) at 32 Avenue from 0.4 sq.m. (4.3 sq.ft.) to 2.95 sq.m. (31 sq.ft.) (this figure includes the sign area on both the front and back of the sign).

Applicant's Reasons:

- This would provide for an adequately sized entry sign at the rear entrance to the subject site from 32 Avenue.

Staff Comments:

- The entry sign is double-sided so the sign area is approximately 1.48 sq.m. (16 sq.ft.) per side of the sign.
- The sign needs to be of sufficient size so as to be visible in this area where the applicant is proposing significant landscaping. The sign proposed is in proportion with the scale and character of the proposed development.

(c) Requested Variance:

- To increase the building height permitted from 9.0 metres (30 feet) to 9.35 metres (31 feet) for a decorative fin at the front elevation only.

Applicant's Reasons:

- This architectural feature is part of Hyundai's standard building design and adds an interesting element to the front elevation.

Staff Comments:

- Originally the applicant had proposed a roof sign at this location, but this is not permitted by the Sign By-law. The applicant removed the roof sign but wished to leave the decorative fin as a feature.
- The decorative fin does enhance the front façade and is an attractive feature. The increase in height is minimal for this architectural detail and will not negatively impact any of the neighbouring properties.

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.	Site Plan, Typical Floor Plans and Elevations, Landscape Plans and Perspective
Appendix IV.	Engineering Summary
Appendix V.	ADP Comments and Applicant's Response
Appendix VI.	Development Variance Permit No. 7906-0145-00
Appendix VII.	Minutes of Meeting between Applicant and Ponderosa Station Strata

INFORMATION AVAILABLE ON FILE

- Detailed Engineering Comments dated June 20, 2006.
- Soil Contamination Review Questionnaire prepared by Stephen Quigley dated March 24, 2006.

How Yin Leung
Acting General Manager
Planning and Development

KB/kms

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DEVELOPMENT DATA SHEET

Existing Zoning: CHI

Required Development Data	Minimum Required / Maximum Allowed	Proposed
LOT AREA* (in square metres)		
Gross Total		3,823.07 sq.m.
Road Widening area		n/a
Undevelopable area		n/a
Net Total		3,823.07 sq.m.
LOT COVERAGE (in % of net lot area)		
Buildings & Structures	50%	33% (1,271 sq.m.)
Paved & Hard Surfaced Areas		59%
Total Site Coverage		92%
SETBACKS (in metres)		
Front	7.5 m	17.4 m
Rear	7.5 m	15.8 m
Side #1 (North)	0 m	0.05 m
Side #2 (South)	7.5 m	16.4 m
BUILDING HEIGHT (in metres/storeys)		
Principal	9.0 m	8.3 m
Accessory		
NUMBER OF RESIDENTIAL UNITS		
Bachelor		
One Bed		
Two Bedroom		
Three Bedroom +		
Total		
FLOOR AREA: Residential		
FLOOR AREA: Commercial		1,470 sq.m.
Retail		
Office		
Total		
FLOOR AREA: Industrial		
FLOOR AREA: Institutional		
TOTAL BUILDING FLOOR AREA		

** 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)		
FAR (gross)		
FAR (net)		
AMENITY SPACE (area in square metres)		
Indoor		
Outdoor		
PARKING (number of stalls)		
Commercial	44	55
Industrial		
Residential Bachelor + 1 Bedroom		
2-Bed		
3-Bed		
Residential Visitors		
Institutional		
Total Number of Parking Spaces		
Number of disabled stalls	1	
Number of small cars	4	
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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CONTOUR MAP FOR SUBJECT SITE

