

City of Surrey
PLANNING & DEVELOPMENT REPORT

File: 7906-0147-00

Planning Report Date: May 26, 2008

PROPOSAL:

- **Rezoning** from RF and CHI to CD (based on RM-135)
- **Development Permit**

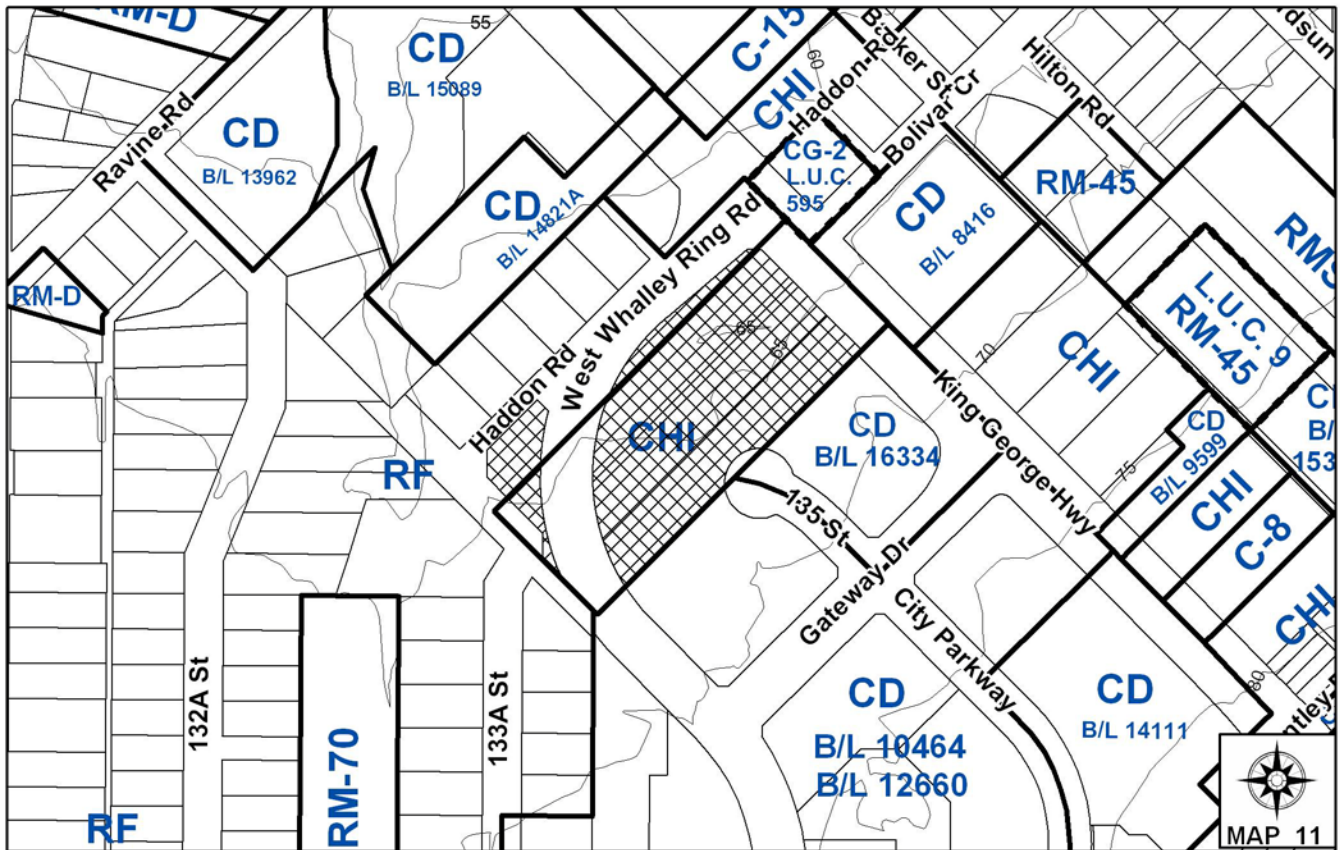
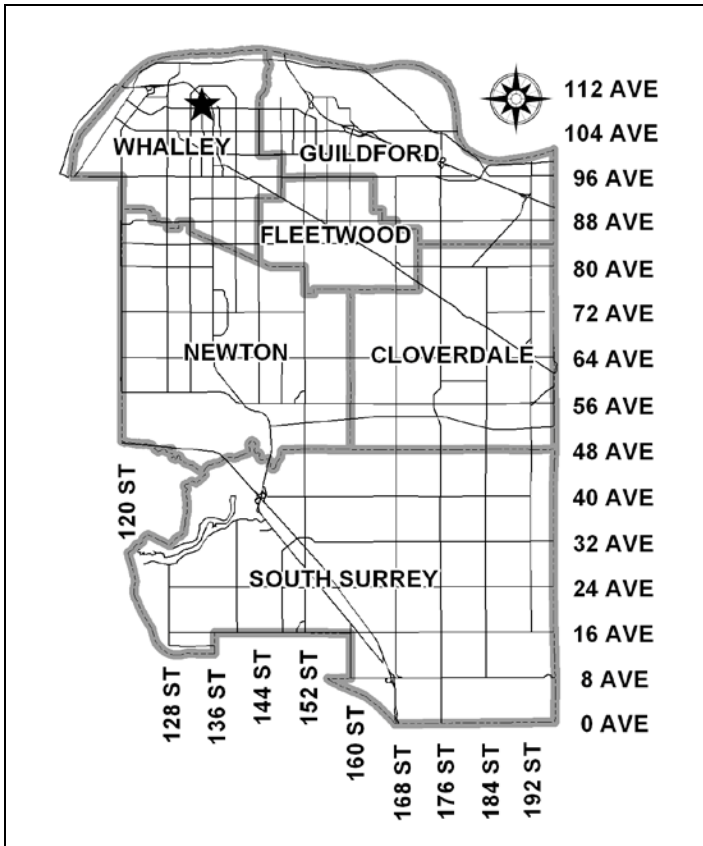
in order to permit the development of two high-rise residential towers and podium townhouse units in Surrey City Centre.

LOCATIONS: 13394/13402/13412/13424 King George Highway

OWNER: Seagate Properties (Gateway) Ltd.

ZONING: RF and CHI

OCP DESIGNATION: City Centre



RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for Rezoning.
- Approval to draft Development Permit.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- None

RATIONALE OF RECOMMENDATION

- The proposed density and building form are appropriate for this part of Surrey City Centre.
- The proposed development conforms to the goal of achieving high-rise, high-density development around the three SkyTrain stations.

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to rezone the subject site from "Single Family Residential Zone (RF)" (By-law No. 12000) and "Highway Commercial Industrial Zone (CHI)" (By-law No. 12000) to "Comprehensive Development Zone (CD)" (By-law No. 12000) and a date be set for Public Hearing.
2. Council approve the applicant's request to reduce the amount of required indoor amenity space from 1,695 square metres (18,250 sq.ft.) to 945 square metres (10,000 sq.ft.).
3. Council authorize staff to draft Development Permit No. 7906-0147-00 in accordance with the attached drawings (Appendix II).
4. Council instruct staff to resolve the following issues prior to final adoption:
 - (a) ensure that all engineering requirements and issues including restrictive covenants, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
 - (b) submission of a subdivision layout to the satisfaction of the Approving Officer;
 - (c) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
 - (d) submission of a landscaping plan and landscaping cost estimate to the specifications and satisfaction of the City Landscape Architect;
 - (e) resolution of all urban design issues to the satisfaction of the Planning and Development Department;
 - (f) the applicant address the concern that the development will place additional pressure on existing park facilities to the satisfaction of the General Manager, Parks, Recreation and Culture;
 - (g) the applicant adequately address the impact of reduced indoor amenity space; and
 - (h) submission of a no-build Restrictive Covenant on the portion of the site lying west of West Whalley Ring Road until future consolidation and development with adjoining lots.

REFERRALS

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

School District: Projected number of students from this development:

14 Elementary students at K.B. Woodward Elementary School
8 Secondary students at Kwantlen Park Secondary School

(Appendix V)

Parks, Recreation & Culture:

There are some concerns about the impact the proposed development will have on existing Parks, Recreation & Culture facilities in the area.

SITE CHARACTERISTICS

Existing Land Use: Vacant

Adjacent Area:

Direction	Existing Use	OCP Designation	Existing Zone
North (Across West Whalley Ring Road):	Older single family dwellings. Vacant parcel.	Multiple Residential Multiple Residential	RF CHI
East (Across King George Highway):	Older small commercial buildings.	Commercial	Land Use Contract No. 595 (Underlying Zoning CG-2) and CD (By-law No. 8416)
South:	Low rise apartment building under construction. Proposed high-rise apartment building at Third Reading (Application No. 7906-0259-00).	City Centre City Centre	CD (By-law No. 16334) CD (By-law Nos. 10464 & 12660)
West (Across West Whalley Ring Road):	Older single family dwellings and vacant land.	Multiple Residential	RF

DEVELOPMENT CONSIDERATIONS

- The 1.99-hectare (4.9-acre), four-lot subject site at King George Highway and West Whalley Ring Road in Surrey City Centre is designated City Centre under the Official Community Plan (OCP) and is zoned Single Family Residential Zone (RF) and Highway Commercial Industrial Zone (CHI).

- The site is located within 200 metres (650 ft.) of the Gateway SkyTrain Station, located at West Whalley Ring Road and 108 Avenue.
- Prior to the submission of the land development applications on the subject site, the City of Surrey obtained the right-of-way through the subject site and began the design and construction of West Whalley Ring Road from Gateway Drive to King George Highway. This extension of West Whalley Ring Road was completed in 2007.
- Subsequent to the submission of the application, the developer held the project in abeyance pending a reassessment of the housing market.
- The applicant has applied to subdivide the site into two new lots and to rezone these new lots from RF and CHI to Comprehensive Development Zone (CD).
- The westerly proposed lot (Block B of the proposed CD By-law attached as Appendix VI) comprises the section of the subject site that was separated from the balance of the lands by the construction of West Whalley Ring Road.
- It is anticipated that this fragmented parcel, which is located on the west side of West Whalley Ring Road will, in the future, consolidate with adjoining lands to form a development parcel that is appropriate for redevelopment to high-density, multiple residential use. A No-Build Restrictive Covenant will be required to protect this development potential.
- The proposed CD By-law will designate the permitted use for this parcel as one single family dwelling, which is considered as a "holding zone" until a new development parcel is created and rezoned to an appropriate multiple residential zone.
- The second proposed lot comprises the balance of the subject site, and is the area of the subject lands on which the developer is proposing to construct two high-rise residential towers and ground-oriented townhouse units.
- The proposed development results in a Floor Area Ratio (FAR) of 3.64, which is consistent with higher density development envisioned for areas around SkyTrain stations, but which exceeds the maximum density of 3.5 FAR permitted in the City Centre designation.

Bonus Density

- On October 15, 2007, City Council adopted Interim Bonus Density Policy No. O-54 that was to apply to all applications in City Centre and Guildford where the proposed density exceeded the maximum density allowed within the Official Community Plan designation in which the proposal was located.
- As the proposed development will result in an FAR of 3.64, which is greater than the maximum density of 3.5 FAR permitted in the City Centre designation, the applicant is subject to the Interim Bonus Density Policy.

- However, on February 25, 2008, City Council endorsed a number of amendments to the Interim Bonus Density Policy. Some of these amendments allowed for the "phasing in" of Bonus Density requirements.
- Amendments to the Interim Bonus Density Policy state that applications submitted prior to October 15, 2007, when the original Interim Bonus Density Policy was adopted by Council, are exempt from any Bonus Density requirements, provided the Building Permits associated with these applications are issued by April 1, 2009.
- As the application for the subject project was submitted on April 6, 2006, many months prior to October 15, 2007, the subject application qualifies for being exempt from any Bonus Density requirements, provided the Building Permit associated with the application is issued by April 1, 2009.
- Should the Building Permit for both towers not be issued by April 1, 2009, the applicant will be required to provide bonus density equivalent to 25% in the lift in value for any density over an FAR of 3.5.

Proposed CD Zone

- In terms of density, use and building form, the proposed development on the large easterly lot (Block A of the proposed CD By-law attached as Appendix VI) is similar to the RM-135 Zone.
- However, in the RM-135 Zone, the maximum floor area ratio (FAR) that can be achieved on the site is 2.5, which is below the 3.64 FAR proposed for Block A.
- As a result, the applicant has applied to rezone the site to a Comprehensive Development Zone rather than to the RM-135 Zone.
- The proposed CD By-law requirements for Block A are based, generally, on the RM-135 Zone except for maximum density, as noted above, and except for building setbacks, lot coverage and building height.
- The RM-135 Zone requires that buildings and structures be sited 7.5 metres (25 ft.), or 50% of the height of the building, whichever is greater, from all property lines. As the tallest tower proposed on-site is 110 metres (360 ft.) in height, the proposed buildings would have to be set back 55 metres (180 ft.) from all property lines.
- The proposed CD By-law reduces the setbacks along the eastern property line of Block A to 20.0 metres (66 ft.), along the southern property line of Block A to 4.5 metres (15 ft.) and to 4.5 metres (15 ft.) along the western and northern property lines.
- These reduced setbacks are required to accommodate the underground parking garage and exit stair along the eastern and southern property lines, and to accommodate the townhouses and indoor amenity area along West Whalley Ring Road.
- These reduced setbacks achieve a more urban building form and a more pedestrian-oriented streetscape along West Whalley Ring Road.

- The westerly high-rise tower (Tower A) will be located 11.6 metres (38 ft.) from the south property line while the easterly high-rise tower (Tower B) will be located 14 metres (46 ft.) from the east property line of Block A.
- There is no maximum building height regulation in the RM-135 Zone, but the proposed CD By-law proposes a maximum building height of 115 metres (377 ft.) to reflect the height of the tallest proposed tower (which is 37 storeys in height).
- All other aspects of the proposed CD By-law for Block A are consistent with the requirements of the RM-135 Zone.
- The proposed CD By-law requirements for Block B are based on the Single Family Residential (RF) Zone, for the purpose of creating a "holding zone" only, as described earlier in this Report.

PRE-NOTIFICATION

- Pre-notification letters were sent on June 12, 2006. Staff received no phone calls or letters in response to the pre-notification letters or the Development Proposal signs.

DESIGN PROPOSAL AND REVIEW

Site Layout and Building Design

- The development site (Block A) is a generally rectangular-shaped parcel bounded on the east by King George Highway and on the north and west by West Whalley Ring Road. Along the south property line, the site has access to the end of the cul-de-sac bulb of 135 Street. The SkyTrain guideway bisects the south-easterly portion.
- The project will consist of two high-rise residential towers. Tower A will be located toward the southwest corner of the site, while Tower B will be located toward the northeast corner of the site.
- Tower A will be 30 storeys in height and will contain 248 units that includes a mix of studio, one-bedroom, one-bedroom and den, two-bedroom and two-bedroom and den units ranging in size from 37 square metres (403 sq. ft.) to 78 square metres (843 sq. ft.).
- Tower B will be 37 storeys in height and will contain 308 units that include a mix of studio, one-bedroom, one-bedroom and den, two-bedroom and two-bedroom and den units ranging in size from 37 square metres (403 sq. ft.) to 78 square metres (843 sq. ft.).
- Both towers are slender, with stepped-back elements at the upper level designed to create articulation and visual interest.
- The upper levels of both towers also contain larger curved projecting balcony elements that add elegance and architectural definition to the buildings.

- Both buildings will have sweeping roof elements designed to reflect the mountains in the distance.
- Both towers will be clad in grey-coloured painted concrete and grey-coloured curtain wall glass.
- Window frames, balcony rails and metal accents will all be silver-coloured metal.
- The walls adjacent to both lobby entries will be clad in grey-blue coloured limestone veneer.
- The subject site slopes substantially from south to north to such a degree that the northern side of the site along West Whalley Ring Road is approximately 3.5 metres (12 ft.) lower than the southern portion of the site adjacent to the 135 Street cul-de-sac bulb.
- To take advantage of this slope, two driveway accesses to the underground parking are located along West Whalley Ring Road which will allow residents and visitors to drive directly into the underground parking without having to go down a ramp into the underground parking.
- Also in response to the slope, nine townhouse units have been located along West Whalley Ring Road. These townhouses step down in terraces along the curve of West Whalley Ring Road helping to create a continuous pedestrian-oriented environment along the street.
- The townhouses will all be two storeys in height and will have an additional "flex-space" room and roof-top patio on the third floor.
- The townhouses, which are characterized by strong vertical lines and dramatic angled roof elements, will be clad in a combination of grey-coloured painted concrete and rich, dark-brown coloured brick.
- Each townhouse will have a small front garden patio, slightly elevated above the adjoining sidewalk.
- A large indoor amenity area will also be located along West Whalley Ring Road, to the east of the nine townhouses.
- The amenity area will be two storeys in height and will be comprised of floor to ceiling glass.
- The corner of the amenity area next to the SkyTrain guideway will be shaped like the prow of a ship with a large over-hang and will also be clad in floor to ceiling glass walls.
- The indoor amenity area will provide a dramatic architectural statement for those approaching City Centre by SkyTrain or along the multi-use pathway underneath the SkyTrain guideway.

Indoor Amenity Space

- The indoor amenity space in Tower A will be located adjacent to the main entry lobby and will consist of a library, a meeting room and a social room with a kitchenette.

- The indoor amenity space in Tower B will also be located adjacent to the main lobby entry and will consist of a meeting room, a games room and a social room with kitchenette.
- In addition to the indoor amenity space located on the ground floor of both Tower A and Tower B, a large indoor amenity "spa" area will also be located at the northeast corner of the project, adjacent to West Whalley Ring Road. This amenity area will include a large fitness area and a spa area with a hot tub, sauna and stream room, as well as associated washrooms, change rooms and showers.
- Altogether, the three indoor amenity areas will total 945 square metres (10,200 sq. ft.), which is 750 square metres (8,000 sq. ft.) less than the 1,695 square metres (18,200 sq. ft.) required under the Zoning By-law (3.0 square metres/32 sq. ft. per dwelling unit).
- The applicant has agreed to provide compensation to mitigate the reduction of indoor amenity space in accordance with Council policy.

Landscaping and Outdoor Amenity Space

- The principal entry lobbies of the two towers will face a landscaped "vehicle piazza" that will be located between the two towers and that will be accessed from the end of the cul-de-sac bulb on 135 Street.
- The vehicle piazza will be surfaced in coloured paving materials and will be separated from the sidewalk along 135 Street by a mix of planting and architectural features including low, decorative walls and a gatehouse.
- A ground-level water channel with display jets, framed by a vine-covered metal trellis, will be located along the north edge of the vehicle piazza, providing a link between the two entry lobbies and creating a dramatic entry to the site from 135 Street.
- Outdoor amenity areas will be located throughout the site.
- Outdoor patios will be located next to the games room and next to the social room on the ground floor of Tower B.
- Rows of community garden plots will be created in the centre of the landscaped area between Tower A and Tower B. A covered, outdoor kitchen/barbeque pavilion will be located in the centre of the garden plots to help create a community meeting area for the residents.
- A children's play area, which will include a sandbox area and children's play equipment, will be located at the southwest corner of the site, the area of the lot that will receive the most sun exposure.
- Two outdoor patios will be provided adjacent to the indoor amenity fitness/spa area.
- The roof of the amenity fitness/spa area will be planted with varieties of sedum to create a green roof area.

- The outdoor amenity space will total 3,741 square metres (40,200 sq. ft.), which is 2,046 square metres (22,000 sq. ft.) more than the 1,695 square metres (18,200 sq. ft.) required under the Zoning By-law (3.0 square metres/32 sq. ft. per dwelling unit).

Parking

- Other than 2 disabled and short term pick-up and drop-off parking spaces in the vehicle piazza in front of the towers, all parking will be provided underground.
- The underground parking garage contains a total of 681 parking spaces.
- Of these 681 underground parking spaces, 624 parking spaces will be provided for resident parking in accordance with the requirements of the Zoning By-law.
- A total of 57 visitor parking spaces will also be provided in the underground parking garage.
- With the 57 underground parking spaces and the 6 surface parking spaces, a total of 63 visitor parking spaces will be provided, which is 27 fewer than the 90 visitor parking spaces required under the Zoning By-law.
- As the site is located within 200 metres of the Gateway SkyTrain Station and bus transit along 108 Avenue, a reduction in visitor parking can be supported.

ADVISORY DESIGN PANEL

- ADP Meetings: March 13, 2008 and April 23, 2008
- Most of the ADP suggestions have been satisfactorily addressed and are reflected on the attached plans. However, some issues remain outstanding and will need to be addressed prior to final approval. The principal issues that still need to be addressed are as follows:
 - Review of auto piazza to maximize short term parking and layout.
 - Review and revision of walkways at the perimeter of the auto piazza.
 - Provision of a detailed landscaping plan for the area lying east of the SkyTrain guideway.
- The applicant has agreed to address these issues prior to consideration of Final Reading of the Rezoning By-law and issuance of the Development Permit.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

- Appendix I. Lot Owners, Action Summary and Project Data Sheets
- Appendix II. Proposed Site Plan, Building Elevations, Landscape Plans and Perspective
- Appendix III. Engineering Summary
- Appendix IV. School District Comments
- Appendix V. April 23, 2008 ADP Comments and Applicant's Responses
- Appendix VI. Proposed CD By-law

Jean Lamontagne
General Manager
Planning and Development

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Information for City Clerk

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

1. (a) Agent: Name: Dirk Buttjes, Buttjes Architecture
 Address: 3707 First Avenue
 Burnaby, BC
 V5C 3V6
 Tel: 604-298-3700

2. Properties involved in the Application

- (a) Civic Addresses: 13394, 13402, 13412 and 13424 King George Highway
- (b) Civic Address: 13394 King George Highway
 Owner: Seagate Properties (Gateway) Ltd.
 PID: 010-724-869
 Parcel B Lot 10 Section 15 Block 5 North Range 2 West New Westminster
 District Plan 4172
- (c) Civic Address: 13402 King George Highway
 Owner: Seagate Properties (Gateway) Ltd.
 PID: 010-724-842
 Parcel C Lot 10 Section 15 Block 5 North Range 2 West New Westminster
 District Plan 4172
- (d) Civic Address: 13412 King George Highway
 Owner: Seagate Properties (Gateway) Ltd.
 PID: 010-724-792
 Parcel A Lot 10 Section 15 Block 5 North Range 2 West New Westminster
 District Plan 4172
- (e) Civic Address: 13424 King George Highway
 Owner: Seagate Properties (Gateway) Ltd.
 PID: 010-101-748
 Lot 9 Section 15 Block 5 North Range 2 West New Westminster District Plan
 4172

3. Summary of Actions for City Clerk's Office

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

DEVELOPMENT DATA SHEET

Proposed Zoning: CD

Required Development Data	Minimum Required / Maximum Allowed	Proposed (For Block A Only)
LOT AREA* (in square metres)		
Gross Total		11,935 m ²
Road Widening area		78 m ²
Undevelopable area		
Net Total		11,857 m ²
LOT COVERAGE (in % of net lot area)		
Buildings & Structures	33%	10%
Paved & Hard Surfaced Areas		30%
Total Site Coverage		63%
SETBACKS (in metres)		
Eastern	20.0m	26.0 m
Southern	4.5 m	4.5 m
Northern	4.5 m	4.5 m
BUILDING HEIGHT (in metres/storeys)		
Principal	115 m	110m
Accessory	4.5 m	-
NUMBER OF RESIDENTIAL UNITS		
Bachelor		56
One Bed		287
Two Bedroom		213
Three Bedroom +		9
Total		565
FLOOR AREA: Residential		43,191 m ²
FLOOR AREA: Commercial		
Retail		
Office		
Total		
FLOOR AREA: Industrial		
FLOOR AREA: Institutional		
TOTAL BUILDING FLOOR AREA	43,278 m ²	43,191 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 (For Block A Only)
DENSITY		
# of units/ha /# units/acre (gross)		
# of units/ha /# units/acre (net)		473 uph/192 upa
FAR (gross)		
FAR (net)	3.65	3.64
AMENITY SPACE (area in square metres)		
Indoor	1,695 m ²	945 m ²
Outdoor	1,695 m	3,741 m ²
PARKING (number of stalls)		
Commercial		
Industrial		
Residential Bachelor + 1 Bedroom	357	357
2-Bed	266	267
3-Bed		
Residential Visitors	57	57
Institutional		
Total Number of Parking Spaces	626	626
Number of disabled stalls		8
Number of small cars	156	129
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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