

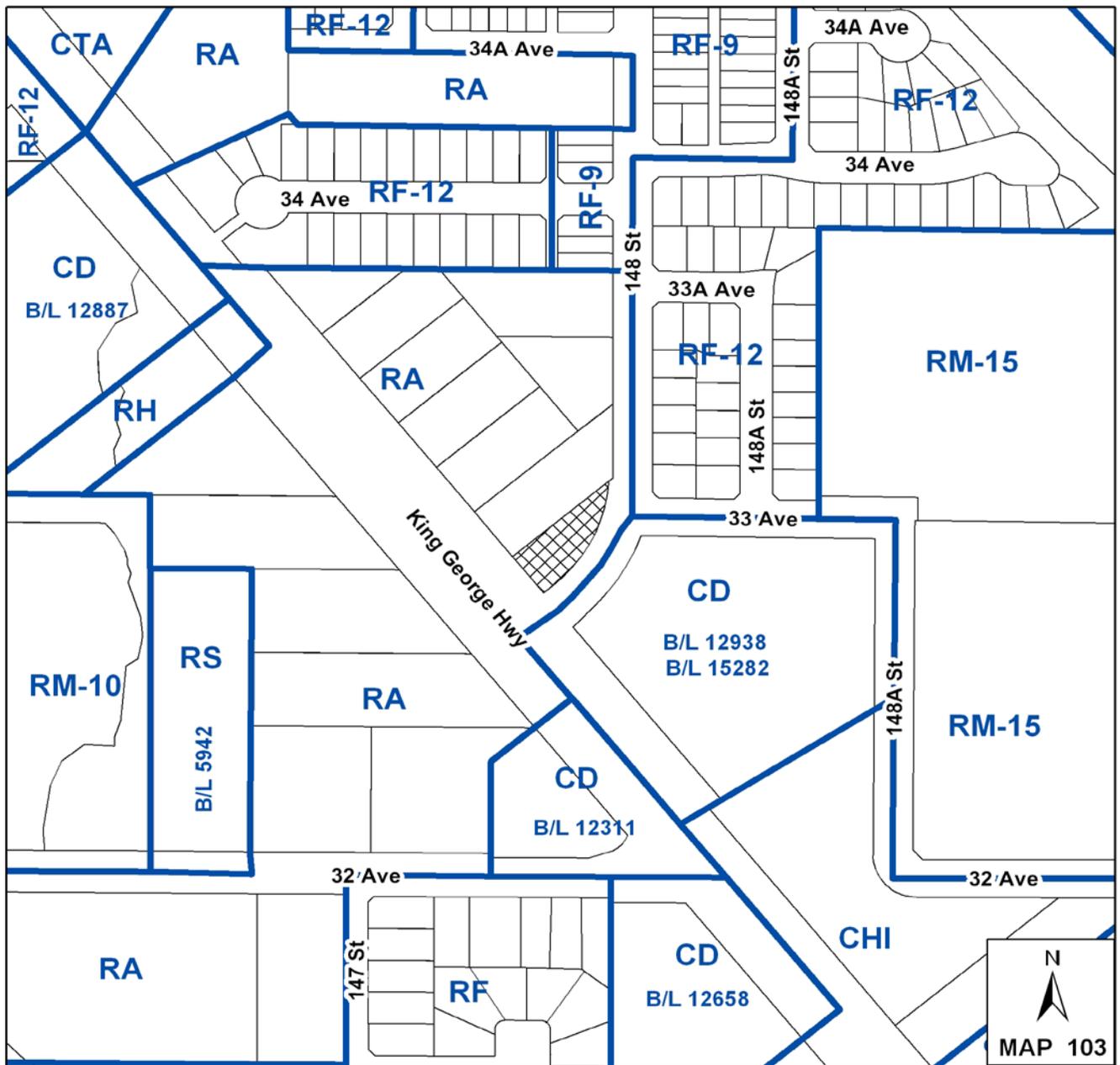
Proposal: Rezone from RA to CD and Development Permit to allow development of a 4-unit townhouse project.

Recommendation: Approval to Proceed

Location: 3290 King George Hwy. **Zoning:** RA

OCP Designation: Urban

LAP Designation: Clustering 8 upa **Owner:** 388 Construction Ltd., Inc. No. 698558



PROJECT TIMELINE

Completed Application Submission Date: June 26, 2006
Application Revision & Re-submission Date: November 3, 2006
Planning Report Date: March 12, 2007

PROPOSAL

The applicant is proposing:

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

in order to permit the development of a four (4) unit townhouse project.

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to rezone the property from "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 authorize staff to draft Development Permit No. 7906-0316-00 in accordance with the attached drawings (Appendix III).
3. Council approve the applicant's request to eliminate the required indoor and outdoor amenity space.
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) final approval from the Ministry of Transportation;
 - (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 finalized landscaping plan and landscaping cost estimate to the specifications and satisfaction of the City Landscape Architect;
 - (e) the applicant adequately address the impact of no indoor and outdoor amenity space;
 - (f) the 'no-build' restrictive covenant registered on the property is to be discharged;

- (g) registration of a Section 219 Restrictive Covenant for temporary driveway and a Reciprocal Access Agreement with the property to the north including securities for driveway removal and curb/boulevard reconstruction;
 - (h) resolution of design issues to the satisfaction of the City Architect; and
 - (i) registration of a Section 219 Restrictive Covenant to specifically identify the allowable tandem parking arrangement and to prohibit the conversion of the tandem parking spaces into livable space.
5. Council pass a resolution to amend the King George Highway Corridor Land Use Plan to redesignated the land from "Clustering at Urban Single Family Density (8 u.p.a.)" to "Townhouses (15 upa max.)" 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: Support (Appendix V).

School District: **School Impacts:**

Projected number of students from this development:

Elementary students = 2 students
 Secondary students = 1 students
 Total new students = 3 students

School Catchment Area/Current Enrollment/School Capacity:

Semiahmoo Trail Elementary School = 346 enrolled/315 capacity
 Semiahmoo Secondary School = 1,726 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 = 37 students
 Secondary students = 21 students
 Total new students = 58 students

Approved Capacity Projects and Future Space Considerations

A boundary change from Semiahmoo Trail to Chantrell Creek is being implemented. The declining enrolment shown at Semiahmoo Secondary illustrates the impact of major boundary moves to Earl Marriott and Elgin Park secondary schools two years ago.

A portion of another Semiahmoo Secondary feeder school catchment for Sunnyside Elementary includes part of the NW Grandview NCP area east of Highway #99. This area will have high student yields due to development driven changes to the NCP by the City. This growth in NW Grandview is not shown in the table for Semiahmoo Secondary below. It is assumed that students east of Highway #99 would attend a planned new NW Grandview elementary school feeding a proposed new Grandview elementary school feeding a proposed new Grandview Heights Secondary (envisioned in the Grandview Heights General Land Use Plan Area). Pending residential build-out and student yield determination for NCPs supporting a new secondary school for South Surrey.

(Appendix VI)

SITE CHARACTERISTICS

- **Existing Land Use** The subject site is vacant.
- **East:** Across 148 Street, single family dwellings, zoned RF-12, designated Urban in the OCP, and a retail shopping centre, zoned CD, designated Commercial in the OCP.
- **South:** Across King George Highway, single family dwellings, zoned RA, designated Urban in the OCP.
- **North and West:** Single family dwellings, zoned RA, designated Urban in the OCP.

PLAN AND POLICY COMPLIANCE

OCP Designation: Urban. Complies.

LAP Designation: Does not comply. Needs amendment from "Clustering at Urban Single Family Density (8 u.p.a.)" to "Townhouses (15 upa max)" in the King George Highway Corridor Land Use Plan.

JUSTIFICATION FOR PLAN AMENDMENT

- The subject property is designated "Clustering at Urban Single Family Density (8 u.p.a)" in the King George Corridor Local Area Plan which was approved by Council in December 1995. The applicant proposes to redesignate the site to "Townhouses (15 upa max)" in order to permit development of a small, four (4) unit townhouse project.

- The subject site is located on the northwest corner of King George Highway, an arterial road, and 148 Street, a major collector road, at the entrance to an emerging residential neighbourhood. To the north and northeast, several new single family small lot developments have been approved and are under construction. Across 148 Street is a retail shopping centre and further to the east on 148A Street are two large RM-15 Zoned townhouse complexes.
- The properties at this corner are impacted by this busy location at King George Highway, and are not considered suitable for single family development due to access limitations and an awkward lot configuration. Redesignation of this site to "Townhouses (15 upa max)" and eventually to the adjacent properties is therefore supportable at this location.
- It should be noted that the proposed development has a substantially reduced lot coverage of 26%.

DEVELOPMENT CONSIDERATIONS

Background and Site Context

- The subject site has a total area of 1,133 square metre (12,196 sq.ft./0.28 ac). The site is currently zoned RA and is designated Urban in the OCP.
- To the northwest of the subject site are large residential properties, zoned RA, designated "Clustering at Urban Single Family Density (8 u.p.a)" in the King George Corridor LAP. To the northeast of the site are newly constructed single family dwellings, zoned RF-12, and designated "Clustering at Urban Single Family Density (8 u.p.a)" in the LAP. To the southeast is a retail shopping centre, which is currently under construction, zoned CD, and designated "Commercial" in the LAP. To the south across King George Highway are large residential properties, zoned RA, and designated "Clustering at Urban Single Family Density (8 u.p.a)" in the LAP, as well as a small office building, zoned CD, designated "Commercial" in the LAP.
- The subject property is a remnant lot created as part of the 148 Street realignment. In recognition of the limitations on this small site due to its size and location, a Restrictive Covenant was registered on this property to ensure no building would occur until it is consolidated with adjacent properties. The applicant acquired the site in 2004, and has attempted to acquire the adjacent properties several times over the last few years to fulfill the conditions of the Restrictive Covenant, but has been unsuccessful.
- In 2005, the applicant submitted an application to rezone the subject site from RA to CD, and a Development Permit, to allow construction of an automotive oil change facility. Staff recommended denial of this proposal, as it was contrary to the King George Corridor LAP and was not considered an appropriate use at this key gateway location. Neighbouring property owners also indicated strong opposition to an oil change facility at this location. Council denied the proposal on May 18, 2005.
- The applicant now proposes to rezone the subject site from RA to CD, and a Development Permit, to permit development of 4 townhouse units. The proposed residential townhouse use complies with the site's OCP designation and is an appropriate use at this gateway location.

- Substantial effort has been made to ensure the proposal can be accommodated on this site by itself without consolidation with the adjacent properties, and achieve a viable and attractive addition to the area, while ensuring that this site will be properly integrated into this corner. On this basis the applicant feels the overall intent of the Restrictive Covenant can be satisfied and requests that the Restrictive Covenant be discharged and that development be permitted on this single lot. Should Council support the development, the Restrictive Covenant will be discharged as a condition of final adoption.

Proposed CD Zone

- A customized Comprehensive Development (CD) Zone is proposed to fit the constraints of this site.
- The proposed CD Zone is based on the RM-15 Zone with the exception of density, lot coverage and setbacks as noted in the table below:

	RM-15 Zone	Proposed CD Zone
Density (FAR)	0.40 (based on lot size)	0.51
Lot Coverage	34% (based on lot size)	26%
Setbacks	7.5 metres from all lot lines	4.5 metres - 7.5 metres from all lot lines
Principal Building Height	11 metres	11 metres

- Due to the small site size (0.28 acres), the proposed density does not meet the sliding scale density provisions of the RM-15 Zone. The proposed unit density of 15 units per acre and floor area ratio of 0.51 exceeds the unit density of 10 units per acre and floor area ratio of 0.40 permitted under the RM-15 Zone for a site of this size. However, the proposed density and floor area ratio does not exceed the maximum 15 units per acre and 0.60 floor area ratio permitted under the RM-15 Zone for larger sites (> 2.47 acres in size).
- The proposed building setbacks are smaller than the minimum 7.5 metres (25 ft.) required from all property lines under the RM-15 Zone. The proposed west setback has been reduced to 4.5 metres (15 ft.). This setback is along the side of the proposed building and will be heavily landscaped. In addition, this side yard is adjacent to a large City boulevard along King George Highway and therefore the impact of the reduced setback should be minimal. The proposed south setback has been reduced only slightly to an average of 6.0 metres (20 ft.) from the property line. Heavy landscaping is proposed to mitigate the impact of this small relaxation. The proposed north setback meets the 7.5 metre (25 ft.) setback required under the RM-15 Zone.
- Under the RM-15 Zone, parking stalls are not permitted within the setbacks. This provision has been relaxed slightly under the proposed CD Zone to permit the required visitor parking stall to encroach up to 0.9 metre (3 ft.) from the property line. The proposed visitor parking stall will be adequately landscaped to reduce its visibility from the street.
- The proposed lot coverage of 26% is less than the 34% that would be permitted under the RM-15 Zone for a site of this size. The reduced building footprint allows for more landscaping on the site.

- In summary, only minor variations to the RM-15 Zone are required to accommodate the proposed townhouse project on the subject site and any impacts that could be anticipated from the proposed variations will be mitigated through sensitive building design and a reduced building footprint which allows for greater landscaping on the site. The proposed architectural design and landscaping will ensure that the project is viable and attractive, and will integrate well with future redevelopment of the adjacent lands to the north.

DESIGN PROPOSAL AND REVIEW

- The proposed townhouse project consists of 4 units in one 3-storey 'manor house' style building that fronts 148 Street. All of the units are 3 bedroom units, plus den, 3 have double car garages accessed from the rear driveway and 1 has a tandem garage. All of the units have decks.
- An indoor amenity building was not considered practical for a small 4-unit townhouse project. Similarly, the 12 square metres (130 sq.ft.) of By-law required outdoor amenity space would not constitute a viable amenity area. As such, the applicant will provide a cash-in-lieu contribution to address the deficiency in By-law required indoor and outdoor amenity space on the site.
- The proposed building cladding materials consist of vinyl siding, concrete, brick, and hardiplank in warm tones. Slate profile asphalt shingles are proposed as the roofing material. The design of the building is sensitive to both the 148 Street and King George Highway interfaces as well as the interface with future development contemplated on the adjacent properties to the north.

Driveway Access Restriction

- The proposed driveway access to 148 Street is located directly across from the 33 Avenue intersection. Due to the proximity to King George Highway, the Engineering Department has confirmed that this access is to be a temporary access only and will be required to be closed upon redevelopment of the neighbouring lands to the north. The applicant has agreed to this restriction. A Section 219 Restrictive Covenant and access agreement will be required to be registered on the title of the property in this regard prior to final adoption of the Rezoning By-law. Financial securities for the eventual closure of this driveway and reconstruction of the curb, boulevard, and site landscaping, will also be required to be submitted. The applicant has provided a conceptual site plan for the neighbouring properties to the north showing the ultimate access further north on 148 Street.

Tree Preservation and Landscaping

- There are no existing trees on the site and as such the applicant is proposing a generous combination of new trees and shrubs in a variety of species to compliment the architectural design of the building. The applicant proposes heavy landscaping around all edges of the site but especially along the northwest property line to buffer the proposed internal driveway from the neighboring lots to the north. The applicant also proposes to plant an oak tree on the site as per the King George Highway Heritage Protection and Enhancement Guidelines approved by Council on March 22, 2004.

PRE-NOTIFICATION

Pre-notification letters were sent on July 17, 2006 and staff received no comment.

ADVISORY DESIGN PANEL

- This application was not referred to the ADP and was reviewed by staff.
- Staff suggestions have not been satisfactorily addressed, however, the applicant has agreed to address staff comments including architectural design and landscaping to the satisfaction of the City Architect prior to final adoption.

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 Subdivision Layout, Site Plan, Typical Floor Plans and Elevations and Landscape Plans
Appendix IV.	Engineering Summary
Appendix V.	Parks Comments
Appendix VI.	School District Comments
Appendix VII.	Ministry of Transportation Comments
Appendix VIII.	Proposed CD By-law

INFORMATION AVAILABLE ON FILE

- Detailed Engineering Comments dated March 8, 2007.
- Soil Contamination Review Questionnaire prepared by Andy Aadmi dated June 26, 2006.

How Yin Leung
Acting General Manager
Planning and Development

RG/kms

DEVELOPMENT DATA SHEET

Proposed Zoning: CD

Required Development Data	Minimum Required / Maximum Allowed (RM-15)	Proposed CD Zone
LOT AREA* (in square metres)		
Gross Total	1,133 m ²	
Road Widening area		
Undevelopable area		
Net Total	1,133 m ²	
LOT COVERAGE (in % of net lot area)		
Buildings & Structures		
Paved & Hard Surfaced Areas		
Total Site Coverage	26%	26%
SETBACKS (in metres)		
North	7.5 m	7.5 m
West	7.5 m	4.5 m
Southeast	7.5 m	average 6.0 m
BUILDING HEIGHT (in metres/storeys)		
Principal	11 m	11 m
Accessory	4.5 m	4.5 m
NUMBER OF RESIDENTIAL UNITS		
Bachelor		
One Bed		
Two Bedroom		
Three Bedroom +	4	4
Total	4	4
FLOOR AREA: Residential	577 m ²	577 m ²
FLOOR AREA: Commercial		
Retail		
Office		
Total		
FLOOR AREA: Industrial		
FLOOR AREA: Institutional		
TOTAL BUILDING FLOOR AREA	577 m ²	577 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)	37 uph/15 upa	37 uph/15 upa
FAR (gross)		
FAR (net)	0.51	0.51
AMENITY SPACE (area in square metres)		
Indoor	12 m ²	0 m ²
Outdoor	12 m ²	12 m ²
PARKING (number of stalls)		
Commercial		
Industrial		
Residential Bachelor + 1 Bedroom		
2-Bed	8	8
3-Bed	1	1
Residential Visitors		
Institutional		
Total Number of Parking Spaces	9	9
Number of disabled stalls		
Number of small cars		
Tandem Parking Spaces: Number / % of Total Number of Units		
Size of Tandem Parking Spaces width/length		

Heritage Site	NO	Tree Survey/Assessment Provided	NO
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CONTOUR MAP FOR SUBJECT SITE

