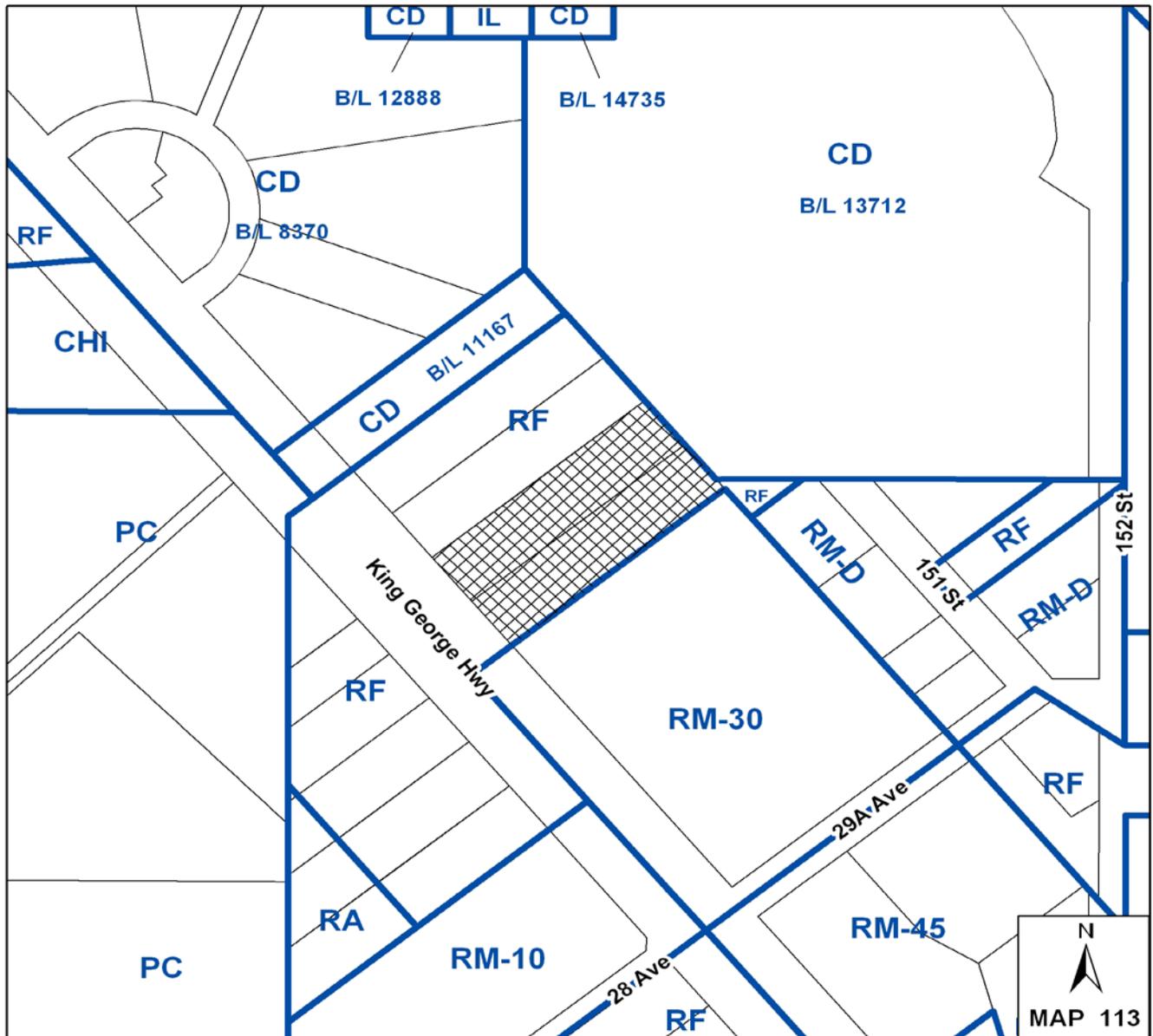


Proposal: Rezone from RF to CD. Development Permit to allow the development of a mixed-use commercial/residential complex.

Recommendation: Approval to Proceed

Location: 2950 King George Hwy **Zoning:** RF
OCP Designation: Multiple Residential
LAP Designation: Garden Apts. **Owner:** 0725293 B.C. Ltd.



PROJECT TIMELINE

Completed Application Submission Date: June 26, 2006
Planning Report Date: January 22, 2007

PROPOSAL

The applicant is proposing:

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

in order to permit the development of a mixed-use (commercial/residential) complex, within a 4-storey building, comprising 88 apartment units and 1,633-square metres (17,575 sq.ft.) of ground floor commercial floor space.

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to rezone the property from "Single Family Residential Zone (RF)" (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. 7906-0329-00 in accordance with the attached drawings (Appendix III).
3. 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 finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
 - (c) submission of a landscaping cost estimate to the specifications and satisfaction of the City Landscape Architect;
 - (d) the applicant address the impact of the project on existing parks, recreation and cultural facilities in the neighbourhood; and

- (e) registration of a statutory right-of-way for public rights of passage, with and without vehicles, to ensure a connection to the South Pointe Exchange Shopping Centre and a reciprocal/shared access and public parking agreement with the adjacent properties to the northwest (2958 and 29876 King George Highway) (Project No. 7906-0310-00) to ensure a coordinated access and parking arrangement at this location.
4. Council pass a resolution to amend the King George Highway Land Use/Development Concept Plan to redesignate the land from Garden Apartments and buffer to "Commercial Residential".

REFERRALS

Engineering: The Engineering Department has no objection to the project subject to the completion of Engineering servicing requirements as identified in the attached. A Servicing Agreement will be required (Appendix IV).

Parks: Support. The applicant to address the impact of the proposed development on existing Parks, Recreation & Culture facilities in the area (Appendix V).

School District:

School Impacts:

Projected number of students from this development:

Elementary students = 5 students
 Secondary students = 2 students
 Total new students = 7 students

School Catchment Area/Current Enrollment/School Capacity:

Sunnyside Elementary School = 271 enrolled/290 capacity
 Semiahmoo Secondary School = 1,630 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 = 0 students
 Secondary students = 48 students
 Total new students = 48 students

Approved Capacity Projects and Future Space Considerations

(a) Elementary School

The development is currently within the Sunnyside Elementary school's catchment (which feeds Semiahmoo Secondary). A new elementary school site has been approved for acquisition

in the north west Grandview Area to serve developmetn east of Highway No. 99. A majority of new growth in the current Sunnyside catchment is east of Highway No. 99 in NW Grandview area.

(b) Secondary School

The Ministry is considering a capital plan proposal for the purchase by the School District of a new secondary school site in the Grandview Heights area, to relieve projected capacity shortfall in the long term. The table below shows impact of recent boundary changes to Earl Marriott and Elgin Park.

(Appendix VI)

SITE CHARACTERISTICS

- **Existing Land Use** Vacant land.
- **North-East:** South Pointe Shopping Centre on a lot, zoned CD (By-law No. 13712), designated Commercial in the OCP and "Shopping Centre" in the King George Highway Corridor Plan.
- **South-East:** Three-storey townhouse on a lot, zoned RM-30, designated Multiple Residential in the OCP and "Garden Apartments" in the King George Highway Corridor Plan.
- **South-West:** Across King George Highway are single family dwellings on lots zoned RF, designated Urban in the OCP and "Townhouses 15 upa" in the King George Highway Corridor Plan.
- **North-West:** Vacant land, zoned RF, designated Multiple Residential in the OCP and "Garden Apartments" in the King George Highway Corridor Plan. The Planning and Development Department is jointly processing a companion application on these sites (No. 7906-0360-00) to develop a mixed-use complex similar to the subject proposal, which are being planned together and are being presented to Council concurrently in separate reports.

PLAN AND POLICY COMPLIANCE

OCP Designation: "Multiple Residential". Complies.

LAP Designation: "Garden Apartments". Does not comply. An amendment to the King George Highway Corridor Land Use/Development Concept Plan from "Garden Apartments" to "Commercial Residential" is required.

JUSTIFICATION FOR PLAN AMENDMENT

Background and Land Use Rationale

- The subject site, the properties to the north, and those to the south are designated "Multiple Residential" in the OCP and "Garden Apartments" in the King George Highway Land Use/Development Concept Plan. The properties to the south are zoned RM-30 and are now fully developed into three-storey townhouses, consistent with the "Garden Apartment" designation of the King George Highway Land Use/Development Concept Plan. The properties to the north are under a rezoning application (7906-0360-00), which is being planned concurrently with this subject proposal to allow the construction of a mixed-use complex similar to the subject project, and is being presented to Council jointly with this application, but in a separate report.
- The proposal requires the amendment of the King George Highway Corridor Land Use/Development Concept Plan from "Garden Apartments" and a proposed landscape buffer to "Commercial Residential", in order to develop a mixed commercial/residential complex comprising 88 apartment units (the upper three storeys) and 1,633 square metres (17,575 sq.ft.) of ground floor commercial floor space, to accommodate neighbourhood-type multi-tenant retail uses.
- To support the proposed change in land use, the following issues have been considered:
 - The introduction of a mixed-use development in this area is not setting a precedent, due to the emerging mix of multi-residential and retail commercial uses in the area; for example the "South Pointe Shopping Centre", at the intersection of 32 Avenue, 152 Street and Highway # 99, which consists largely of large-format highway oriented retail businesses, and the completion of "South Pointe Annex", on the east side of 152 Street into small-scale retail units. Before these uses came to place, the South Surrey Auto mall and other highway-oriented businesses along King George Highway were already established in the area. There is also land assembly anticipated to the east of the subject proposal for development into four storey apartments (Appendix X).
 - The mixed-use development becomes part of an emerging nodal village around the "South Pointe" shopping center, contributing to the "lifestyle" village around this node, where people can live, work, shop or play in one location. This is in keeping with the sustainable development principles that strive to minimize the reliance on the automobile.
 - The private road between the two developments, achieved by way of a right-of-way provides the needed vehicular linkage from King George Highway to 152 Street/32 Avenue Diversion and Highway #99, via the South Pointe Shopping centre, which was anticipated in the King George Highway Land Use/Development Concept Plan. This linkage will provide a substantial benefit to the area for vehicular connectivity.
 - The proposed development represents an investment in excess of \$36 million. When completed, the proposed residential component will add to the development fabric and variety of housing types, and the commercial component will contribute to the tax base and jobs, in an effort to satisfy the City's general policy and goal of creating a vibrant and sustainable local economy.

- The proposed development is being comprehensively planned with proposal to the north. Attention is paid to its potential impact to the townhouse development to the south. The applicant has met with representatives of the townhouse development to the south and they are in support of the proposed development. The letter of support is attached as Appendix XIII.
- The retail spaces are typically small, allowing for a varied mix of local neighbourhood serving stores intended to be of a boutique nature. The commercial uses are separated from residential uses and by bringing the residential use down to the ground on the south side, commercial uses have no impact on the residential neighbours to the south.
- The landscape buffer along King George Highway, intended for noise attenuation, has not been provided at this location. Instead commercial surface parking and a 1.5-metre (5ft.) landscape strip are provided. The commercial presence has diminished the need for the buffer. However, physical separation between the property line and the building is maintained at the same level as that for the townhouses to the south.
- On balance, this is a well thought out proposal that provides a benefit to the local community and the City at large. These benefits are complemented by a very high quality building design, which is comprehensively planned with the proposal to the north and architecturally coordinated between the two architectural firms involved. The two designs are tied together by the use of one landscaping scheme, prepared by one landscape architect. Staff, therefore, support the proposed land use change from "Garden Apartments" to "Commercial Residential".

DEVELOPMENT CONSIDERATIONS

The Proposed CD By-law

- The intent of the project is to develop a four storey mixed-use complex based on "Town Centre Commercial Zone (C-15)" and the "Multiple Residential Zone (RM-45)", but with modification to the allowable uses, setbacks, lot coverage, floor area ratio and height, in order to better reflect the sensitivity required for development adjacent to other residential uses.
- The CD By-law has been drafted to exclude uses such as liquor stores, tourist accommodation, indoor recreation facilities, parking facilities, entertainment uses, assembly halls, and community services which are not permitted in local or neighbourhood commercial zones (C-4 and C-5 respectively).

- A summary of the proposed CD Zone in comparison with the C-15 Zone and the RM-45 Zone is provided below.

	C-15	RM-45	CD	Comment
Site coverage	80%	45%	45%	<i>As per the RM-45 Zone.</i>
FAR	1.5 (67% Residential)	1.5	1.3(75% Residential)	<i>As per RM-45 Zone except fraction of residential.</i>
Minimum Setbacks	2m (6.6 ft.) front, 7.5m (25 ft.) rear 3m (10 ft.) side 2m (6.6 ft.) side on flanking street	7.5m (25 ft.)	7.5m (25 ft.), except the rear and one side.	<i>The setbacks are to reflect the setbacks for RM-45, with a variance to the rear and one side yard setback.</i>
Maximum Height	14m (46 ft.)		16m (52.5 ft.)	<i>The buildings are designed with architectural elements (cornice lines) projecting above the roof lines.</i>

- One side yard setback is proposed to be reduced to 6m (20 ft.) for a portion of the building as detailed on the plan attached to the CD-By-law as Schedule A. The portion of each of the buildings proposed to be setback 6 metres (20 ft.) from the property line is approximately 20 metres (66 ft.), wide reflecting the arms of the building projecting southwards. This is to allow a better articulation of the building for a better designed court yard. The portion of the building with a reduced setback is lowered to create a better height transition with the townhouses to the south. The rest of that building face is setback 18.2 metres (60 ft.) from the south property line. Despite the reduced setbacks, the second level of the buildings is recessed, setting the bulk of the buildings further away from the south property line, which reduces the impact of the reduced setback. Further, only the westerly wing is close to the townhouses to the south, with a 10-metre (33 ft.) separation. The easterly wing, though has a 6-metre (20 ft.) setback from the property line, has an overall separation of 22.5 metres (74 ft.) from the nearest townhouse buildings to the south. The residents of the townhouse complex being impacted, have been consulted and are in support of the project with a reduced setback. The reduced rear yard is of no concern, as it abuts the shopping mall to the east ("South Pointe").
- The increased height is to accommodate architectural elements, which contribute a great deal to the architectural character of the buildings, and is supportable.
- The applicant is providing slightly more parking for the commercial component at a ratio of 4 stalls per 100 square metre (1,075 sq.ft.) of commercial floor area, than the by-law requirement which is 3 stalls per 100 square metres (1,075 sq.ft). This is not expected to have any impact as 29 of the 64 commercial parking stalls are provided in an underground parkade, with a clear separation between parking for residents and the public/commercial parking.

PRE-NOTIFICATION

Pre-notification letters were sent on September 5, 2006, and staff received no comments.

DESIGN PROPOSAL AND REVIEW

- The proposed project consists of two buildings in a mixed-use development, consisting of approximately 1,633 square metres (17,575 sq.ft.) (13 commercial retail units) of commercial area and 88 residential units. The building comprises three and four storeys of residential wood frame construction, partially above one level of concrete commercial space. Twelve of the residential units located at the rear of the project and are ground oriented, without commercial underneath.
- These buildings are designed in coordination with the proposal to the north, with each development having its own unique design detail and functional characteristics as discussed below.
- The design intent is to produce a mixed-use shopping district, with residential units above, and generally in keeping with a "street-wall" design. Attention has been paid to the relationship of the retail frontage to the pedestrian realm of the street and includes opportunity for weather-protected window-shopping as well as indoor/outdoor uses, and public plazas.
- The buildings are arranged in roughly "U" shape to maintain continuity of the street-wall on the northwest side and to create an open, residentially oriented, landscaped courtyard adjacent to the residential neighbourhood to the south. The lower two floors on the south side have been designed as two storey 'town-house like' units to provide ground oriented units, complete with small private yards. This approach helps to create a strong residential relationship with the adjacent neighbours to the south.
- On the internal street side (the connector street) the upper residential floors are recessed with greater setbacks, to create a terraced area for the second floor units and help keep the scale of the building appropriate to the pedestrian realm at the ground.
- The proposed four storey building height for this project is appropriate for the 'street-wall' approach to mixed-use. Cornice lines at different roof levels have been used to maintain the scale of the building and to provide interest and articulation of the facades. Recessed balconies and projections of portions of the building also contribute to articulation.
- The overall building length has been split to produce two separate buildings, each of approximately 55-metre (180 ft) length. This allows for the creation of public open space and appropriate rhythm at the pedestrian level.
- The dominant building materials are combination of brick, glass and architectural concrete, punctuated by panels of stained siding at the upper levels in contrasting colour, for the street facades. The materials have been chosen not only for their high quality but also to create a relatively traditional character.

- For the courtyard facades, stained siding is the dominant material, while maintaining the use of roof cornices and some brick. A pedestrian cover is provided along the commercial street and integrated into the design through the use of fabric awnings.
- Four retail signage types are used in the design: fabric canopy signage, suspended signage panels with "gooseneck" lighting at covered arcades, "fascia" signage of individually illuminated characters, illuminated signage within glazed storefront facades, and perpendicular "blade" type signage constructed of aluminum and fabric. Individual tenants will be encouraged to be creative with the use of signage and storefront displays to further animate the streetscape, but within the approved sign concept. Neon signs and illuminated "box signs" will not be permitted, and no free-standing (pylon) sign is proposed.

Road Access and Parking

- The proposed new "connector" street provides access from King George Highway to the South Pointe Exchange Shopping Centre, with connectivity to 32 Avenue diversion, Highway #99 and 152 Street, with a clearly identified pedestrian and vehicular linkage. A comprehensive analysis of traffic implications and circulation has been carried out, in consultation with the City Engineering Staff. This analysis has resulted in the provision of a new deceleration lane at the access from King George Highway, and the designation of this access as a right-in/right-out intersection. To minimize the overall connector road width, and to provide a central landscaped median, angled storefront parking has been provided. A circular turn-around is located at the King George Highway end of the street to provide a safe return back onto the site to access parking on the other side of the street, without the need to exit to King George Highway and to preserve a large heritage oak tree. In addition, the circle allows access to the two storefront parking pods along the King George Highway side of the retail.
- Raised pedestrian crossings are provided at both ends and the middle of the connector street to provide easily identified access across to the opposing retail complexes, as well as to act as a traffic calming device to better enhance the pedestrian nature of the street.
- The commercial parking is provided both above and below grade. On the surface storefront parking is provided at both the connector street as well as within a small parking pod adjacent to King George Highway. The underground parking is accessible from the connector street at the northeast corner, away from the King George Highway entrance. This location keeps the entry to the under ground away from the traffic implications of the highway, as well as providing access at a point of lower elevation to reduce the visual exposure of the ramp.

Indoor and Outdoor Amenity

- A common amenity space has been provided for use by residents of both buildings. The interior space provides an exercise space, kitchen facilities, lounge area and washroom. The interior connects directly to a designated outdoor common amenity space within the courtyard and provided opportunity for simultaneous indoor/outdoor use. The outdoor and indoor amenity areas provided exceed the size required in the zone.

Landscaping

- The landscaping consists of the use of trees, shrubbery and ground cover. More specifically, the interior courtyard uses landscaping extensively to create an amenity of this feature. The ground floor units are separated from each other and the courtyard by landscaped planters fences to clearly identify the private yards and the common area. The edge of the terraces at second floor have planters separating the terrace from the street and the adjacent units. In addition, planting is used as a privacy screen.
- The applicant retained MGF Horticultural Inc. to prepare a tree survey and arborist report for the project. The report indicated that the trees on the site are primarily concentrated along the north and south borders at the west ends of the two lots and are characterized by four hedgerows, two consisting of Douglas fir and two of Lombardy poplar. A red alder dominated stand in a senescent state with many trees in the early stages of decay is found at the east end of the northern lot. An English oak with "Significant Tree" status is located along the west side of the property directly to the north (2966 King George Highway), being developed under Project No. 7906-0360-00.
- The report identified 86 protected trees. None of which is hazardous due to natural causes. However, many of the trees are of poor quality due to structural defects or declining health. The preservation opportunities have been further limited by grading requirements. Therefore, all 86 trees are recommended for removal. The landscaping plan proposes 272 trees, some of which form part of the replacement package.
- The 15-metre landscape buffer identified in the King George Highway Corridor Land Use / Development Concept Plan, was intended to be undisturbed, to protect mature vegetation along King George Highway. At this location only a heritage Oak tree is worth protecting. This buffer area is now part of the parking area for the commercial area, with landscaping along King George Highway. Along the south property line are some over grown hedge trees (mainly fir), which have been incorporated to the landscaping.
- A residential garbage room is located in the underground parking in such a position that it is accessible from the lobby of both buildings. Bins will either be relocated to the top of the parkade ramp for pick-up or a access will be arranged for a low profile truck to pick up directly from the garbage room. A commercial garbage room is located so that all retail units can access this room via the access route provided for commercial parking. Pick-up will be handled together with the residential.

ADVISORY DESIGN PANEL

ADP Meeting Date: November 30, 2006

ADP comments and suggestions have been satisfactorily addressed.

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.	Parks Comments
Appendix VI.	School District Comments
Appendix VII.	Summary of Tree Survey and Tree Preservation
Appendix VIII.	ADP Comments and Applicant's Response
Appendix IX.	CD By-law
Appendix X.	Context Map
Appendix XI.	King George Highway Corridor Land Use Designations
Appendix XII.	Combined Site Plan with Project No. 7906-0360-00
Appendix XIII.	Letter of Support from Representatives of the Townhouses to the South

INFORMATION AVAILABLE ON FILE

- Detailed Engineering Comments dated September 27, 2006.
- Tree Survey Plan dated January 2007.
- Arborist Report dated January 2007.
- Soil Contamination Review Questionnaire prepared by Ryan Beachinor dated June 26, 2006.

How Yin Leung
Acting General Manager
Planning and Development

AGA/kms

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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: Michael Ward
 Address: 1040 West Georgia Street
 Vancouver, B.C.
 V6E 4H1
 Tel: 604-683-1141
 Fax: 604-684-5041

2. Properties involved in the Application

(a) Civic Address: 2950 King George Highway

(b) Civic Address: 2950 King George Highway
 Owner: 0725293 B.C. Ltd., Inc. No. 0725293
**Note: Effective November 17, 2006 Company Name
 Changed to KGH BT Holdings Limited**

Director Information:

Andrew J. Bibby
Andrew B. Galbraith
David E. Olson
Rekha S. Patel

Officer Information: (as at May 24, 2006)

William J. Abelmann (Chair)
Michael H. Beattie (Vice President)
Ryan P. Beechinor (Other Offices)
Andrew J. Bibby (President)
Graham W. Drexel (Treasurer)
Rekha S. Patel (Other Offices)
Jean I. Whittet-Brown (Secretary)

PID: **026-725-495**
Parcel A Section 22 Township 1 New Westminster District Plan BCP24614

3. Summary of Actions for City Clerks Office

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

DEVELOPMENT DATA SHEET

Proposed Zoning: CD

Required Development Data	Minimum Required / Maximum Allowed	Proposed
LOT AREA* (in square metres)		
Gross Total		
Road Widening area		0
Undevelopable area		0
Net Total		8,557 m ²
LOT COVERAGE (in % of net lot area)		
Buildings & Structures	45%	35%
Paved & Hard Surfaced Areas		
Total Site Coverage		
SETBACKS (in metres)		
Front	7.5 m	13.84 m
Rear	7.5 m	8.08 m
Side #1 (South-East)	6 m	6.11 m
Side #2 (North-West)	7.5 m	14.7 m
BUILDING HEIGHT (in metres/storeys)		
Principal	15 m	
Accessory	4.5 m	0
NUMBER OF RESIDENTIAL UNITS		
Bachelor	n/a	32 units
One Bed	n/a	
Two Bedroom	n/a	42 units
Three Bedroom +		14 units
Total		88 units
FLOOR AREA: Residential	9,455.5 m ²	8,635.6 m ²
FLOOR AREA: Commercial		
Retail	1,668.6 m ²	1,632.7 m ²
Office		
Total		
FLOOR AREA: Industrial		
FLOOR AREA: Institutional		
TOTAL BUILDING FLOOR AREA	11,124.1 m ²	10,268.3 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)		
FAR (gross)		
FAR (net)	1.21	1.01
AMENITY SPACE (area in square metres)		
Indoor	264 m ²	265 m ²
Outdoor	264 m ²	274 m ²
PARKING (number of stalls)		
Commercial	33 stalls	70 stalls
Industrial		
Residential Bachelor + 1 Bedroom	42 stalls	42 stalls
2-Bed	63 stalls	74 stalls
3-Bed	21 stalls	28 stalls
Residential Visitors	18 stalls	18 stalls
Institutional		
Total Number of Parking Spaces	177	232
Number of disabled stalls	3	
Number of small cars	44	
Tandem Parking Spaces: Number / % of Total Number of Units		
Size of Tandem Parking Spaces width/length		

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

