

City of Surrey
PLANNING & DEVELOPMENT REPORT

File: 7906-0336-00

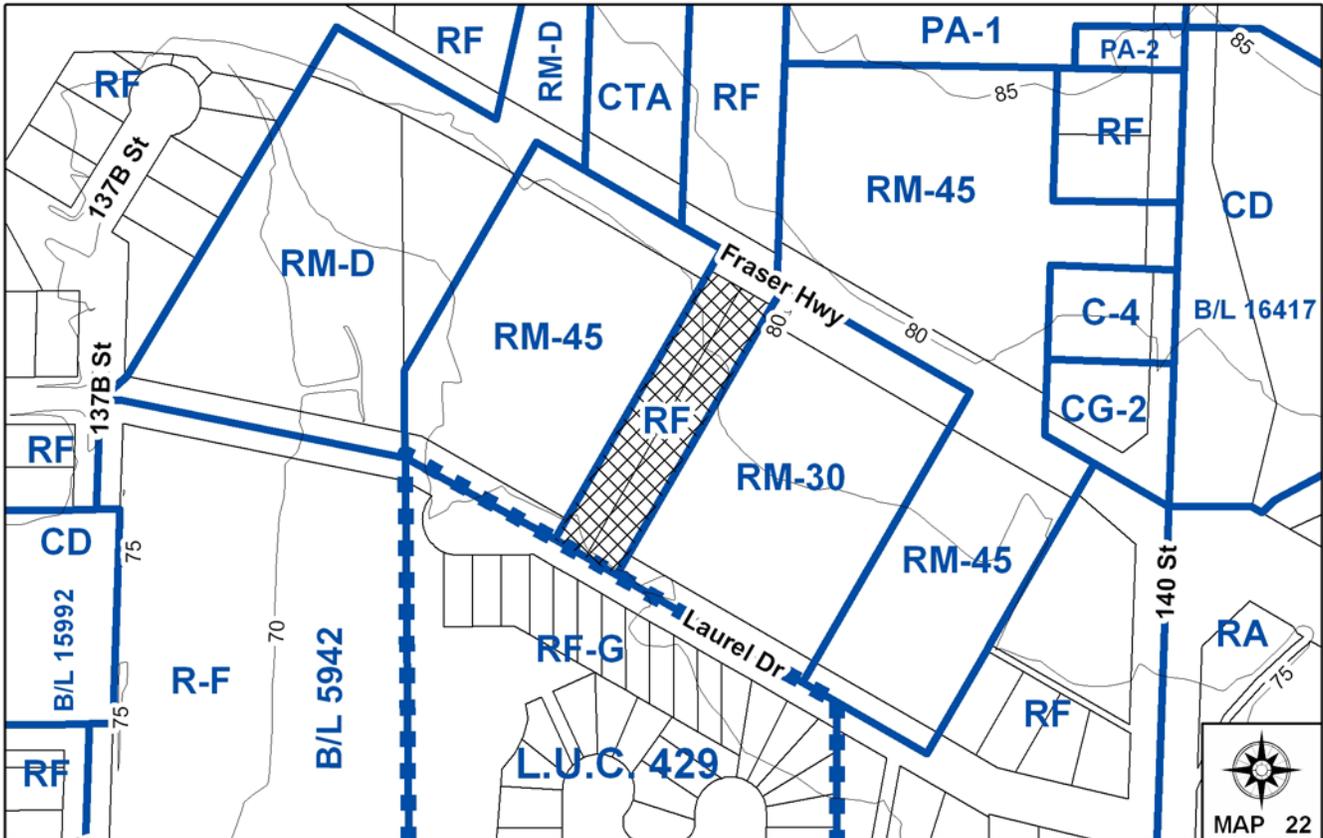
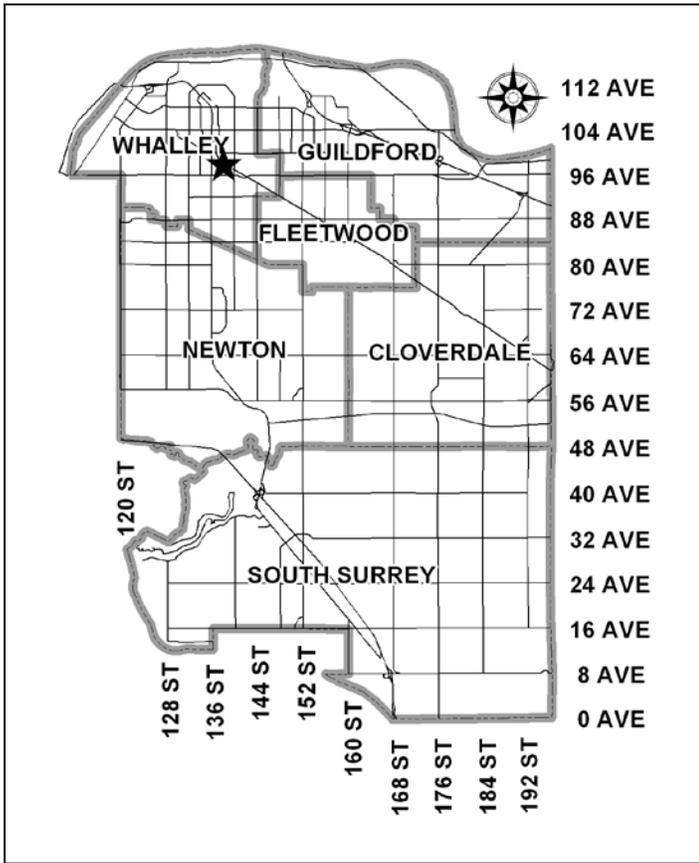
Planning Report Date: April 14, 2008

PROPOSAL:

- Rezoning from RF to CD (based on RM-70)
- Development Permit

in order to permit the development of a four-storey apartment building.

LOCATION: 13906 and 13914 Fraser Highway
OWNER: Jaspal Deol, Balwinder Gill and Gurjit Gill
ZONING: RF
OCP DESIGNATION: Multiple Residential



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

- Complies with OCP designation.
- The proposed density and building form are appropriate for this section of Fraser Highway.

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) 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. 7906-0336-00 in accordance with the attached drawings (Appendix II).
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 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; and
 - (g) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department.

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:**

2 Elementary students at Simon Cunningham Elementary School
1 Secondary student at Queen Elizabeth Secondary School

(Appendix IV)

Parks, Recreation & Culture:

Parks, Recreation and Culture has a concern with the impact of the proposed project on area parks and recreation facilities.

SITE CHARACTERISTICS

Existing Land Use: Vacant

Adjacent Area:

Direction	Existing Use	OCP Designation	Existing Zone
North (Across Fraser Highway):	Mobile home park.	Multiple Residential	RF
East:	61-unit townhouse development under construction.	Multiple Residential	RM-30
South (Across Laurel Drive):	Compact single family dwellings.	Multiple Residential	Land Use Contract No. 429 (underlying Zone RF-G)
West:	Townhouse development.	Multiple Residential	RM-45

DEVELOPMENT CONSIDERATIONS

- The 0.36-hectare (0.88 acre) subject site at 13914 Fraser Highway in Surrey City Centre is designated Multiple Residential under the Official Community Plan (OCP) and is zoned Single Family Residential Zone (RF).
- The applicant has applied to rezone the subject site from RF Zone to Comprehensive Development Zone (CD) in order to permit the development of a four-storey apartment building containing 60 units.
- The proposed Floor Area Ratio (FAR) of the development is 1.3, which is less than the maximum 2.5 FAR permitted in the Multiple Residential Designation in City Centre, and which is in accordance with the OCP and the long-term vision of the area.
- However, although the proposed building conforms in terms of height and massing to the type of building found in the RM-70 Zone, the FAR proposed cannot be accommodated in the RM-70 Zone.
- As the area of the subject site is less than 1.0 hectare (2.5 acres), the sliding density provisions of the RM-70 Zone would limit the FAR to 1.1.

- Although the proposed density could be accommodated within the RM-135 Zone, the RM-135 Zone is designed to accommodate and regulate high-rise residential development and is, therefore, not appropriate for a four-storey building form.
- As a result of the density proposed, the applicant has applied to rezone the lot to a Comprehensive Development Zone (CD).

Proposed CD Zone

- The proposed CD By-law is based, generally, on the RM-70 Zone except for maximum density that can be achieved on the site, as noted above and except for encroachments of the balcony columns into the north, west and east yard setbacks.
- The RM-70 Zone requires that buildings and structures be sited not less than 7.5 metres (25 ft.) from all property lines. Although the face of the building meets this setback requirement, the columns that support the balconies for the units encroach into this 7.5-metre setback area up to 1.5 metres (5 ft.) on the east and west sides of the building and up to 2.0 metres (6.5 ft.) on the north side of the building.
- On the adjacent townhouse development to the east, an internal driveway and the end wall of two townhouse units are located next to the common property line with the subject site. As non-habitable areas are adjacent to the common property line, the encroachment of the balcony support columns should not negatively impact the adjacent townhouse development.
- Similarly, end walls of units on the townhouse development to the west will face the common property line with the subject site along which the balcony columns will encroach. The townhouse units with rear yards that face the common property line will face the lower, one-storey, indoor amenity portion of the proposed apartment building on which there are no encroachments. As a result, the encroachment of the balcony support columns should have minimal impact on the adjacent townhouse development to the west.

PRE-NOTIFICATION

Pre-notification letters were sent on April 25, 2007, indicating that the applicant was pursuing rezoning on the site in order to construct a 40-unit apartment building.

Subsequent to the original pre-notification letter, the applicant redesigned the project and increased the number of proposed units from 40 to 60.

A revised pre-notification letter advising area residents of the increase in the number of units proposed was sent on November 26, 2007.

Staff received two telephone calls and one e-mail in response to these notifications. Traffic was the principal concern of all three of the persons who responded to the notifications

- Respondents indicated that there is already a great deal of traffic on Laurel Drive and that additional development will only increase traffic volumes.

(In order to ensure the integrity of traffic flows and traffic volumes on Fraser Highway, no vehicle access to Fraser Highway is permitted. As a result, all vehicle access to the proposed project must be from Laurel Drive.)

- Respondents indicated that most of the north half of Laurel Drive is currently a half-road which leads to increased traffic congestion on the street.

(The subject project will be required to complete the north half of Laurel Drive along the frontage of the subject site. Similarly, the townhouse project currently under construction on the north side of Laurel Drive immediately east of the subject site is also required to complete the north half of Laurel Drive along the Laurel Drive frontage of the townhouse site. With the upgrading being undertaken by these two development, the entire length of Laurel Drive, with the exception of the easterly 90 meters (300 ft.), will be completed. This easterly portion, which is adjacent lands zoned RF, are designated Multiple Residential in the OCP and have potential for redevelopment.)

- The respondents indicated that turning out of Laurel Drive onto 140 Street is already difficult and that adding more vehicles on the street will only exacerbate the problem.

(Engineering staff acknowledge that turns to and from Laurel Drive are difficult to make. A realignment of the 140 Street and Fraser Highway intersection will be undertaken this year which may alleviate the situation.)

- One respondent questioned if Laurel Drive could be extended to the west to connect with the road network west of Quibble Creek that separates Laurel Drive from the neighborhood to the west.

(Although the Engineering Department would support the extension of Laurel Drive to the west, constructing a bridge over Quibble Creek makes the project cost prohibitive at this time.)

DESIGN PROPOSAL AND REVIEW

Site Layout

- There are two major aspects of the subject site that have a significant impact on the layout and design of the proposed building.
- Firstly, the site is very long and narrow, measuring only 30 metres (100 ft.) in width and 106 metres (350 ft.) in length.

- Secondly, the site slopes significantly from south to north, rising 9 metres (30 ft.) from Laurel Drive to Fraser Highway.
- To address these constraints, the applicant is proposing to construct two long and narrow apartment buildings, set at different geodetic elevations, with the lower section adjacent to Laurel Drive and the upper section adjacent to Fraser Highway, joined by a one-storey amenity building.

Building Design

- The southern portion of the building will be 4 storeys in height and contain a total of 28 apartments, consisting of 19 one-bedroom units, 8 two-bedroom units and 1 three-bedroom unit. Two of the fourth floor units will contain lofts.
- The northern portion of the building will also be 4 storeys in height and contain a total of 32 apartments, consisting of 8 studio units, 11 one-bedroom units, 12 two-bedroom units and 1 three-bedroom unit. Two of the fourth floor units will contain lofts.
- The exterior of the lower storey of all sections of the building will be clad in dark-brown coloured shingles, while the second and third floors will be clad in clay-coloured horizontal vinyl siding and the top floor clad in beige coloured board and batten siding.
- The columns supporting the balconies will be clad in medium-red coloured brick veneer to provide additional accent and interest.
- The balcony support columns at the fourth floor level will be made of wood and will be painted white to match the colour of the window trims and soffits.
- Balcony railings and stair railings throughout the project will be charcoal-coloured.

Indoor Amenity Space

- The indoor amenity space will be located in a one-storey structure, located in the centre of the site, joining the north and south sections of the building.
- The indoor amenity space will consist of a large multi-purpose room containing kitchen and washroom facilities.
- The indoor amenity space will total 181 square metres (1,944 sq. ft.), which is 1.0 square metre (4 sq. ft.) more than the 180 square metres (1,940 sq. ft.) required under the Zoning By-law (3.0 square metres/32 sq. ft. per dwelling unit).

Landscaping and Outdoor Amenity Space

- A low 1-metre (1-ft.) high charcoal-coloured metal fence with brick columns will be constructed along the Laurel Drive and Fraser Highway frontages of the site to provide a hard, urban edge to the project.

- The frontage along Fraser Highway will be heavily landscaped with trees and shrubs to help buffer the project from the traffic along Fraser Highway.
- The east and west perimeters of the site will be planted with hedging cedars to help screen the project from the adjacent townhouse developments. Larger trees such as horse chestnuts and cherry trees will also be planted along the east and west sides of the lot to help enhance this screening.
- The outdoor amenity area will consist of a large outdoor patio area on the west side of the indoor amenity room and an area containing a children's play structure on the east side of the indoor amenity room.
- An additional outdoor amenity area, accessed by the interior corridor on the second floor of the building, will be located over the roof of the indoor amenity area and will contain trellises, planters and seating areas.
- The outdoor amenity space will total 204 square metres (2,200 sq. ft.), which is 24 square metres (260 sq. ft.) more than the 180 square metres (1,940 sq. ft.) required under the Zoning By-law (3.0 square metres/32 sq. ft. per dwelling unit).

Parking

- The sole vehicular access to the project is from a driveway on Laurel Drive located on the west side of the site that will access directly into the underground parking.
- All parking will be provided underground.
- The underground parking garage contains a total of 76 parking spaces. Of these 76 parking spaces, 66 parking spaces are provided for resident parking, in accordance with the requirements of the Zoning By-law. A total of 10 parking spaces are provided for visitors, again in accordance with the requirements of the Zoning By-law.

ADVISORY DESIGN PANEL

- ADP Meeting: December 13, 2007
- 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:
 - Additional planting to better screen ground-floor patios.
 - The provision of additional lighting details.
- 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 and Landscape Plans
- Appendix III. Engineering Summary
- Appendix IV. School District Comments
- Appendix V. ADP Comments
- Appendix VI. Proposed CD By-law

Jean Lamontagne
General Manager
Planning and Development

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DEVELOPMENT DATA SHEET

Proposed Zoning: CD

Required Development Data	Minimum Required / Maximum Allowed	Proposed
LOT AREA (in square metres)		
Gross Total		4,042.2 m ²
Road Widening area		464.7 m ²
Undevelopable area		
Net Total		3,577.5 m ²
LOT COVERAGE (in % of net lot area)		
Buildings & Structures	40%	40%
Paved & Hard Surfaced Areas		10%
Total Site Coverage		50%
SETBACKS (in metres)		
South	7.5 m	7.5 m
North	7.5 m	7.5 m*
Side #1 (West)	7.5 m	7.5 m**
Side #2 (East)	7.5 m	7.5 m**
BUILDING HEIGHT (in metres/storeys)		
Principal	18 m	17 m
Accessory		
NUMBER OF RESIDENTIAL UNITS		
Bachelor		8
One Bed		30
Two Bedroom		20
Three Bedroom +		2
Total		60
FLOOR AREA: Residential		4,578 m ²
FLOOR AREA: Commercial		
Retail		
Office		
Total		
FLOOR AREA: Industrial		
FLOOR AREA: Institutional		
TOTAL BUILDING FLOOR AREA	4,651 m ²	4,578 m ²

* 2.0 metre encroachment for balcony supports

** 1.5 metre encroachment for balcony supports

Development Data Sheet cont'd

Required Development Data	Minimum Required / Maximum Allowed	Proposed
DENSITY		
# of units/ha /# units/acre (gross)		148 upha/60 upa
# of units/ha /# units/acre (net)		168 upha/68 upa
FAR (gross)		1.13
FAR (net)	1.30	1.28
AMENITY SPACE (area in square metres)		
Indoor	180 m ²	181 m ²
Outdoor	180 m ²	204 m ²
PARKING (number of stalls)		
Commercial		
Industrial		
Residential Bachelor + 1 Bedroom	39	39
2-Bed	24	24
3-Bed	2	3
Residential Visitors	10	10
Institutional		
Total Number of Parking Spaces	76	76
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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