

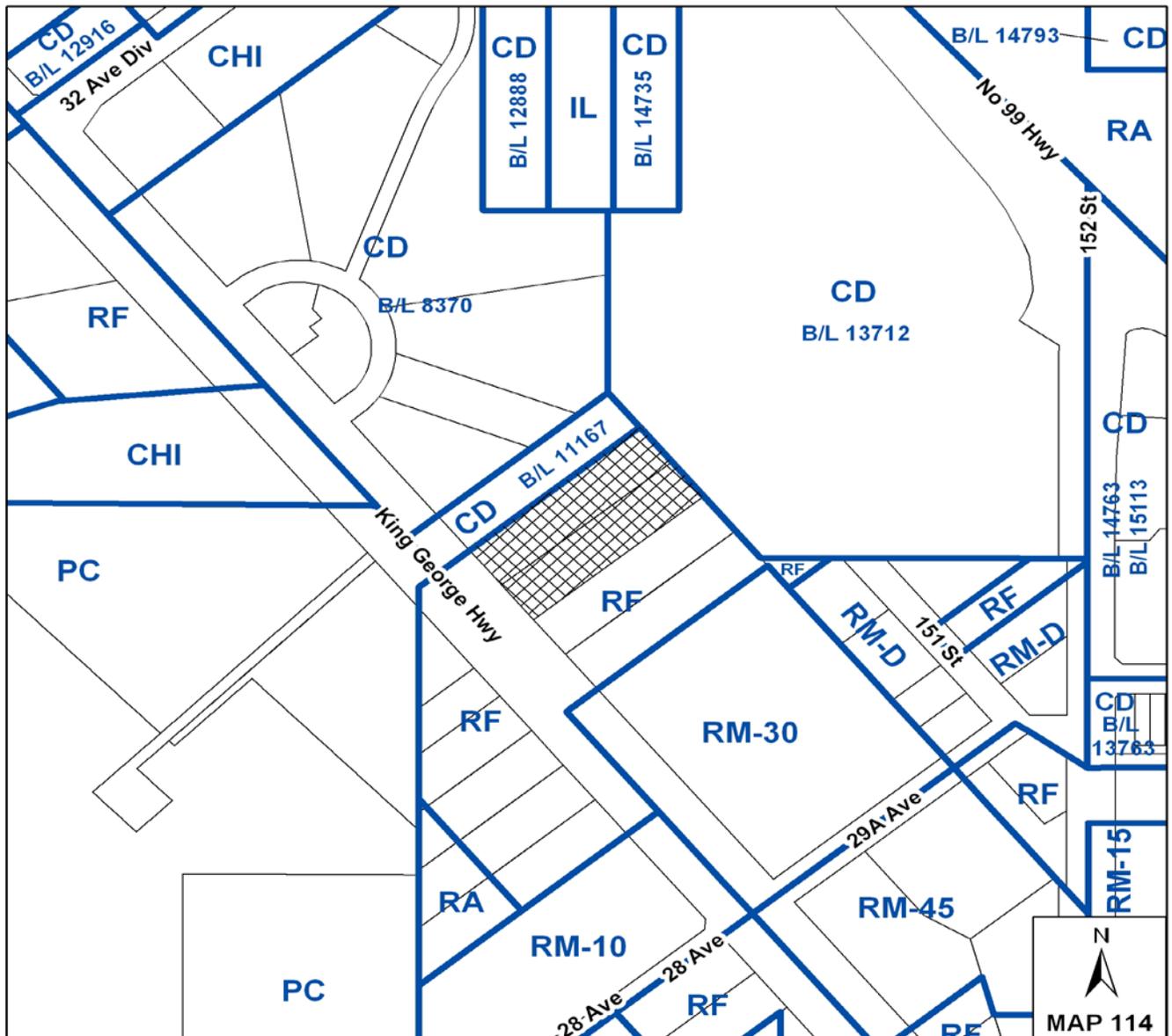
Proposal: Rezone from RF to CD. Development Permit to allow the development of a mixed-use commercial/residential complex.

Recommendation: Approval to Proceed

Location: 2958/76 KG Hwy and Portion of KG Hwy. **Zoning:** RF

OCP Designation: Multiple Residential

LAP Designation: Garden Apartments **Owner:** 0754740 BC Ltd.



PROJECT TIMELINE

Completed Application Submission Date: August 3, 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 87 residential units and 1,806-square metre (19,440.4 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 approve the applicant's request to reduce the amount of required indoor amenity space from 261 square metres (2,809.5 sq.ft.) to 231.7 square metres (2,494 sq.ft.).
3. Council authorize staff to draft Development Permit No. 7906-0360-00 in accordance with the attached drawings (Appendix III).
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 (lot consolidation) 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 cost estimate to the specifications and satisfaction of the City Landscape Architect;

- (e) the applicant adequately address the impact of reduced indoor amenity space;
 - (f) the applicant address the impact of the project on existing parks, recreation and cultural facilities in the neighbourhood;
 - (g) finalize a road closure By-law to close and consolidate a portion of King George Highway with the subject site; and
 - (g) registration of a statutory right-of-way for public rights of passage, with and without vehicles and a reciprocal/shared access and public parking agreement with the adjacent properties to the south (2950 King George Highway) (Project No. 7906-0329-00) to ensure a coordinated access and parking arrangement at this location.
5. Council pass a resolution to amend the King George Highway Corridor Land Use/Development Concept Plan to redesignate the land from "Townhouses 15 upa max" to "Commercial Residential" 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. A Servicing Agreement will be required (Appendix IV).

Parks: Support. The applicant is required 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 = 2 students
 Secondary students = 1 students
 Total new students = 3 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*

There is no overcrowding at Sunnyside Elementary school.

(b) *Secondary School*

There is overcrowding at Semiahmoo Secondary.

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.

(Appendix VI)

SITE CHARACTERISTICS

- **Existing Land Use** Vacant land.
- **North-East:** South Point 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-West:** Across King George Highway are single family dwellings on lots, zoned RF, designated Urban in the OCP, and "Townhouses" in the King George Highway Corridor Plan.
- **North-West:** Auto mall on lots, zoned CD (by-law No. 12888, 8370 and 11167), designated Commercial in the OCP and the King George Highway Corridor Plan..
- **South-East:** Vacant land, zoned RF, designated Multiple Residential in the OCP. The Planning & Development Department is processing an application (No. 7906-0329-00) to develop a mixed-use complex, similar to the subject property, which is being presented to Council concurrently in a separate report.

PLAN AND POLICY COMPLIANCE

- OCP Designation: Complies.
- LAP Designation: Does not comply. An amendment to the King George Highway Corridor Land Use/Development Concept Plan from "Townhouses 15 upa max" to "Commercial Residential" is required.

JUSTIFICATION FOR PLAN AMENDMENT

Background & Land Use Rationale

- The subject site and the properties to the south are designated "Multiple Residential" in the OCP and "Garden Apartments" in the King George Highway Land Use/Development Concept Plan. The property to the immediate south is under a rezoning application (7906-0329-00), which is being planned concurrently with this subject proposal to allow the construction of a mixed-use complex similar to the subject project. It 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 87 apartment units and 1,806 square metres (19,440.4 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 Point 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 Point 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 southeast of the subject proposal for development into four storey apartments, under the "Garden Apartment" designation (Appendix X).
 - The mixed-use development will become part of the emerging nodal village around the "South Point" shopping center, contributing to the "lifestyle" village around this node, where people can live, work, shop or play in one location, 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 Point 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.
 - Similar to the proposal to the south, 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. 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.

- From a design point of view, the proposed development is being comprehensively planned with proposal to the south, in a very high quality fashion, as further discussed in the design review section of this report.
- 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 north side.
- 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 (5 ft.) landscape strip are provided. The commercial presence has negated the need for the buffer, although the physical separation between the structures and the road 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 south 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

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 mixed uses and residential development.
- 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
Maximum Site Coverage	80%	45%	45%	<i>The site coverage is consistent with the RM-45 Zone site coverage.</i>
Maximum FAR	1.5 (67% Residential)	1.5	1.3 (75 % Residential)	<i>The FAR is consistent with the RM-45 Zone density.</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.)	<i>The setbacks are to reflect the setbacks for RM-45.</i>
Maximum Height	14m (46 ft.)	15 metres (50 ft)	16m (52.5 ft.)	<i>The buildings are designed with architectural elements (cornice lines) projecting above the rooflines. The increased height is to accommodate these elements, which contribute to the architectural character of the buildings.</i>

- The parking for the commercial component is provided at a ratio of 3 stalls per 100 square metres (1,075 sq.ft). This will be shared by the project to the south under a joint access agreement.

PRE-NOTIFICATION

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

DESIGN PROPOSAL AND REVIEW

- This project consists of two four-storey buildings, containing 87 residential units occupying the upper three levels and a commercial area on the main floor. The proposed retail units vary in size from 120-200 square meters (1,292 to 2,153 sq.ft.) in size, and are intended to house local service and small boutique type tenants.
- These buildings are designed in a general theme with the proposal to the south, with each development having its own unique design and functional characteristic as discussed below.

Road Access and Parking

- The proposed new "connector" street provides access from King George Highway to the South Point Exchange Shopping Centre. A comprehensive analysis of traffic implications and circulation has been carried out, in consultation with the City Engineering Staff. 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 method for drivers to return back onto the site, in order to access parking on the other side of the street, without the need to exit to King George Highway. In addition, the circle allows access to the two storefront parking pods along the King George Highway side of the retail.
- The geometry of the road access and traffic circle has been worked out to preserve a large heritage oak tree at the entrance to the site. A clearly identified pedestrian links are provided from the "Connector" street to the South Point Exchange Shopping Centre, and augmented by raised pedestrian crossings at both ends and the middle of the connector street, which serve as traffic calming devices 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 southeast 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.
- Common and residential garbage rooms are located in the underground parking in such a position that it is accessible from the parking area and for easy pick-up of garbage.

Building Design

- 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 architecture incorporates traditional overtones with arched windows, deep stucco reveals, and a dominant cornice at the upper roof level. A restrained palette of warm stucco tones is used on the residential portion, while the entire retail floor is clad in a traditional red brick. The same brick and unit pavers were selected for both projects as a common element to help unify the commercial base of the buildings. Brick is carried up to the third floor of the residential buildings at the living rooms, and is capped by a glazed "sunroom" element with curved cornice detail. A small amount of rooftop mechanical equipments near the middle of the roof will not be visible due to screening provided by the cornice elements and substantial setback from roof edges.
- The retail level utilizes a common framework of brick columns with concrete bases, but utilizes varied glazed storefront, canopy, and signage elements to provide variety. 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. Neon signs and illuminated "box signs" will not be permitted. No freestanding pylon sign is proposed.

- A water feature is proposed in the urban plaza environment that has been created between the two buildings. The plaza provides a transition to the common residential lobby, which has been generously glazed to provide views through to the residential gardens beyond. Ground floor units and indoor amenity rooms have been provided with large private patio spaces, which are linked to walkways, gardens, seating, and a water feature, which have been designed for use by all apartment residents. Sidewalks up to 5.3m (17.4 ft.) in width are surfaced with unit pavers to provide a pleasant shopping experience and ample space for the retail uses to spill out onto the sidewalk.

Indoor and Outdoor Amenity

- Two amenity spaces are provided for use by residents within each building. The amount of indoor amenity space is less than the 3 square metres (32 sq.ft.) per unit required for the zone. The applicant has agreed to address this shortfall by monetary contribution, as per Council policy. The outdoor amenity area exceeds 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. . In addition, planting is used as a privacy screen, fencing and screening have been provided to help mitigate views to the existing Auto mall to the north and augment the large existing cedar hedge on the Auto mall site. A low retaining wall near the property line is hidden from view by the existing hedge and helps to achieve the grade change between the two sites while maximizing useable outdoor space. The edges 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 conduct a tree survey and prepare an arborist report for the project. The report indicated that the development will require significant disturbance for the installation of new roads, services and underground parking, and will directly impact trees within the areas of construction and building envelopes. As a result of the significant disturbance, few opportunities for tree preservation exist. The report identifies twelve (12) protected trees, and recommends that Two (2) trees (one Oak tree, which has heritage tree designation, and a Western Red cedar) be preserved. The landscaping plan proposes 43 trees. Some of which will count towards replacement trees.
- 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.

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.	Land Use Context Map
Appendix XI.	King George Highway Corridor Plan
Appendix XII.	Joint Site Plan with Project No. 7906-0329-00

INFORMATION AVAILABLE ON FILE

- Detailed Engineering Comments dated January 2007.
- Tree Survey Plan dated January 2007.
- Arborist Report dated January 2007.
- Tree Preservation and Replacement Plan dated January 2007.
- Soil Contamination Review Questionnaire prepared by Carson Nofle dated July 27, 2006.

How Yin Leung
Acting 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: Carson Nofle, Focus Architecture Inc.
 Address: 109 - 1528 McCallum Road
 Abbotsford, B.C.
 V2S 8A3
 Tel: 1-604-853-5222

2. Properties involved in the Application

- (a) Civic Address: 2958 and 2976 King George Highway and Portion of
 King George Highway

- (b) Civic Address: 2958 King George Highway
 Owner: 0754740 B.C. Ltd., Inc. No. 0754740
 Director Information:
 Franz Gehriger
 David Jonash

PID: 011-355-913
Lot 13 Section 22 Township 1 New Westminster District Plan 8888

- (c) Civic Address: 2976 King George Highway
 Owner: 0754740 B.C. Ltd., Inc. No. 0754740
 Director Information:
 Franz Gehriger
 David Jonash

PID: 002-157-705
Lot 14 Section 22 Township 1 New Westminster District Plan 8888

- (d) Civic Address: Portion of King George Highway

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	n/a	8,090.1 m ²
Road Acquisition area	n/a	478.3 m ²
Undevelopable area	n/a	0
Net Total	n/a	8,568.4 m ²
LOT COVERAGE (in % of net lot area)		
Buildings & Structures	45%	39.3%
Paved & Hard Surfaced Areas	n/a	37.4%
Total Site Coverage	n/a	76.7%
SETBACKS (in metres)		
Front (South-West)	7.5 m	12.77 m
Rear (North-East)	7.5 m	7.46 m
Side #1 (North-West)	7.5 m	7.62 m
Side #2 (South-East)	7.5 m	13.56 m
BUILDING HEIGHT (in metres/storeys)		
Principal	16.0 m	15.97 m
Accessory	4.5 m	n/a
NUMBER OF RESIDENTIAL UNITS		
Bachelor		
One Bed		30
Two Bedroom		57
Three Bedroom +		
Total	89	87
FLOOR AREA: Residential		8,532 m ²
FLOOR AREA: Commercial		
Retail		
Office		
Total		1,852 m ²
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)	1.3	1.01
AMENITY SPACE (area in square metres)		
Indoor	261 m ²	231.9 m ²
Outdoor	261 m ²	381 m ²
PARKING (number of stalls)		
Commercial	56	58
Industrial		
Residential Bachelor + 1 Bedroom	39	39
2-Bed	86	86
3-Bed		
Residential Visitors	17	19
Institutional		
Total Number of Parking Spaces	198	202
Number of disabled stalls	2	4
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	YES
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CONTOUR MAP FOR SUBJECT SITE

