

City of Surrey
PLANNING & DEVELOPMENT REPORT
File: 7906-0389-00

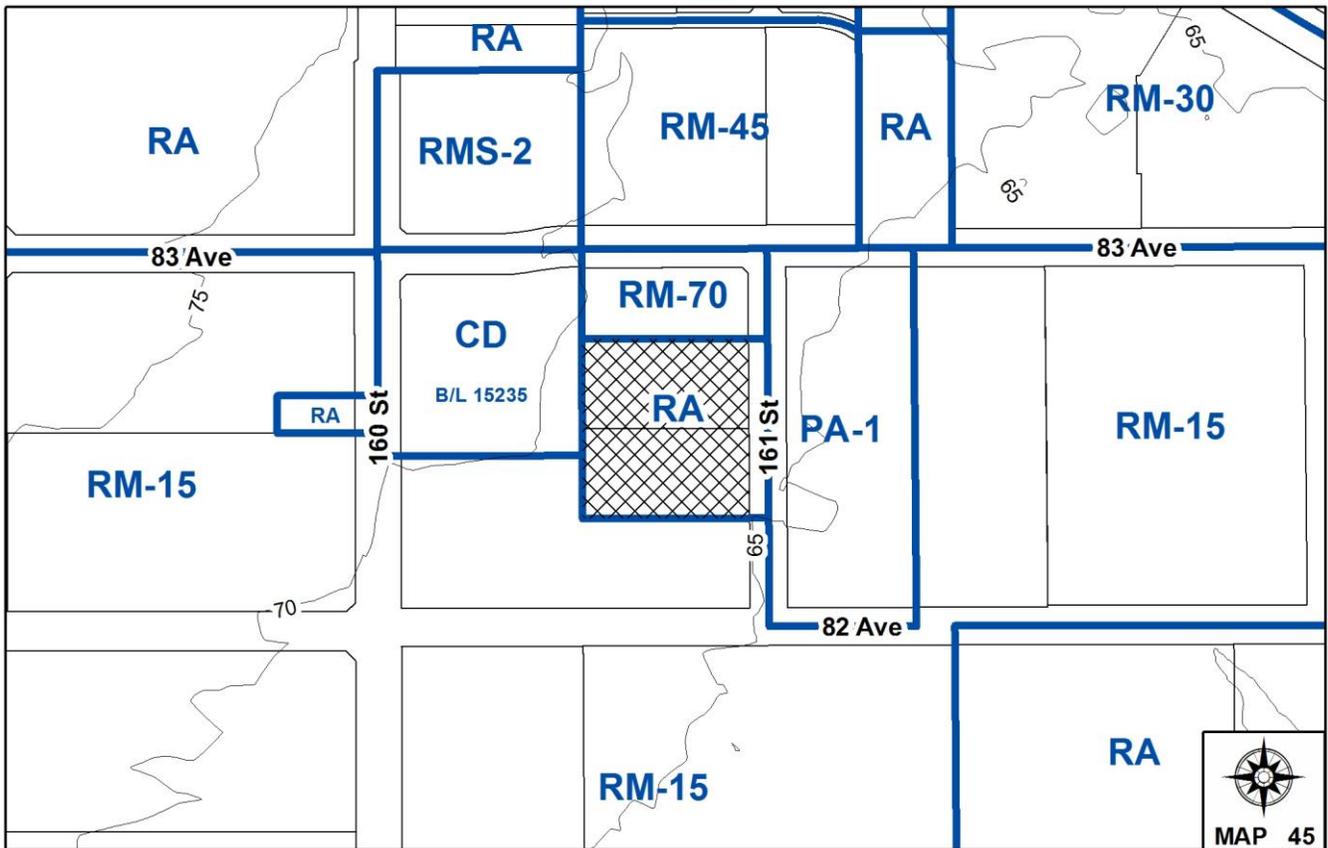
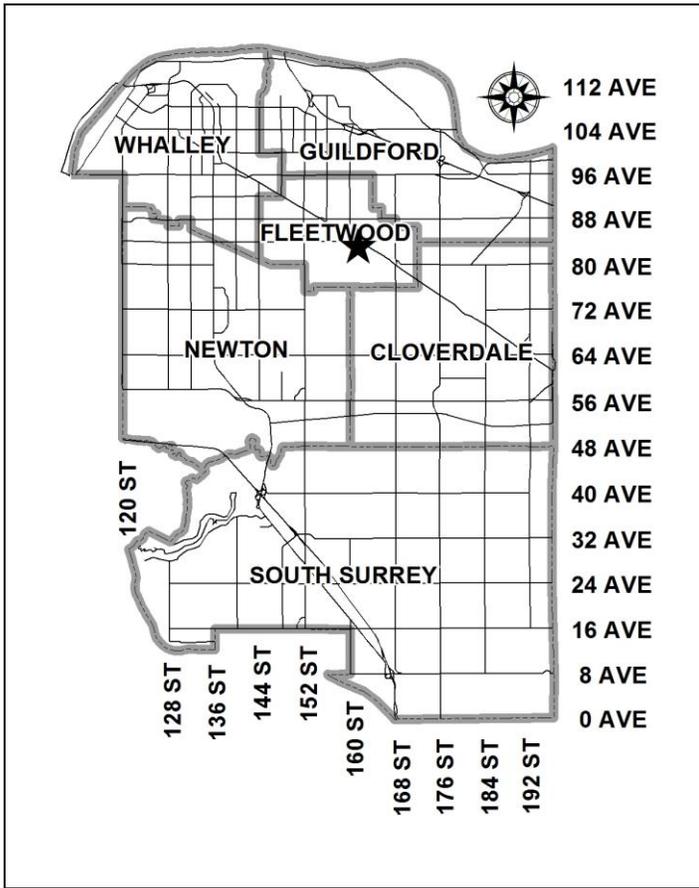
Planning Report Date: June 15, 2009

PROPOSAL:

- **Rezoning** from RA to RM-30
- **Development Permit**
- **Development Variance Permit**

in order to permit the development of 49 townhouse units.

LOCATION: 8247 and 8265 - 161 Street
OWNER: Surelok Fleetwood Development Ltd.
ZONING: RA
OCF DESIGNATION: Urban
TCP DESIGNATION: Medium Density Townhouses



RECOMMENDATION SUMMARY

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

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- None

RATIONALE OF RECOMMENDATION

- Complies with the Urban OCP Designation.
- Complies with the Medium Density Townhouses NCP Designation.
- The proposed development supports the intent of the Fleetwood Town Centre Land Use Plan by allowing for increased residential densities near the town centre to support commercial uses and public amenities.

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to rezone the subject site from "One-Acre Residential Zone (RA)" (By-law No. 12000) to "Multiple Residential 30 Zone (RM-30)" (By-law No. 12000) and a date be set for Public Hearing.
2. Council authorize staff to draft Development Permit No. 7906-0389-00 in accordance with the attached drawings (Appendix II).
3. Council approve Development Variance Permit No. 7906-0389-00, (Appendix V) varying the following, to proceed to Public Notification:
 - (a) to reduce the minimum front (east) yard setback of the RM-30 Zone from 7.5 metres (25 ft.) to 3.25 metres (11 ft.);
 - (b) to reduce the minimum rear (west) and side (north and south) yard setbacks of the RM-30 Zone from 7.5 metres (25 ft.) to 6.0 metres (20 ft.); and
 - (c) to vary the RM-30 Zone to allow for tandem parking to be located at 3.25 metres (11 ft.) from lot entrances/exits.
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) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department;
 - (g) 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;
 - (h) the applicant adequately address the impact of no indoor amenity space; and

- (i) issuance of Development Variance Permit No. 7906-0389-00.

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:**

8 Elementary students at Walnut Road Elementary School
4 Secondary students at Fleetwood Park Secondary School

(Appendix IV)

Parks, Recreation & Culture: Parks, Recreation and Culture agrees that the applicant provide cash-in-lieu of indoor amenity space.

SITE CHARACTERISTICS

Existing Land Use: There are existing single family residential houses on each of the two lots that will be removed.

Significant Site Attributes: There is an existing cluster of trees within the northeast corner of the site. There is also an existing hedge along the southwest and south edges of the subject site.

Adjacent Area:

Direction	Existing Use	OCP/NCP Designation	Existing Zone
North:	Fleetwood Gardens seniors housing.	Multiple Residential in the OCP/ Apartments and/or High Density Townhouses in the Fleetwood Town Centre Land Use Plan	RM-70
East (Across 161 Street):	Church.	Urban in the OCP/ Institutional in the Fleetwood Town Centre Land Use Plan	PA-1
South:	Springfield townhouse development.	Urban in the OCP/Low Density Townhouses in the Fleetwood Town Centre Land Use Plan	RM-15
West:	Fleetwood Villa seniors care facility.	Multiple Residential in the OCP/ Apartments and/or High Density Townhouses in the Fleetwood Town Centre Land Use Plan	CD (By-law No. 15235)

DEVELOPMENT CONSIDERATIONS

Background

- The application was originally submitted August 31, 2006 and encompasses two (2) properties at 8247 and 8265-161 Street in the Fleetwood Town Centre area.
- The original proposal was for 90 apartment units within two, 4-storey apartment buildings. This proposal involved an Official Community Plan amendment from Urban to Multiple Residential, a Neighbourhood Concept Plan amendment from Medium Density Townhouses to Apartments and/or High Density Townhouses, a rezoning from RA to CD (based upon RM-45) and a Development Permit.
- The proposal received considerable opposition from the neighbourhood due to the increased density, lack of tree preservation and concerns over increased traffic.
- The applicant submitted a Traffic Impact Study prepared by Ward Consulting Group, dated April 18, 2007, to measure the impact the 90-unit apartment unit proposal would have on the neighbourhood and the larger road network. The report concluded that the capacity of the local road network is more than adequate to handle the anticipated traffic volumes from a 90-unit apartment project. City staff concurred that the results of the study were supportable.
- Due to the overriding opposition of the residents to the 90-unit proposal and despite the conclusions of the Traffic Impact Study, the development proposal was subsequently changed in December, 2008 to the reflect the current 49-unit, 3-storey townhouse unit proposal.

Development Proposal

- The subject site is 0.85 hectare (2.1 acres) in gross area and is currently zoned One-Acre Residential Zone (RA), designated Urban in the Official Community Plan (OCP) and designated Medium Density Townhouses in the Fleetwood Town Centre Land Use Plan (Appendix V). The Medium Density Townhouse designation allows for densities up to 75 units per hectare (30 upa).
- The application involves a rezoning from One-Acre Residential Zone (RA) to Multiple Residential 30 Zone (RM-30) and a Development Permit to permit the development of 49 townhouse units at a density (based on a 0.85 hectare/2.1 acre site) of 58 units per hectare (23 upa). Based upon the subject site area and the sliding scale density calculation under the RM-30 Zone, the site could yield approximately 56 townhouse units under the Medium Density Townhouse designation, at a unit density of 67 units per hectare (27 upa). The applicant is proposing 49 townhouse units which does not maximize on the 56 units possible, as a significant cluster of trees along the northeast portion of the site are being retained.
- The applicant is requesting a Development Variance Permit to allow for reductions in the building setbacks from 7.5 metres (25 ft.) to 3.25 metres (11 ft.) along the front yard (east) setback and to 6.0 metres (20 ft.) along the rear (west) and side yard (north and south) setbacks, as well as to allow for tandem parking to be permitted within 6.0 metres (20 ft.) of the driveway entrances to the development site.

- Of the proposed 49 townhouse units, there will be forty-five (45) 3-bedroom units and four (4) 2-bedroom units. The units will range in floor area from 124 square metres (1,331 sq.ft.) to 140 square metres (1,503 sq.ft.). A total of eight (8) buildings are proposed.
- The development proposal does not include any indoor amenity space and therefore, the applicant will be providing cash-in-lieu of the indoor amenity space. Although indoor amenity space is not proposed as part of the development, there are a number of community facilities available, including the Fleetwood Community Centre and Library at 84 Avenue and 160 Street. The applicant has also indicated that due to the small size of the townhouse project, the cost of maintaining and operating a separate amenity building would result in expensive strata fees for the strata unit owners.
- The development proposes 521 square metres (5,606 sq.ft.) of outdoor amenity space, exceeding the minimum 147-square metre (1,583 sq.ft.) outdoor amenity space requirement based on 3 square metres (32 sq.ft.) per unit. The outdoor amenity space will include a cluster of trees to be preserved within the northeast corner of the development site, as well as a children's play area.
- A total of 108 parking stalls, 98 resident stalls and 10 visitor stalls, are required for the proposed development. The proposal reflects 98 resident stalls and 13 visitor stalls.

Trees and Landscaping (Appendix VI)

- The applicant has submitted an arborist report prepared by Max Rathburn, Certified Arborist for Arbortech Consulting Ltd.
- Forty (40) trees have been identified within the site. However, only thirty (30) are by-law sized trees. Of these thirty trees, twelve (12) are proposed for retention and eighteen (18) are proposed for removal.
- The trees identified for removal are due to either conflict with the building envelope and services or due to poor health.

Tree Species	Number of Trees	Proposed for Retention	Proposed for Removal
Grand Fir or Giant Fir	1	0	1
Douglas Fir	1	0	1
Giant Sequoia	1	0	1
Western Redcedar	16	12	4
Alder/Cottonwood	11	0	11
TOTAL	30	12	18

- The applicant proposes to provide a 2:1 replacement ratio for seven (7) of the trees. For the eleven (11) Alder/Cottonwood trees to be removed, a 1:1 replacement ratio is proposed. In total, twenty-five (25) replacement trees are required. Seventy (70) replacement trees are proposed as can be seen in the landscape plans (Appendix II), which exceed the minimum twenty-five (25) trees required.

- The twelve (12) trees proposed for retention are within the northeast corner of the subject site and will offer an area of respite for residents, in conjunction with a play area for children.
- There is an existing hedge located at the southwest corner and along the south property line of the subject site. A portion along the southwest edge is proposed to be retained, but the hedge along the south edge is proposed to be removed due to its proximity to the building envelope. A replacement cedar hedge and trees are proposed to be planted where the portions are to be removed, in order to provide for screening and the privacy requested by the residents of the Springfield development, located to the southwest and south of the subject site.

PRE-NOTIFICATION AND PUBLIC INFORMATION MEETING

First Pre-Notification Letter and Public Information Meeting

The first pre-notification letter was sent on November 1, 2006.

The first pre-notification letter documented the 90-unit apartment proposal. As a result, 1 petition with signatures representing 35 households and 1 letter were submitted in opposition to the 90-unit proposal. Staff also received 4 phone calls, 3 of these calls were for additional information and 1 call was in opposition. The concerns listed in the letter, petition and from the caller were as follows:

- Increased density resulting in more traffic onto the local road network.
- Concern about inadequate on-site parking provided for the 90-unit apartment proposal, where overflow parking will spill into the neighbourhood.
- Concern regarding impact of the proposed development on the existing elementary and secondary school enrolment, which is at capacity.
- Concern that 83 Avenue has been narrowed due to tree preservation in front of Fleetwood Gardens (16068-83 Avenue) and since there is parking on both sides of 83 Avenue, concerns about possible accidents due to the numbers of pedestrians and vehicles.
- Concern regarding the routing of construction traffic and parking and construction debris removal.

The first public information meeting on the proposed apartment project was held on January 31, 2007 at Walnut Road Elementary School with 39 residents attending the meeting. 46 comments sheets were submitted, with 4 in favour and 42 in opposition. Three (3) petitions from Fairfield House (16065-16085-83 Avenue), Fleetwood Gardens (16068-83 Avenue) and Fernwood (16137-83 Avenue) were also submitted in opposition (Appendix VII). Four (4) letters and one (1) e-mail were also later submitted with concerns regarding the proposal. The concerns received were as follows:

General

- Concern about the development proposal's impact on the existing school enrolment for Walnut Road Elementary and Fleetwood Park Secondary schools.
- Concern about the routing of construction traffic and construction vehicle parking, along with construction debris removal.

- The residents would like to see the development site developed as open space or a community garden.

Traffic

- Increased traffic resulting from the 90-unit proposal. The residents requested a Traffic Impact Study to review the impact of the 90-unit proposal on the road network.
- Concern that the on-site parking proposed will not be adequate as most of the unit owners will have at least 2 cars.
- Concern regarding the 4-way stop intersection at 82 Avenue and 160 Street and the desire to see a signalized intersection.
- Concern about the amount of vehicular traffic in the area and seniors and children who walk in the neighbourhood, especially along 83 and 82 Avenues.
- Concern that 83 Avenue does not have an adequate width to allow for emergency vehicles to serve the Fleetwood Place and Fleetwood Villa. Seniors and pedestrians walk along 83 Avenue, but there is only one sidewalk which is on the north side of 83 Avenue.

Density and Built Form

- Concern that density is too high and the applicant should comply to the existing Medium Density Townhouse designation of the Fleetwood Town Centre Land Use Plan.
- The residents are opposed to the 4-storey apartment building form and feel the building height should not exceed 3 storeys.
- The residents would like to see that more trees are retained on site, along with the cedar hedge.

Second Pre-notification Letter and Public Information Meeting

A second pre-notification letter on the 49-unit townhouse proposal was sent on January 5, 2009.

The second Public Information Meeting was held on January 27, 2009 at the Fleetwood Community Centre to present the applicant's change in proposal to a 49-unit townhouse development. Seventeen (17) people attended the meeting and only 1 comment sheet was submitted. However, five (5) letters and two (2) petitions were subsequently submitted to the Planning and Development Department. A summary of the residents' concerns is listed below (with staff comments in italics):

Density and Built Form

- It was felt by many of the area residents that the revised 49-unit, 3-storey townhouse development was more in keeping with the area and compliant with the Medium Density Townhouse designation of the Fleetwood Town Centre Land Use Plan. However, it was the residents of the Springfield development, located to the immediate southwest and south, which still had concerns with respect to privacy.

Community Gardens

- It was felt by many of the residents that the subject site should be used as a community garden or a park.

Parks, Recreation and Culture Department staff have indicated that a "wellness park", which includes a community garden is proposed to the immediate south of the Fleetwood Community Centre at 84 Avenue and 160 Street.

Loss of Privacy

- The Springfield residents feel that a proposed 3-storey townhouse development will block out any sun and their existing privacy will be removed by having taller units face them. The Springfield residents would like the interface to their development be limited to 2 storeys.

Due to the grading of the subject site, the proposed 3-storey townhouse development will only be slightly higher than the existing two-storey Springfield development. Site sections have been provided to reflect the interface. The applicant proposes a 6.0-metre (20 ft.) building setback, along with the retention of the existing hedge where possible (Appendix II).

- The residents feel that the cedar hedge along the southwest and south portion of the subject site should be retained. The residents would like the developer to consider a lower density and/or height of buildings in order to allow for fewer or lower units to be planned adjacent the existing hedge, in order to preserve the existing cedar hedge.

The developer has proposed to retain the existing hedge where possible. However, due to the fact that the hedge is planted inside the subject site and not on the property line, it makes it difficult to retain the hedge in its entirety without impacting density. The developer has indicated that he has not maximized on the unit yield on the site and feels that he cannot further reduce the number of units and make his development financially viable.

School Capacity

- Concern that any proposed development will exacerbate the existing elementary and secondary school capacities.

The School District Planner has indicated that there could be the short-term use of a portable or two at the Walnut Road Elementary School. The Walnut Road Elementary catchment appears to have approximately 90% of full residential build out and enrolment should begin a gradual downturn trend in the next few years, as the neighbourhood begins to mature.

Fleetwood Park Secondary is expected to remain at current enrolment levels for the next five years. Currently, the school is functioning with three portables on site. The projections for the school indicate that 3 to 4 portables will likely continue on site for a number of years until maturing trends eventually bring enrolment below capacity.

Traffic

There were numerous concerns raised by the residents regarding traffic impacts. These concerns were forwarded to the City's Transportation Engineering staff. The Planning and Development and Engineering staff also met with representatives of the immediately adjacent developments on March 10, 2009, to discuss specific concerns related to traffic within the Fleetwood Town Centre area. The main concerns were identified below:

- Due to the mix of multiple residential housing, an elementary school, a fire hall, seniors care facilities and seniors housing, the traffic volume (in the area bounded by 160 Street, 164 Street, 82 Avenue and 83 Avenue) raises safety concerns regarding children and seniors who use these streets to walk to school or to transit. Residents have indicated that there was an accident where a child had been struck by a vehicle along 82 Avenue.

New signage has been posted along 83 Avenue, which identifies to drivers that there are seniors crossing in the vicinity. This was implemented in response to residents' concerns. With on-street parking on either side of 83 Avenue, this will allow for a sense of enclosure and will slow down traffic along this street.

There are existing speed humps implemented along 82 Avenue. The Engineering Department has retained a consultant to review school drop-off and pick-up behaviour on a City-wide basis and to provide recommendations as to how driving behaviour may be improved and result in fewer vehicular trips when dropping off or picking up children.

- There is currently no bus route on 160 Street and this requires seniors to walk to Fraser Highway from 82 Avenue and 83 Avenue. More cars in the area will lead to further safety issues for seniors in the area.

In addition to regular bus service on Fraser Highway, there is a handy-dart system of vans/mini-buses which provides services for qualified persons on a reservation basis to destinations in the City.

- The 4-way stop at 160 Street and 82 Avenue is at capacity for vehicles and there have been accidents and many near misses. This intersection requires a traffic light.

A future traffic signal has been identified for this location and, based on the Traffic Impact Study, is expected to reach the required warrant level by 2013.

- Noise at 160 Street and 82 Avenue is unbearable. Feel that more vehicles in the area will increase the noise level.

This concern has been noted. However, it is not anticipated that this development will cause more noise than any other development. The Fleetwood Town Centre Plan has designated this subject site for Medium Density Townhouses and the applicant has proposed a development which complies with the land use and density in the Plan.

- The proposal of 49 townhouse units with tandem parking is not realistic as the second vehicle will be parked along 161 Street, with the majority of the tandem garage used for storage.

The proposed development complies with the minimum requirements of the Zoning By-law for parking. Monitoring of this behaviour by the strata residents may assist in alleviating the concerns and parking controls on 161 Street may be considered, if warranted in the future.

- 83 Avenue is an issue, especially at the point where the street has been "narrowed" to preserve trees in front of Fleetwood Gardens (16068-83 Avenue). There has been at least one incident where an emergency vehicle could not pass through this section of the road due to the "narrowing" of the street and on-street parking on both sides. Residents are supportive of restrictions to parking and additional traffic calming along 83 Avenue to assist seniors crossing the street. Parking on the north side of 83 Avenue in front of Fleetwood Place should be eliminated in order to "widen" the roadway. There is ample parking on 160 Street to deal with the overflow.

Sequoia trees were preserved along 83 Avenue in front of the Fleetwood Gardens seniors development. However, contrary to what some residents believe, the street was not narrowed, but realigned in order to preserve trees.

Engineering staff have indicated that they would be supportive of imposing time restrictions for on-street parking along 83 Avenue, however, there would have to be consensus amongst the local residents as to the time restriction. Also, the retention of parking is beneficial in supporting the current traffic calmed environment. Some residents have indicated that they wish to see time constraints, others do not. If they feel the time constraints are warranted, the residents may request that the Engineering Department, by means of a petition signed by two-thirds of property owners fronting the road, implement time restrictions.

In response to the residents' petition, Engineering staff conducted traffic counts along 83 Avenue in order to determine whether traffic calming is warranted along this street. The results have shown that although traffic volumes are higher than the warranting level, the 85th percentile speed is less the speed limit. Both the traffic volume and speed components of the warrant must be met to implement traffic calming (refer to Corporate Report No. C006, which was approved by Council on May 15, 2006).

- Two signalized crosswalks should be provided – one crossing 83 Avenue at 160 Street and one crossing 160 Street at the northeast corner of 83 Avenue and 160 Street.

Engineering applies a 2 block practice to implementing crosswalks. There is currently one 4- way stop intersection at 82 Avenue and 160 Street and another signalized intersection at 84 Avenue and 160 Street both of which provide pedestrian crossings. It is believed that two crosswalks within two blocks currently provide sufficient pedestrian facilities, but a review of pedestrian conditions at 83 Avenue and 160 Street is recommended in association with the development of the new park facilities and associated programs at the Fleetwood Community Centre.

- Concerns that the original traffic study conducted by the applicant's consultant did not consider both vehicle and pedestrian traffic.

The Traffic Impact Study does include a section within the report that discusses pedestrians and cyclists.

- The applicant's traffic study was completed in 2007 and was done in the early part of the year which would not give a good reflection of what the vehicle and pedestrian traffic would be like in the spring or early summer. A study should be conducted during the spring and/or summer.

Traffic volumes used with the Traffic Impact Study were based on a combination of counts provided by Engineering staff and new counts undertaken specifically for the Study. The intersection count (82 Avenue/160 Street) undertaken by the City in 2005, was repeated in 2007. All of the counts were undertaken while schools were in session with the new counts carried out during March 2007. Engineering Department staff have reviewed the Study and determined that the data provided in the Study was sufficient.

- Residents are supportive of the applicant's consultant's recommendations of additional traffic calming, specifically parking on only one side of 161 Street, narrow and curved roadways and speed humps.

Both Engineering and Planning staff feel that eliminating parking on one side of the street may actually result in vehicles travelling at faster speeds, as opposed to having parking on both sides of the street, which would cause a feeling of enclosure and therefore, would cause a driver to slow down while travelling down such a street.

- There will be additional impact on the traffic as people buy into the new development at 82 Avenue and 164 Street. The traffic study should be conducted when this development has the majority of units sold to reflect the actual impact on the traffic situation.

At the time the Traffic Impact Study was conducted, it took into consideration a number of in-stream applications, including Application No. 7904-0400-00 for a proposed 200-unit townhouse development at the north side of 83 Avenue and west of 162A Avenue (the Verandah which is now constructed), as well as Application No. 7906-0193-00 for a proposed 216-bed care facility on the west side of 159 Street and south of 83 Avenue (which is now occupied). The larger road network can accommodate the traffic volumes resulting in the developments, which have been constructed in the last few years, as well as the proposed 49-unit townhouse development.

- The City of Surrey should undertake a comprehensive traffic study that identifies or quantifies the present traffic volume on the local streets and quantifies the additional load this project will create. It should also address the pedestrian safety issue for school children and seniors which are evident to those who live in this area. The proposed development should be postponed until another traffic study is completed and available as part of the evaluation process.

Engineering staff have indicated the information provided in the applicant's Traffic Impact Study sufficiently identifies and responds to all of these issues.

DESIGN PROPOSAL AND REVIEW

- Vehicular access to the site is proposed from two driveways from 161 Street with an 'H' shaped internal driveway.
- The townhouses are to be 3 storeys in height, with second floor balconies. All units will incorporate at grade patios. All the townhouse units reflect a tandem garage.
- The end units along 161 Street are proposed with more articulation to the street, so that they appear to be the "fronts" of the townhouse units, rather than the sides. These townhouse units will also incorporate parking in a tandem situation, although the second parking stall will not be fully enclosed.
- Two colour schemes are proposed for the townhouse development: one utilizes a green/dark beige palette, with the other utilizing a red/cream based palette. The first colour scheme proposes a dark grey roofing shingle, board and batten vinyl siding in a dark beige colour, vinyl wall shingles in brown, horizontal vinyl siding in a khaki, hardipanel, fascia, trim board and columns in a tan colour, exterior doors in a green, with cultured stone veneer as an accent. The second colour scheme proposes a roofing shingle in dark grey, board and batten vinyl siding in a cream board and batten vinyl siding, rust coloured vinyl wall shingles and horizontal vinyl siding.

ADVISORY DESIGN PANEL

- The development proposal was not referred to the Advisory Design Panel (ADP) due to the smaller scope of the development, but was reviewed by staff.
- The design of the development was considered to be acceptable. However, there are landscape revisions required, which the applicant has agreed to resolve prior to Final Adoption.

BY-LAW VARIANCES AND JUSTIFICATION (Appendix VIII)

(a) Proposed Variance:

- To vary the front yard (east) building setback of the RM-30 Zone from 7.5 metres (25 ft.) to 3.25 metres (11 ft.).

Applicant's Rationale:

- The variance to reduce the front yard setback is required in order to accommodate the proposed 49 townhouse units and to provide for adequate turning radius for emergency vehicles within the site.

Staff Comments:

- The proposed variance is supportable as the reduced setback allows for more enclosure of the street. The three units facing 161 Street have also been designed with more articulation to address the street and offer direct pedestrian access to the sidewalk. Planning staff can support this variance.

(b) Proposed Variance:

- To vary the rear (west) and side yard (north and south) building setbacks of the RM-30 Zone from 7.5 metres (25 ft.) to 6.0 metres (20 ft.)

Applicant's Rationale:

- A variance is required to accommodate the proposed 49 townhouse units, but still provide adequate habitable space at the rear yards.

Staff Comments:

- The proposed reduction in building setbacks is supportable, as the 6.0 metres (20 ft.) still provides for adequate rear yard space with patio and does not compromise the livability of neighbouring developments.

(c) Proposed Variance:

- To vary the RM-30 Zone to allow for tandem parking to be located 3.25 metres (11 ft.) from lot entrances/exits, which is less than the minimum 6.0-metre (20 ft.) requirement.

Applicant's Rationale:

- 161 Street is a local collector and therefore, accessing three townhouse units should not cause too much backup onto the street.

Staff Comments:

- The 6.0 metre (20 ft.) requirement from the lot entry/exit is required to ensure that adequate queuing is provided, so as to not back up onto a street. Since this development is the only residential development which fully accesses 161 Street on the west side, it was determined that the relaxation to this provision would be supportable. Planning and Engineering staff can support this variance.

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.	Fleetwood Town Centre Land Use Plan
Appendix VI.	Summary of Tree Survey and Tree Preservation
Appendix VII.	Map Showing Adjacent Developments
Appendix VIII.	Development Variance Permit No. 7906-0389-00

INFORMATION AVAILABLE ON FILE

- Complete Set of Architectural and Landscape Plans prepared by Focus Architecture Inc. and L.A. West, respectively, dated March 26, 2009.
- Traffic Impact Study prepared by Ward Consulting Group, dated April 18, 2007.

Jean Lamontagne
General Manager
Planning and Development

PL/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: Dave Boswell of Focus Architecture Inc.
 Address: #109 - 1528 McCallum Road
 Abbotsford, BC
 V2S 8A3
 Tel: 1-604-853-5222

2. Properties involved in the Application

- (a) Civic Address: 8247 and 8265 - 161 Street
- (b) Civic Address: 8247 - 161 Street
 Owner: Surelok Fleetwood Development Ltd., Inc. No. 0745183
 PID: 003-663-507
 Lot 51 Section 25 Township 2 New Westminster District Plan 65703
- (c) Civic Address: 8265 - 161 Street
 Owner: Surelok Fleetwood Development Ltd., Inc. No. 0745183
 PID: 001-243-888
 Lot 50 Section 25 Township 2 New Westminster District Plan 65703

3. Summary of Actions for City Clerk's Office

- (a) Introduce a By-law to rezone the property.
- (b) Proceed with Public Notification for Development Variance Permit No. 7906-0389-00.

DEVELOPMENT DATA SHEET

Proposed Zoning: RM-30

Required Development Data	Minimum Required / Maximum Allowed	Proposed
LOT AREA* (in square metres)		
Gross Total		8,467 m ²
Road Widening area		n/a
Undevelopable area		
Net Total		
LOT COVERAGE (in % of net lot area)		
Buildings & Structures	45%	36.81%
Paved & Hard Surfaced Areas		20.39%
Total Site Coverage		57.20%
SETBACKS (in metres)		
Front (East)	7.5 m	3.25 m*
Rear (West)	7.5 m	6.0 m*
Side #1 (North)	7.5 m	6.0 m*
Side #2 (South)	7.5 m	6.0 m*
BUILDING HEIGHT (in metres/storeys)		
Principal		
Accessory		
NUMBER OF RESIDENTIAL UNITS		
Bachelor		0
One Bed		0
Two Bedroom		4
Three Bedroom +		45
Total	56	49
FLOOR AREA: Residential		6,311.8 m ²
FLOOR AREA: Commercial		n/a
Retail		
Office		
Total		
FLOOR AREA: Industrial		n/a
FLOOR AREA: Institutional		n/a
TOTAL BUILDING FLOOR AREA	6,942.9 m ²	6,311.8 m ²

* *Variance requested.*

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)	67 uph/27 upa	58 uph/23 upa
FAR (gross)		
FAR (net)	0.82	0.74
AMENITY SPACE (area in square metres)		
Indoor	144 m ²	cash-in-lieu
Outdoor	144 m ²	520 m ²
PARKING (number of stalls)		
Commercial		n/a
Industrial		n/a
Residential Bachelor + 1 Bedroom		
2-Bed	8	8
3-Bed	90	90
Residential Visitors	10	13
Institutional		
		n/a
Total Number of Parking Spaces	108	111
Number of disabled stalls		1
Number of small cars	27	n/a
Tandem Parking Spaces: Number / % of Total Number of Units		98/100% of total number of units
Size of Tandem Parking Spaces width/length		

Heritage Site	NO	Tree Survey/Assessment Provided	YES
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