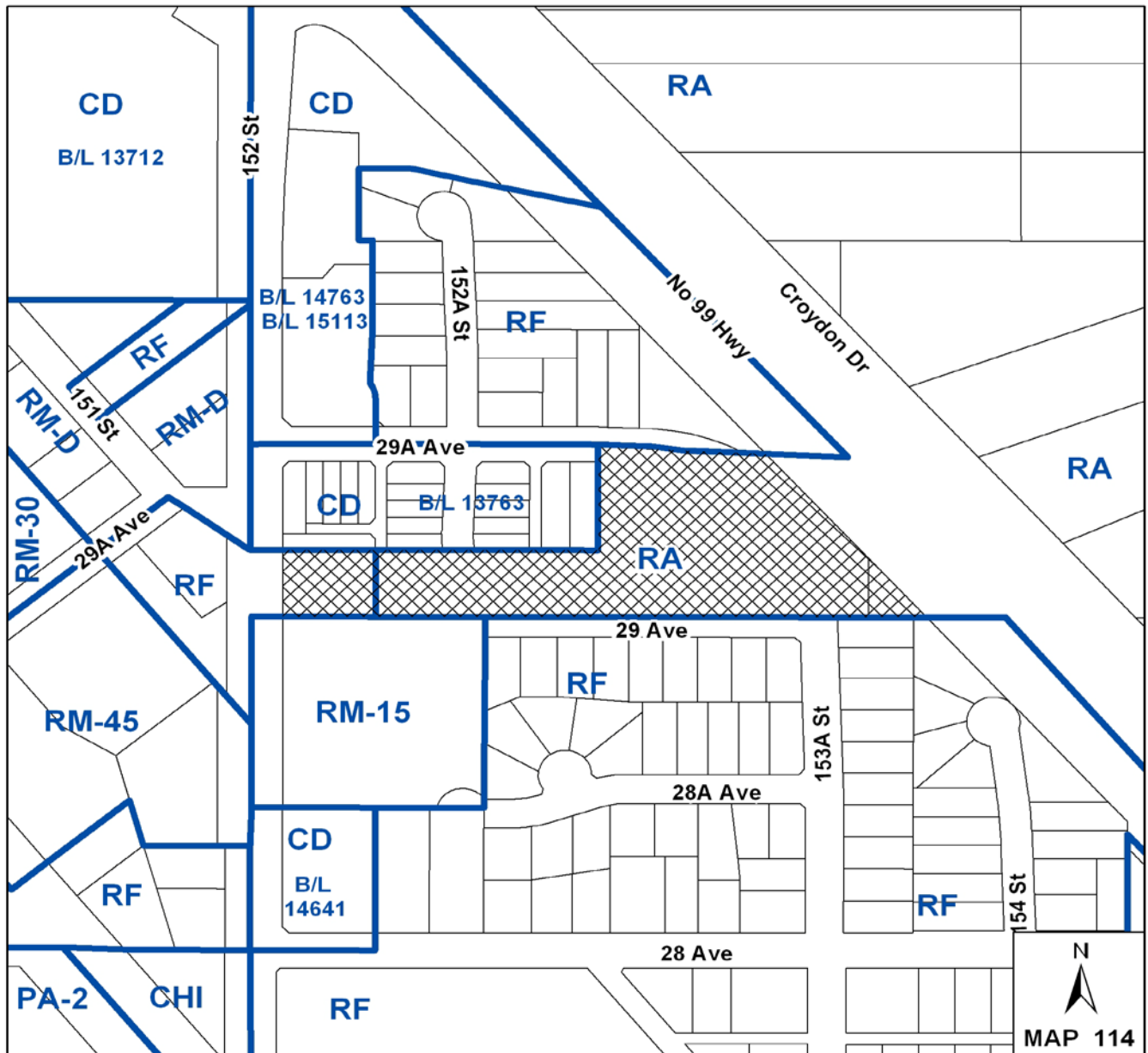


Proposal: Rezone from RF and RA to RF, RF-12 and RF-9 to permit 16 standard and 10 small single family lots. DVP to increase the percentage of reduced size RF-9 lots and to reduce the minimum front yard setback of the RF Zone to allow for tree preservation.

Recommendation: Approval to Proceed

Location: 2904 - 152 St./2899 Hwy. No. 99 **Zoning:** RF and RA
OCP Designation: Urban
LAP Designation: Single Family (6 upa) & Townhouse (15 upa) **Owner:** Merle Freeman et al



PROJECT TIMELINE

Completed Application Submission Date: December 18, 2006
Application Revision & Re-submission Date: April 25, 2007
Planning Report Date: July 23, 2007

PROPOSAL

The applicant is proposing:

- a rezoning from RF and RA to RF, RF-12 and RF-9; and
- a Development Variance Permit to vary the following by-law regulations:
 - to vary the maximum percentage of reduced size (Type II) RF-9 zoned lots from 33% to 38%; and
 - to reduce the minimum front yard setback of the RF Zone for proposed Lots 21 and 22 from 7.5 metres (25 ft.) to 3.5 metres (11.5 ft.) to achieve tree preservation

in order to allow subdivision into 16 standard (RF) and 10 small (2 RF-12 and 8 RF-9) residential lots.

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to rezone the portion of the property shown on Block "A" on Appendix XII from "Single Family Residential Zone (RF)" (By-law No. 12000) and "One-Acre Residential Zone (RA)" (By-law No. 12000) to "Single Family Residential (9) Zone (RF-9)" (By-law No. 12000); the portion of the property shown on Block "B" on Appendix XII from "One-Acre Residential Zone (RA)" (By-law No. 12000) to "Single Family Residential (12) Zone (RF-12)" (By-law No. 12000); and the portion of the property shown on Block "C" and 2899 Highway No. 99 on Appendix XII from "One-Acre Residential Zone (RA)" (By-law No. 12000) to "Single Family Residential Zone (RF)" (By-law No. 12000).
2. Council approve Development Variance Permit No. 7906-0514-00 (Appendix XI) varying the following to proceed to Public Notification:
 - (a) to vary, in Section K of Part 17 C Single Family Residential (9) Zone (RF-9) the maximum percentage of reduced size (Type II) RF-9 zoned lots from 33% to 38%; and
 - (b) to vary in Section F of Part 16 Single Family Residential Zone (RF) the minimum front yard setback of the RF Zone for proposed Lots 21 and 22 from 7.5 metres (25 ft.) to 3.5 metres (11.5 ft.).

3. Council instruct staff to resolve the following issues prior to approval:
 - (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) approval from the Ministry of Transportation;
 - (d) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
 - (e) submission of a finalized landscaping plan and cost estimate for the proposed landscape buffer along Highway No. 99 to the specifications and satisfaction of the City Landscape Architect;
 - (f) registration of a Section 219 Restrictive Covenant along the boundary of Highway No. 99 to protect the berm and landscaping and to prohibit the placement of buildings;
 - (g) submission of a Letter of Credit for \$6,000.00 for possible future traffic calming in the area should the need be demonstrated in the future; and
 - (h) property acquisition from the City of Surrey and the Ministry of Transportation.
4. Council pass a resolution to amend the King George Highway Corridor Land Use/Development Concept Plan to redesignate the western portion of the site (Appendix XIV) from Townhouse (15 upa) to Single Family (6 upa).

REFERRALS

Engineering:	The Engineering Department has no objection to the project subject to the completion of Engineering servicing requirements as identified in the attached (Appendix IV).
Parks:	Support. Parks Planning has a concern about the pressure this project will place on existing amenities in the neighbourhood. The applicant is requested to work with Parks Planning to resolve these concerns (Appendix V).
School District:	<p>School Impacts:</p> <p>Projected number of students from this development:</p> <p>Elementary students = 11 students Secondary students = 5 students Total new students = 16 students</p>

School Catchment Area/Current Enrollment/School Capacity:

Sunnyside Elementary School = 245 enrolled/250 capacity
 Semiahmoo Secondary School = 1,626 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 student
 Secondary students = 26 students
 Total new students = 26 students

Approved Capacity Projects and Future Space Considerations

A new elementary school site has been approved for acquisition in the North West Grandview Area to serve development east of Highway No. 99. Majority of the new growth in the current Sunnyside catchment is east of Highway No. 99 in the North West Grandview Area. The information does not show the impact of the new school and is based on current school catchment areas. The proposed development is not expected to have an impact on school projections once the new elementary school is built.

(Appendix VI)

Ministry of Transportation: No concerns (Appendix VII).

SITE CHARACTERISTICS

- **Existing Land Use** Single family home on a treed site.
- **East:** Adjacent to Highway No. 99.
- **South:** Across 29 Avenue, are existing single family homes, zoned RF, and existing co-op townhouses zoned RM-15.
- **West:** Across 152 Street are existing single family homes, zoned RF.
- **North:** Existing single family homes, zoned RF and CD (by-law No. 13763), based on the RF-9 Zone.

PLAN AND POLICY COMPLIANCE

OCP Designation: Urban. Complies.

LAP Designation: Split-designated Single Family (6 upa) and Townhouse (15 upa). The proposal requires an amendment to redesignate the westerly portion of the site adjacent to 152 Street from Townhouse to Single Family.

DEVELOPMENT CONSIDERATIONS

- The subject site is located between 152 Street and Highway 99. The site is designated Urban in the Official Community Plan (OCP) and Single Family (6 units per acre) and Townhouse (15 units per acre) in the King George Highway Corridor Land Use/Development Concept Plan (LAP).
- The subject site is currently zoned "Single Family Residential Zone" (RF) and "One-Acre Residential Zone" (RA). The applicant is proposing to rezone the site to "Single Family Residential Zone" (RF), "Single Family Residential (12) Zone" (RF-12) and "Single Family Residential (9) Zone" (RF-9) to allow subdivision into 26 single family lots. The proposal includes 16 standard RF lots, 2 oversized RF-12 lots and 2 RF-9 lots. Although the westerly portion of the site is designated for townhouse development, the proposed single family zoning is more appropriate and consistent with the existing development in the area. Also, the proposed development is in keeping with the concept plan approved by Council under Application File No. 7998-0232-00 on June 21, 1999 (Appendix X). On this basis, an amendment to the LAP for the westerly portion of the site from Townhouse (15 upa) to Single Family (6 upa) can be supported.
- All 26 proposed lots conform to the minimum requirements of the respective RF, RF-12 and RF-9 Zones in terms of lot area, width and depth, except for the following:
 - the applicant is proposing to increase the maximum number of reduced size RF-9 (Type II) lots from 33% to 38% in order to provide a lane connection; and
 - the applicant is proposing to reduce the minimum front yard setback of the RF Zone for proposed Lots 21 and 22 from 7.5. (25 ft.) to 3.5m (11.5 ft.) in order to preserve a 60 cm diameter Douglas Fir tree.
 - These exceptions require a development variance permit that is discussed below.
- The proposed lots range in size from 241 square metres (2,594 square feet) to 702.5 square metres (7,562 square feet). The proposed lots range in width from 7.9 metres (26 feet) to 23 metres (75 feet). The proposed lots sizes and widths are consistent with the existing lots in the area that range from 9 metres (30 feet) to 20 metres (66 feet).

Roads and Traffic:

- In accordance with the previously approved concept plan, the applicant is proposing to dedicate the following land in order to complete the road network in the area:
 - 5 metres (16 feet) fronting 29 Avenue;
 - 8.5 metres (28 feet) fronting 29A Avenue;
 - 16.5 (54 feet) metres for 152A Street;
 - 20 (66 feet) metres for 153A Street including a 3m (10 feet) x 3m (10 feet) corner cut at 29 Avenue; and
 - 6 metre (20 feet) for the lanes west and east of 152A Street including a 5m (16 feet) x 5m (16 feet) corner cut.

- In addition to the above noted dedications, the applicant has agreed to purchase a small piece of the land from the townhouse property to the south that is owned by the City of Surrey and leased by the Semiahmoo Peninsula Affordable Housing Society. The applicant will dedicate this land to the City as road right-of-way in order to complete the corner of 152A Street and 29 Avenue.
- As required by the City, the applicant is purchasing a small triangular landlocked lot from the Ministry of Transportation and incorporating it into the proposed development. Although this triangular piece has limited development potential, it can be used to increase yard space for proposed Lot 26. The consolidation of the small triangular lot will also permit continuous berming and landscaping of Highway No. 99, thus decreasing the noise and visual impact of the Highway in the neighbourhood.

Building Scheme:

- The applicant for the subject site has retained Alycia Hayes, Davenport Design Group Ltd. as the Design Consultant. The Design Consultant conducted a character study of the surrounding homes and based on the findings of the study, proposed a set of building design guidelines (Appendix VIII).
- In-ground basements are proposed based on the lot grading and tree preservation information that was provided by the applicant. Basements will be achieved with minimal cut or fill. The information has been reviewed by staff and found to be generally acceptable.
- Basement-entry homes and secondary suites will not be permitted.

Tree Preservation and Landscape Buffer:

- Randy Greenizan, Certified Arborist of C. Kavolinas & Associates Inc. prepared the Arborist Report and Trees Preservation/Replacement Plans. They have been reviewed by the City's Landscape Architect and deemed acceptable (Appendix IX).
- The Arborist Report indicates there are 101 protected trees on the subject site. The report proposes the removal of 86 trees because they are located either within the building envelopes, within the footprint of proposed driveways or underground services, or are assessed as hazardous. The Report proposes the following 15 trees be retained:
 - 7 Douglas Fir trees and one Cedar on proposed Lot 5;
 - one Cedar tree straddling proposed Lots 12 and 13;
 - one Douglas Fir tree straddling proposed Lots 17 and 20;
 - one Maple tree on proposed Lot 18;
 - one Douglas Fir tree straddling proposed lots 21 and 20;
 - two Maple trees on proposed Lot 21; and
 - one Alder tree on the buffer landscape adjacent to Highway 99 on proposed Lot 26.
- Based on the arborist report, 134 replacement trees are required. Proposed tree replacement includes 63 trees consisting of Japanese Maple, Western Hemlock and Western Red Cedar, with an average of 3 trees per lot. The applicant will need to provide cash-in-lieu for the 59 replacement tree deficiency.

- Since the subject property is adjacent to Highway 99, a 10 metre (33 feet) berm and landscaping is provided along the Highway in order to provide visual and acoustic privacy to the residents of the proposed subdivision (Appendix XIII). Where 29A Avenue and 153A Street interrupt the 10 metre berm and landscaping, the applicant has demonstrated that a berm and landscaping can be achieved within a 4.5 metre (15 feet) wide area. This buffer and landscaping area will be protected by a Restrictive Covenant and will be maintained by the future owner of proposed Lot 26.

PRE-NOTIFICATION AND PUBLIC CONSULTATION

Pre-notification letters were sent on January 23, 2007 to 318 households within 100 metres (328 feet) of the subject site. At the time when this pre-notification was sent, proposal was to create 31 single family homes, of which 11 were small RF-9 Zone lots. As a result of the pre-notification, staff received the following comments:

- A petition signed by 30 people was submitted requesting traffic calming consisting of speed bumps on 153A Street between 28th and 29th Avenues and on 28 Avenue between 152nd Street and 154th Street to off set the increased traffic due to the proposed development.

(This request for traffic calming was forwarded to the Traffic Calming Transportation Engineers of the Engineering Department for review. The Transportation Engineers reviewed the existing and expected traffic volumes and speeds in the area and determined that the current and expected volumes and speeds in the area did not warrant traffic calming at this time. However, as a pre-cautionary measure, the Transportation Engineers are requiring the applicant to provide a \$6,000.00 bond in the form of a letter of credit, to be held for one year after the completion of the project for the possible construction of three speed humps on 28 Avenue and 153A Street. After the completion of the project, the Transportation Engineers will re-assess the traffic volumes and speeds and determine if the speed humps are required. If they are deemed to not be required, the bond will be returned the applicant after one year.)

- A combination of 11 letters, e-mails and phone calls from area residents.
 - Five of the residents were concerned about the proposed density and had concerns about traffic and parking. In particular, these residents had indicated that the proposed 31 households would increase the congestion and parking problems in the area that is already prevalent at the existing commercial plaza at the corner of 152 Street and 29 Avenue. These residents were also concerned that the proposed road network would result in short cutting through their neighborhood.
 - One resident was concerned that the proposed lots were too small and would lead to lack of privacy in backyards for the existing residents in the area.
 - Five residents did not have concerns at this time and requested more information only.
- As a result of the Pre-notification, a Public Information Meeting was held on March 7, 2007 to obtain more detailed input from area residents. Thirty-four attendants signed in for this meeting. These attendants were neighbours of the subject site.

- Many attendants supported the proposal and were in attendance at the Public Information Meeting to obtain more information about the proposed development such as the proposed style and form of the housing. These residents were interested in determining whether the proposed development would meet the form and character of the existing development.
- The primary concern that was repeated throughout the Public Information Meeting pertained to increased amount of traffic that would be generated as a result of the increased number of residents and the proposed connection of 29A Avenue and 153A Street and 152A Street and 29 Avenue.

(As indicated above, the Transportation Engineers of the Engineering Department assessed the traffic volumes and speeds in the neighbourhood and determined that as a result of the current and proposed development, traffic calming is not warranted in the area at this time. With respect to the road connections proposed, these were already planned in accordance with the Council approved concept plan under File No. 7998-0232-00 (Appendix X). These road connections are necessary to complete the road network in the area and to allow for safe and orderly traffic movements in the neighbourhood. Street connectivity is an important component in creating safe and liveable neighbourhoods by providing transportation choice. As stated above, in the event that there is increased short cutting through the neighbourhood, the Engineering Department will use the required \$6,000.00 bond to construct speed humps.

With respect to the proposed increase in density, the applicant has agreed to decrease the number of proposed lots from 31 to 26 including the reduction in the number of proposed small RF-9 lots from 11 to 8. The resulting development is primarily RF lots, which matches the types of lots to the north and the south.)

- A follow up letter was mailed out by the applicant on May 29, 2007 to inform the surrounding residents of the changes made as a result of a thorough review of the application by City Staff and taking into account the concerns raised by area residents. These changes primarily consisted of:
 - Reducing the number of lots from 31 to 26
 - Reducing the number of small RF-9 lots from 11 to 8
 - Requiring a \$6,000 bond for possible future traffic calming
- In response to the follow up letter, staff received the following three responses:
 - Two residents were concerned about short cutting and traffic created by the proposed development. These residents were not satisfied with Transportation's evaluation and proposal for speed humps if short cutting becomes a problem.
 - One resident expressed concern about the noise that will be generated from Highway 99.

(A 10 metre (33 feet) berm and landscaping area is proposed along the boundary of Highway 99 thus reducing the noise and visual disturbance from the highway on the area residents.)

BY-LAW VARIANCES AND JUSTIFICATION

(a) Requested Variances:

- To increase the maximum number of reduced size RF-9 (Type II) lots from 33% to 38%.

Justification for Variances:

- The proposed increase to the maximum number of RF-9 Type II lots is necessary to allow the 6m laneway connection from the existing lane on 29A Avenue to join with the proposed extension of 152A Street. The lane connection will provide better neighbourhood connectivity and will provide a second vehicular access to the proposed RF-9 lots.
- The proposed variance is minor and is anticipated to have no negative impacts on the adjacent lots.

(b) Requested Variances:

- To reduce the minimum front yard setback of the RF Zone for proposed Lots 21 and 22 from 7.5 metre (25 feet) to 3.5 metre (11.5 feet).

Justification for Variances:

- The proposed reduced front yard setbacks are required to allow the retention of a 60 cm diameter Douglas Fir tree straddling proposed Lots 21 and 22. This tree is in good condition and is a protected tree as defined by the City of Surrey Tree Protection By-law, 2006, No. 16100.
- There will be no negative impacts on the adjacent properties as a result of the proposed reduced front yard setbacks.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheets
Appendix II.	Contour Map
Appendix III.	Proposed Subdivision Layout
Appendix IV.	Engineering Summary
Appendix V.	Parks Comments
Appendix VI.	School District Comments
Appendix VII.	Ministry of Transportation Comments
Appendix VIII.	Building Design Guidelines Summary
Appendix IX.	Proposed Tree Preservation and Replacement Plan
Appendix X.	Concept Plan for File No. 7998-0232-00
Appendix XI.	Development Variance Permit No. 7906-0514-00
Appendix XII.	Zoning Block Plan
Appendix XIII.	Landscape Buffer Plan

Appendix XIV. Proposed LAP Amendment

INFORMATION AVAILABLE ON FILE

- Detailed Engineering Comments dated July 3, 2007.
- Soil Contamination Review Questionnaires prepared by Merle Freeman dated February 23, 2007 and by Michael F. McGrenere dated June 25, 2007.

How Yin Leung
Acting General Manager
Planning and Development

CL/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: Clarence Arychuk, Hunter Laird Engineering
 Address: 300 - 65 Richmond Street
 New Westminster, B.C.
 V3L 5P5
 Tel: 604-525-4651

2. Properties involved in the Application

(a) Civic Address: 2904 - 152 Street and 2899 Highway No. 99

(b) Civic Address: 2904 - 152 Street
 Owner: Merle Freeman
 PID: 011-259-078
 Parcel "A" (Reference Plan 11049) Lot 8 Except: Firstly: Parcel "B"
 (Explanatory Plan 11528) Secondly: Parcel "2" (By-law Plan 62658); Thirdly;
 Part on SRW Plan 5810, Fourthly, Part on Plan BCP10997 Section 23
 Township 1 New Westminster District Plan 7582

(c) Civic Address: 2899 Highway No. 99
 Owner: BC Transportation Financing Authority
 PID: 006-948-081
 Lot "L" Section 23 Township 1 New Westminster District Plan 25810

3. Summary of Actions for City Clerk's Office

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

(b) Application is under the jurisdiction of MOT.

MOT File No. 1-6-24063

SUBDIVISION DATA SHEET

Proposed Zoning: RF, RF-12 and RF-9

Requires Project Data	Proposed
GROSS SITE AREA	
Acres	4.44 acres
Hectares	1.80 ha
NUMBER OF LOTS	
Existing	2
Proposed	26
SIZE OF LOTS	
Range of lot widths (metres)	7.9 m (26 ft.) to 15 m (49 ft.)
Range of lot areas (square metres)	242 sq.m. (2,605 sq.ft.) to 703 sq.m. (7,567 sq.ft.)
DENSITY	
Lots/Hectare & Lots/Acre (Gross)	14.4 upha/5.9 upa
Lots/Hectare & Lots/Acre (Net)	
SITE COVERAGE (in % of gross site area)	
Maximum Coverage of Principal & Accessory Building	
Estimated Road, Lane & Driveway Coverage	
Total Site Coverage	
PARKLAND	
Area (square metres)	
% of Gross Site	
Required	
PARKLAND	
5% money in lieu	YES
TREE SURVEY/ASSESSMENT	
	YES
MODEL BUILDING SCHEME	
	YES
HERITAGE SITE Retention	
	NO
BOUNDARY HEALTH Approval	
	NO
DEV. VARIANCE PERMIT required	
Road Length/Standards	NO
Works and Services	NO
Building Retention	NO
Others	YES

CONTOUR MAP FOR SUBJECT SITE

