

City of Surrey
PLANNING & DEVELOPMENT REPORT

File: 7907-0071-00

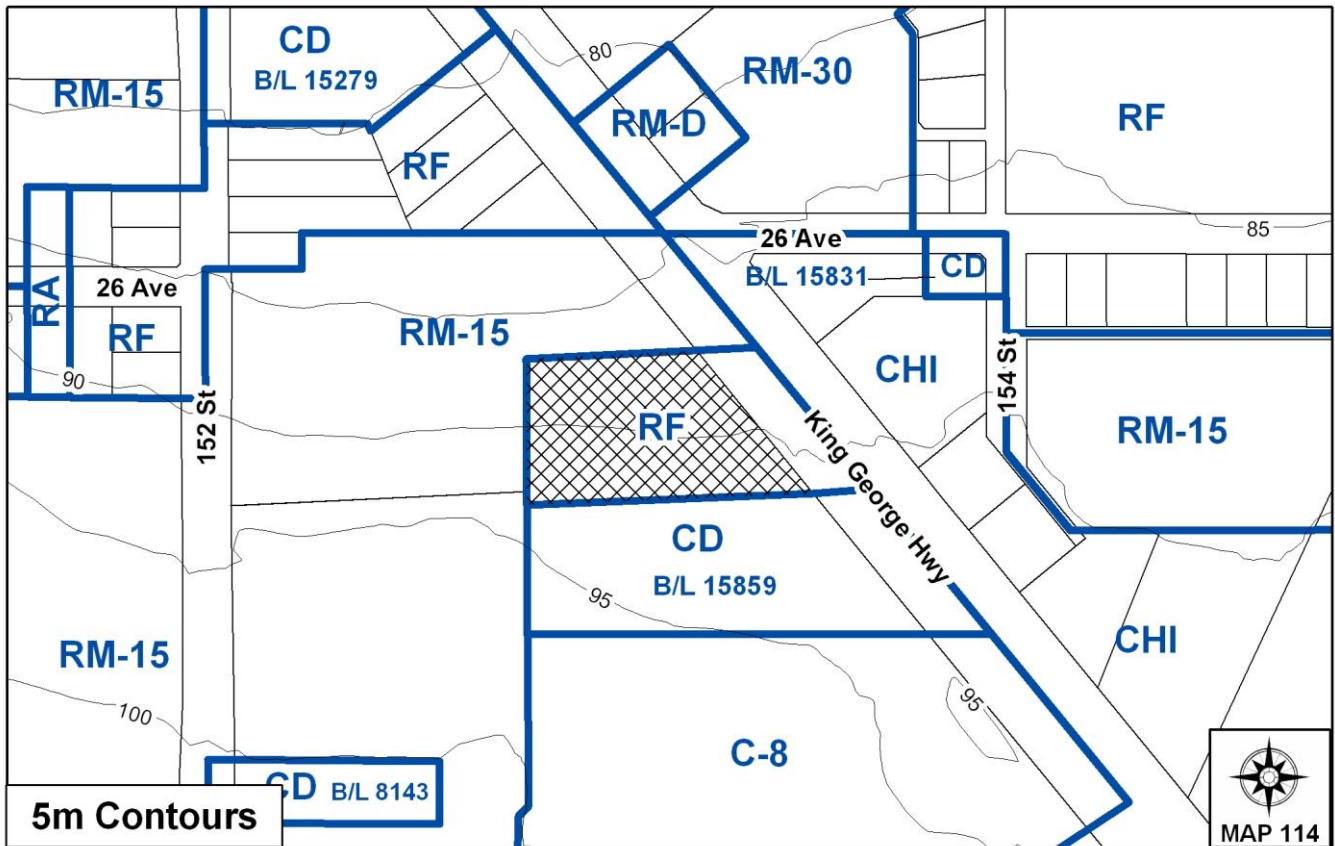
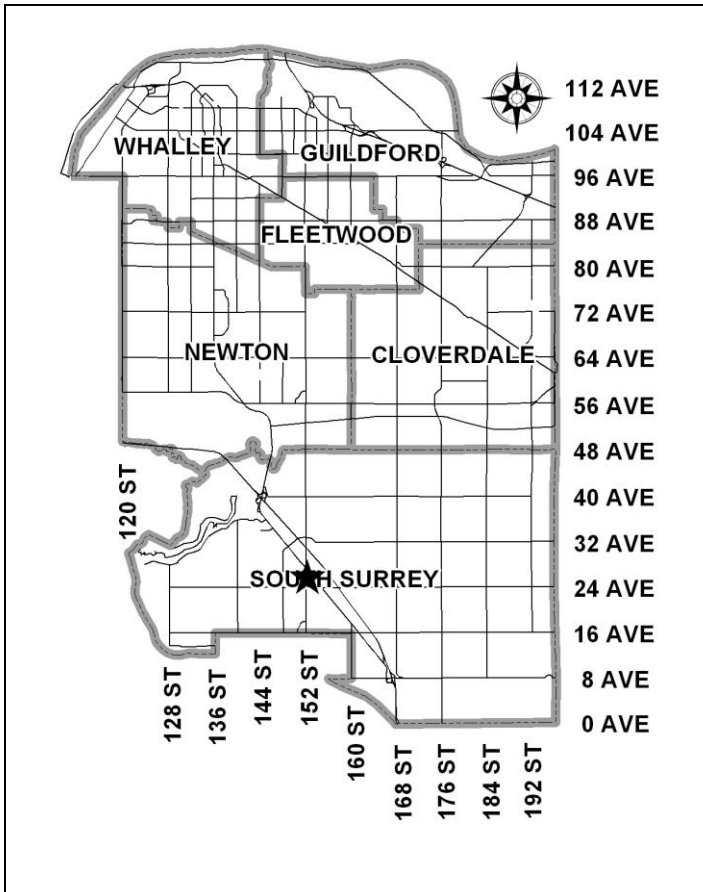
Planning Report Date: March 10, 2008

PROPOSAL:

- **Rezoning** from RF to CD (based on RM-45 and RMS-2)
- **Development Permit**

in order to permit the development of a senior's residential housing development consisting of 78 assisted living units and 146 residential care beds.

LOCATION: 2567 King George Highway
OWNER: Manor Care (White Rock) Inc., Inc. No. 0768331
ZONING: RF
OCP DESIGNATION: Multiple Residential
LAP DESIGNATION: Garden Apartments (30 upa)



RECOMMENDATION SUMMARY

- Council deny the applicant's request to eliminate the frontage road requirement for the site.
- Council direct staff to bring forward a Rezoning By-law based on Alternative A, which shows the frontage road and increased setbacks to the neighbouring Woodgrove Townhouses.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- The King George Highway Corridor Plan designates the area as Garden Apartments (30 units per acre), which would allow 13 metre (43 ft.) high buildings and approximately 64 units.
- The applicant is proposing a Senior's Care and Assisted Living Facility with a higher unit density than proposed in the plans (100 upa) and a built form similar to RM-45.
- The King George Highway Corridor transportation plan requires completion of a frontage road on the site to provide coordinated access for the subject property and adjacent sites to the north and south.
- The applicant has requested that this frontage road requirement be eliminated.

RATIONALE OF RECOMMENDATION

- Complies with OCP Designation. The site is designated Multiple Residential, allowing higher densities and the senior's facility directly to the south provides appropriate context for this type of development.
- Although the proposed Senior's Care and Assisted Living Facility has a higher unit density than the plan designation due to the small units proposed for care facilities, the floor area ratio and building mass are similar to the adjacent senior's facility to the south.
- The applicants' proposal to eliminate the frontage road does not comply with the King George Highway Corridor Transportation plan and cannot be supported. The frontage road is a fundamental element of the future road network in this area.
- Three (3) site alternatives have been prepared to deal with the frontage road requirement. Of the three alternatives presented in this report, staff support Alternative "A", which establishes the required frontage road, as well as additional setbacks to the existing townhouse project to the west and north. The additional setbacks are a 12 metre (40 ft.) minimum setback from the west property line, a 9.5 metre (32 ft.) minimum setback from the north property line, and a 10 metre (33 ft.) setback from King George Highway.

RECOMMENDATION

The Planning & Development Department recommends that:

1. Council deny the applicant's request to eliminate the frontage road requirement for the site.
2. Council direct staff to bring forward a By-law to 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) in accordance with Alternative "A".

REFERRALS

Engineering: The Engineering Department has no objection to the project subject to the completion of Engineering servicing requirements and the provision of a frontage road as outlined in Appendices III and IV and further discussed in this report.

SITE CHARACTERISTICS

Existing Land Use: Vacant lot.

Adjacent Area:

Direction	Existing Use	OCP/LAP Designation	Existing Zone
North and West:	Woodgrove townhouses.	Urban/ Townhouses	RM-15
East (Across King George Highway):	Multi-tenant highway commercial.	Commercial/ Commercial	CHI
South:	"The Pacifica" seniors oriented multiple residential under construction.	Multiple Residential/ Senior's Multiple Residential	CD (By-law No. 15859)

JUSTIFICATION FOR PLAN AMENDMENT

- The applicant proposes the elimination of a required frontage road.
- This amendment is not supported and is discussed later in this report.
- In terms of land use and density, the proposal complies with the OCP designation (Multiple Residential), allowing higher densities. The proposed senior's facility is adjacent to another similar care facility to the south next to the Peninsula Shopping Centre.

- With Alternative 'A', additional setbacks are prescribed to provide an appropriate interface with the adjacent townhouse development to the west and north. Building Design also respects this interface at these locations by having the lowest building in closest proximity to the townhouses. The buildings are then stepped back from the three and four storeys, away from the townhouses, so that the highest points on the second building are adjacent to the frontage road and the King George Highway corridor.

DEVELOPMENT CONSIDERATIONS

Background

- The subject site is located at 2567 King George Highway, west of King George Highway, approximately half way between 24th Avenue and the intersection of King George Highway and 152nd Street.
- The subject site is designated Multiple Residential in the OCP and Garden Apartments (30 upa) in the King George Highway Corridor Plan.
- The site is approximately 0.84 ha (2.1 ac) in size.
- The applicant is proposing a rezoning from RF to CD to allow two senior's multiple residential buildings on the site.

Senior's Housing Project Overview

- The proposed project is comprised of two buildings with related communal amenity spaces: one three/four storey building for the purposes of a 133 unit (146 beds) Residential Care facility, and another five/six storey building for the purposes of a 78-unit Assisted Living facility.
- The two buildings will be connected at the main level by a common entryway and lounge/amenity area.
- The main building entrance for the project is located at the northeast corner of the site.
- Cars enter at the north frontage road and descend a ramp to the underground parking area that makes up a portion of the lowest level of the building and provides 101 parking spaces.
- The service entrance and delivery area for the buildings is located on the south side of the project.
- The Residential Care facility has primarily offices, amenity space and facility support on the main level, but also has 11 units. Each of the additional levels has units, dining lounges, spa facilities and access to outdoor decks.
- The Assisted Living facility has 16 dwelling units on the main floor and substantial entry lobby, café and dining room amenity spaces on the main level. Each subsequent level (Levels 2-6) have variations of dwelling unit types with outdoor decks and floor lounges. The top level provides and elevator lobby and roof deck. The Assisted Living facility has 78 dwelling units in total – 4

studio units, 62 one bedroom units and 12 two bedroom units.

- The lowest level of the buildings has amenity space that include kitchen, Art Gallery, and resident chapel/theatre area as well as parking.
- The project has 106 parking spaces provided and the owner is entering into a Housing Agreement with the City to ensure that the occupants are over age 65.
- The entire project will be leased/rented. No individual ownership is proposed.
- The land use and density are appropriate to the area, however, the property is required to have a frontage road. The applicant does not want to provide the frontage road and has requested that this decision be made by City Council.

FRONTAGE ROAD ISSUE

- The functional road network plan for this area has included a frontage road for some time in order to eliminate single access on King George Highway and consolidate traffic movement for properties fronting King George Highway at the signalized intersection of 26th Avenue and King George Highway. The frontage road has been provided for on either side of this site and the intersection is constructed and operational, including the connection and operation of the traffic signals.
- The applicant was advised prior to purchasing the property and during pre-application inquiries that a frontage road would be required for the site.
- The applicant, for various reasons described in the following sections, does not want to provide the frontage road. In early discussions however, the applicant agreed to design the site with and without a frontage road in order to advance the project.

Engineering Department Analysis (Appendix IV)

- In reviewing the requirement for the frontage road at the request of the applicant, the City's Engineering Department has reiterated their position to retain the planned frontage road. Details of the rationale is attached (Appendix IV):
 - In 1996, the City commissioned a study to review land use and access along King George Highway (KGH) in South Surrey. This study identified the need for a frontage road to serve the properties along this section of KGH by providing full movement access at the future signalized intersection with 26 Avenue.
 - The townhouse site to the north and west (Woodgrove) was the first of the sites to develop in 1998 and the developer provided a statutory right-of-way to construct the intersection and frontage road.
 - More recently, the seniors' housing project to the south of the subject site (the Pacifica) agreed to temporary right-in/right-out access until the ultimate frontage road connection to 26 Avenue was achieved. A restrictive covenant (RC) was registered on title, specifying these conditions and financial securities were also collected for the removal of the temporary

- access at a future date when the ultimate frontage road could be constructed as part of the development of the centre property (2567 King George Highway – the subject site), and would complete the "missing link" in the frontage road.
- Since that time, the City has initiated and completed planned road improvements to King George Highway, including installation of the traffic signal at 26 Avenue and King George Highway at a cost of \$200,000, based on the approved functional plans.
 - When the inquiry for development at 2567 King George Highway was received, the developers were advised of the frontage road requirement. Staff agreed that the road could be in a right-of-way rather than being dedicated, to decrease the amount of land that would be required for the road and allow the full utilization of the site.

Developer's Request and Reasoning

- The developer requested elimination of the frontage road and proposed to provide alternate accesses for the property: one access off the frontage road already built to the north of the property and one access directly from King George Highway to be shared with Pacifica seniors' development to the south.
- The developer provided several reasons in for the elimination of the planned frontage road:
 1. The frontage road will impact the site by reducing the available footprint for development, and impact on-site livability by resulting in through-traffic from the development to the south;
 2. The site to the north and west (Woodgrove) opposes the frontage road;
 3. The frontage road means the buildings are further back, closer to the existing townhouse developments to the north and west;
 4. The frontage road will result in the removal of approximately 10 mature Douglas Fir trees;
 5. The frontage road area can be replaced with landscaping;
 6. The development to the south can take their access directly to King George Highway;
 7. It will eliminate traffic noise and pollution adjacent to resident windows;
 8. The frontage road poses a barrier and hazard to site residents and employees;
 9. The frontage road only serves the property to the south and has limited benefit;
 10. The ADP recommended against the frontage road; and,
 11. The frontage road increases the liability of the owner on the site.

The applicant's rationale for eliminating the frontage road is provided in Appendix VII.

Staff Review of the Frontage Road Issue

- City staff reviewed these issues and concluded the following:
 - The applicant was made aware by City staff of the access limitations and frontage road requirements on the site prior to the site being acquired, and specific site design solutions may still be found to address on-site livability concerns.

- The frontage road will pass by only one of the existing Woodgrove townhouses. The Woodgrove townhouse site was planned, designed, constructed and sold with the frontage road plan in place, and the Statutory Right-of-Way for the frontage road is registered on the title of the Woodgrove property; therefore, all prospective purchasers are aware of this arrangement. While opposition to the frontage road by the immediately adjacent townhome is understandable, this is not a strong reason to abandon the road that was part of the approval of their site, publicly disclosed, and already partially constructed.
- The 10 trees expected to be lost under the frontage road option are not likely to survive even if the frontage road were not required due the construction of the buildings, which have basements and parking in close proximity to the root zones. Upgrades to King George Highway and the proposed development will radically change the drainage of the site, potentially creating a hazard tree situation. Replanting lost trees in the frontage road option is a trade-off that outweighs loss of these 10 trees.
- Other access options were explored by the applicant to see if a viable alternative could be achieved. The applicant submitted a Traffic Analysis Study, with two (2) options for access.
 - Option 1: Share the existing north access for the primary vehicle parking entry with Woodgrove and share an access with Pacifica for the secondary and emergency vehicle access;
 - Option 2: Share the existing north access for the primary vehicle parking entry with Woodgrove and create an additional access to King George Highway for secondary and emergency vehicles (shown on their preferred access on Alternative C).
- Engineering reviewed the proposals and determined that there were safety concerns with the proposed accesses. It was found that their review of adjacent projects (the senior's project in particular) was based on the eventual construction of the frontage road, and that one option was not in conformance to minimum spacing standards for arterial roads. The elimination of the frontage road contravenes the endorsed transportation plan that protects the safety and multi-modal plans for King George Highway corridor (cars, bikes, pedestrians). Therefore, neither option could be supported by Engineering.

ROADWAY ALTERNATIVES (Appendix VIII)

- In light of the frontage road issue, three Alternatives are outlined in this report for Council's consideration and decision. The Alternatives include certain setback requirements pertaining to the interface with the adjacent Woodgrove townhouse project.

Alternative A – Frontage Road and Increased Setbacks from Woodgrove Townhouses

- This Alternative retains the frontage road (within a right-of-way), and provides an increased west setback (12 metres) that the developer negotiated with the Woodgrove Residents/Strata to address the interface concerns.

Alternative B – Frontage Road and Standard Setback from Woodgrove Townhouses

- This Alternative retains the frontage road (within a right-of-way), and provides the minimum setback (7.5 m) to the Woodgrove Townhouses on the west side.

Alternative C – No Frontage Road and Increased Setbacks from Woodgrove Townhouses

- The applicant proposes Alternative C with no frontage road and increased setbacks (12 metres) from the Woodgrove townhouses to the west.

Staff Recommendation

- Alternative A is supported by City Staff and recommended to proceed. The rationale for supporting this options is as follows:
 - A frontage road is required to be completed by the applicant for 2567 King George Highway to complete the road network improvements as already developed on sites to the north and south, and partially constructed through the installation of the existing signal at 26 Avenue and King George Highway. The frontage road will also satisfy the City's commitment to establish full movement vehicular access in this location.
 - The frontage road provides a safe, all directional access through lights at the intersection of 26th Avenue (already installed and operational) and King George Highway. This provides a particularly safe requirement as the two projects which benefit from the frontage road have senior citizen drivers;
 - The project to the south has a temporary right-in/right-out access until the frontage road is built and the review and approvals for this project took the frontage road into consideration for safety reasons. The approval included a requirement that they abandon their temporary access in order to connect with the frontage road which will take the drivers to an all-directional intersection at 26th Avenue;
 - Staff believe that the applicant can move the building further east to provide the increased setback to the Woodgrove residents and address this portion of the Woodgrove residents concerns;
 - The Woodgrove residents oppose the frontage road completion due to noise and traffic volumes that may be expected to result from the full utilization of the frontage road. However, the Woodgrove project was built with a right-of-way securing their portion of the frontage road and the construction of that portion of the network prior to occupancy of the lands. The frontage road requirement has not changed since the beginning of their residency and has been planned to route the higher densities to the safety of an intersection;
 - The applicant has designed the building in such a way as to locate a number of residential units at grade adjacent to the frontage road and King George Highway. If the applicant has concerns about noise and pollution with respect to resident windows adjacent to a frontage road, the project could be redesigned to address this concern as there are portions of the building at grade that do not have residential units; and
 - The frontage road can be dedicated or protected through a right-of-way that limits the liability of the owner and staff have offered that the developer can work with the City's Legal

Services to find the appropriate approach.

The following is a summary of the 3 Alternatives:

ISSUE	ALTERNATIVE A (Staff Preferred)	ALTERNATIVE B	ALTERNATIVE C (Applicant Preferred)
Frontage Road	Provided	Provided	Not Provided
Setback	Increased Setback as negotiated with Woodgrove Townhouses: <ul style="list-style-type: none"> • 10 metres from KGH • 12 metres from West, 9.5 metres from North (Woodgrove Interface) 	Standard 7.5 metre setbacks to Woodgrove Townhouses.	Increased Setback as negotiated with Woodgrove Townhouses: <ul style="list-style-type: none"> • 10 metres from KGH • 12 metres from West, 9.5 metres from North (Woodgrove Interface)
Tree Retention	2 Trees Retained of 60 on site – none along the frontage.	2 Trees Retained of 60 on site – none along the frontage.	12 Trees Retained of 60 on site – 10 along the frontage.
Implications	<ul style="list-style-type: none"> - Road/Traffic safety - Road network completion and overall efficient traffic circulation - Increased setbacks as negotiated with Woodgrove 	<ul style="list-style-type: none"> - Road/Traffic safety - Road network completion and overall efficient traffic circulation - Standard setbacks do not reflect negotiated arrangement with Woodgrove 	<ul style="list-style-type: none"> - Tree Retention - Applicants perceive that they take on liability, development restrictions and reduced livability - Increased setbacks as negotiated with Woodgrove

PRE-NOTIFICATION AND PUBLIC INPUT

Pre-notification letters were sent on April 30, 2007. Staff received concerns from 139 persons, the majority (94%) from the Woodgrove Townhouse development. The applicant received a letter of support from the Peninsula Shopping Centre.

Objections to the project are summarized as follows:

1. The building is too high, massing is too great and the density is too much.

(The applicant has worked with the neighbouring townhouse community by dropping a storey from the northwest corner of the building. This also breaks up the overall massing, which will be further screened from existing residences with substantial layered landscaping. The unit density is misleading in this circumstance due to the smaller units involved in care and assisted living facilities.)

2. The colour and materials are not in keeping with the area.

(The colour and materials have evolved from the original proposal and are not exactly like the neighbouring units, yet are complementary while ensuring that the overall streetscape is interesting and dynamic along this portion of the King George Highway Corridor.)

3. Trees are not being retained.

(The site is most heavily treed in the centre where the main portion of development must be located in a medium density development. Trees will be replanted at the perimeter of the site and along King George Highway to compensate for the overall loss.)

4. The frontage road should not be put through as there will be increased volume, noise and pollution from the vehicles and the development will not have the additional setbacks requested by Woodgrove.

The Woodgrove Townhouse community began by opposing the development due to height, mass, density and tree loss. Working with the developer, they removed their objections to these components due to the developer dropping a storey from the building, moving the building to a greater setback if the frontage road was removed, and removing the frontage road. The correspondence from the Woodgrove Strata indicates that if the frontage road goes through, they will maintain their height, massing, density, tree loss and setback objections to the project.

(The frontage road is already built along the Woodgrove portion of King George Highway, the frontage road has been required since prior to the construction of the Woodgrove Townhouses, and the traffic volume will increase adjacent to only one unit which is located adjacent to the Woodgrove portion of the frontage road at the intersection. This frontage road was always intended to carry additional volumes related to apartments. The overall unit density does not indicate that there will be additional vehicle trips generated to and from the sites as these are Senior's oriented independent, assisted living and residential care facilities where the number of drivers is low. Staff is recommending Alternative A with the frontage road and the increased setback. The increased setback is to address Woodgrove Townhouse resident's concerns.)

- The developer held a Public Information Meeting on May 17, 2007 at the ABC Country Restaurant. The results of this PIM are as follows:
 - Approximately 20 persons attended;
 - Ten persons responded to the survey;
 - All comments originated from the Woodgrove Townhouse development;
 - One respondent was supportive of the development, while the remainder had concerns about the size and density, the height overlooking the Townhouses, the proximity to the Townhouses, the building style incompatibility with the surrounding projects, the high site coverage, the loss of trees and one respondent expressed concern about the completion of the frontage road.
- On receipt of these comments and after further work with the Woodgrove community, the applicant reduced the height of the Residential Care building on one wing. The applicant also proposed to move the project further east to further mitigate the impact of the height.

- The applicant revised the colour and materials of the building to complement, but not copy the buildings adjacent to the site.
- The developer held two follow-up meetings with the Woodgrove Townhouse Strata. The result of this process was that the Strata supports the project, but only supports the project without the frontage road. This is for the following reasons:
 - Woodgrove is concerned about the traffic volume, pollution and traffic/siren noise associated with senior's and care facilities;
 - Eliminating the frontage road allows the building to move further east and decrease the impact on the Woodgrove Townhouse that would interface with the proposed building; and
 - The removal of the frontage road allows the retention of mature trees along the King George Highway frontage of the project.
- Several residents of a project north of the subject site and across King George Highway also initially rejected the proposed concept. However, the applicant has worked with their representative and their concerns about tree retention have also been removed, but only if there is no frontage road.
- Five letters from Woodgrove Townhouse residents had expressed concern beyond those of the submission from the Strata. However, the Strata indicates that a vote was taken at a Strata meeting and support for the project without the frontage road was unanimous.
- The Pacifica landowner, the project under construction and adjacent to the south, has concerns about the interface of the proposed project with their building, colour and materials, decreased setbacks, interface of the loading area on the proposed project with the main entryway for the Pacifica, and the relative heights of the proposed project.

DESIGN PROPOSAL AND REVIEW

- The proposed project is comprised of two buildings: one three/four storey building for a 146-bed Residential Care facility, and one five-six storey building for a 78 unit Assisted Living facility with related communal amenity spaces.

Building Exterior and Materials

- The materials for the exterior of the building are proposed to be rain screen stucco (green) with stone accents and stone wrapping the majority of the main floor. In addition, timber accents are proposed through the addition of trellis features at entry points and in patio areas. The roof material is proposed as fiberglass shingles.
- Both buildings are proposed with a substantial number of windows to allow natural light to enter the suites and units. In addition, a skylight runs along the main entry to further enhance the natural lighting of the building.

- The buildings have decorative cornice features to articulate the mass, combined with varying roof forms (flat and sloped) to break up the form.
- Planning will work with the applicant to further enhance the Assisted Living building's 'front-of-house' interface with the frontage road and King George Highway to ensure that the building addresses the street.

Interface Conditions

- The project interfaces with the townhouses to the north and west by pulling the proposed buildings further away from the north and west property lines, dropping the west (Residential Care) building by a storey at the northwest corner, in order to minimize the one-storey height differential and overlook. The project mimics the profile of a garden apartment at these interface points.
- The project interfaces with the Pacifica Senior's Development to the south. The Pacifica is a senior's oriented multiple until residential project with two buildings, one building intended for sale of strata units and one building intended for rental. The height on the Pacifica is three to four storeys in height and up-slope of the proposed project. The proposed project has a reduced setback adjacent to this property (3.5 metres) due to the similarity of building heights and the compatible use. The proposed project will also be lower than the Pacifica and the layered landscaping proposed for the south property line will ensure that the service road is screened and buffered.
- A portion of the service road has been proposed as permeable pavers to reduce the impact of pavement in the little used areas.

Trees and Landscaping

- The site has 60 mature trees. The dominant site feature is the numerous moderate to large size Douglas Firs that are scattered throughout the site. The condition of the Firs is generally rated to be good. Due to the relative open site conditions, the majority of the Firs have developed structural characteristics that make them suitable candidates for preservation where space can be assured to protect the critical root zone.
- Under Alternative A – Frontage Road and Increased Setbacks, 2 trees are proposed to be retained. However, efforts will be made to review the road cross-section and location to retain additional trees along the frontage.
- The following table is a summary of tree preservation under Alternative A:

Tree Species	No. of Trees	No. Retained	No. Removed
Paper Birch	3	0	3
Cedar	2	0	2
Douglas Fir	51	2	49
Alder	1	0	1
Cherry	2	0	2
Cottonwood	1	0	1
Totals	60	2	58

- The applicant is proposing a replacement planting of 109 trees with any shortfall requiring a cash-in-lieu contribution. The applicant will also have to provide cash for the Engineering Servicing Agreement to plant Heritage Oaks along King George Highway in front of the site in recognition of the road's status as a Heritage Corridor.
- The landscaping proposed is substantial and much of it is used to buffer the adjacent land uses and present a lush perimeter for the project and adjacent owners. Layering of conifers, large, fast growing deciduous trees and evergreen shrubs are proposed around the site perimeter.
- Additional tree and shrub planting are proposed within the site, to create a more sculptural effect with patios and garden areas.
- The Landscape Plan will be finalized once the frontage road issue has been resolved.
- The grades change throughout the site requiring the use of retaining walls to accommodate the slope of the site and the use of the building. Final grade details and walking paths through the site and pedestrian connections to the King George Highway sidewalks will be resolved as part of the final Development Permit drawings. These will be finalized once the frontage road design is complete.
- The perimeter fencing proposed for the front of the site is block and rail/picket, articulated to allow planting in the setback notches along King George Highway or the frontage road.
- The proposed signage for the project has been incorporated into the block and rail/picket fence at the north end of the project. The signage will consist of the name of the project only.

Advisory Design Panel

- The applicant presented their project at the June 21, 2007 Advisory Design Meeting.
- The applicant disputed the minutes of the Advisory Design Panel Meeting and they are attached as Appendix VI for reference with the applicant's comments.
- Staff have addressed the issues through internal review of the project and the following issues are yet to be complete:
 - Minor architectural adjustments for form and character;
 - Pedestrian connections within the site and connection to the sidewalks beyond the site;
 - Site grades; and
 - Lighting.
- Many of the issues above cannot be finalized until the frontage road issue is resolved, but they do not affect the main features of the proposed project.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheets and Survey Plan
Appendix II.	Building Perspective and Landscaping
Appendix III.	Engineering Comments
Appendix IV.	Engineering Frontage Road
Appendix V.	Summary of Tree Survey and Tree Preservation
Appendix VI.	ADP Comments
Appendix VII.	Applicant Rationale
Appendix VIII.	Roadway Alternatives A, B and C

INFORMATION AVAILABLE ON FILE

- Complete Set of Architectural and Landscape Plans prepared by Robert Isaac Renton and DMG Landscape Architects, respectively, dated December 7, 2007.

Jean Lamontagne
General Manager
Planning and Development

TW/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: Robert Isaac Rental, Isaac Renton Architects Inc.
 Address: #206 - 2780 Granville Street
 Vancouver, B.C.
 V5H 3J3
 Tel: 604-682-1344

2. Properties involved in the Application

(a) Civic Address: 2567 King George Highway

(b) Civic Address: 2567 King George Highway
 Owner: Manor Care (White Rock) Inc., Inc. No. 0768331
 PID: 003-985-954
 Lot 11 Section 23 Township 1 New Westminster District Plan 17534

3. Summary of Actions for City Clerk's Office

SUBDIVISION DATA SHEET

Proposed Zoning: CD

Requires Project Data	Proposed
GROSS SITE AREA	
Acres	2.1 ac
Hectares	0.84 ha
NUMBER OF LOTS	
Existing	1
Proposed	1
SIZE OF LOTS	
Range of lot widths (metres)	n/a
Range of lot areas (square metres)	
DENSITY	
Lots/Hectare & Lots/Acre (Gross)	n/a
Lots/Hectare & Lots/Acre (Net)	
SITE COVERAGE (in % of gross site area)	
Maximum Coverage of Principal & Accessory Building	43%
Estimated Road, Lane & Driveway Coverage	
Total Site Coverage	
PARKLAND	
Area (square metres)	
% of Gross Site	n/a
	Required
PARKLAND	
5% money in lieu	NO
TREE SURVEY/ASSESSMENT	
	YES
MODEL BUILDING SCHEME	
	NO
HERITAGE SITE Retention	
	NO
BOUNDARY HEALTH Approval	
	NO
DEV. VARIANCE PERMIT required	
Road Length/Standards	NO
Works and Services	NO
Building Retention	NO
Others	NO

DEVELOPMENT DATA SHEET

Proposed/Existing Zoning: CD

Required Development Data	Minimum Required / Maximum Allowed	Proposed
LOT AREA* (in square metres)		
Gross Total		8,486 m ²
Road Widening area		
Undevelopable area		
Net Total	n/a	8,486 m ²
LOT COVERAGE (in % of net lot area)		
Buildings & Structures	45%	43%
Paved & Hard Surfaced Areas		
Total Site Coverage		
SETBACKS (in metres)		
Front	7.5 m	10 - 14 m
Rear	7.5 m	12 - 7.5 m
Side #1 (North)	7.5 m	7.5 m - 9.5 m
Side #2 (South)	7.5 m	3.5 m
BUILDING HEIGHT (in metres/storeys)		
Principal	15 m	15m/18 m
Accessory	4 m	n/a
NUMBER OF RESIDENTIAL UNITS	n/a	
Bachelor (including 133 care beds)		137
One Bed		62
Two Bedroom		25
Three Bedroom +		n/a
Total		224
FLOOR AREA: Residential	n/a	7,075.4 m ²
FLOOR AREA: Commercial		
Retail		
Office		
Total	n/a	
FLOOR AREA: Industrial	n/a	
FLOOR AREA: Institutional	n/a	8,201.2 m ²
TOTAL BUILDING FLOOR AREA	n/a	15,276.6 m ²

** If the development site consists of more than one lot, lot dimensions pertain to the entire site.*

Development Data Sheet cont'd

Required Development Data	Minimum Required / Maximum Allowed	Proposed
DENSITY		
# of units/ha /# units/acre (gross)		251 upha/100 upa
# of units/ha /# units/acre (net)		
FAR (gross)		1.20
FAR (net)	n/a	
AMENITY SPACE (area in square metres)		
Indoor	234 sq.m.	327.3 sq.m.
Outdoor	234 sq.m.	787.9 sq.m.
PARKING (number of stalls)		
Commercial		
Industrial		
Residential Bachelor + 1 Bedroom		2.0
2-Bed		31
3-Bed		7.0
Residential Visitors		
Institutional		73
Total Number of Parking Spaces	208	113
Number of disabled stalls	n/a	n/a
Number of small cars	n/a	n/a
Tandem Parking Spaces: Number / % of Total Number of Units	n/a	n/a
Size of Tandem Parking Spaces width/length	n/a	n/a

Heritage Site	YES	Tree Survey/Assessment Provided	YES
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