

City of Surrey
PLANNING & DEVELOPMENT REPORT

File: 7907-0269-00

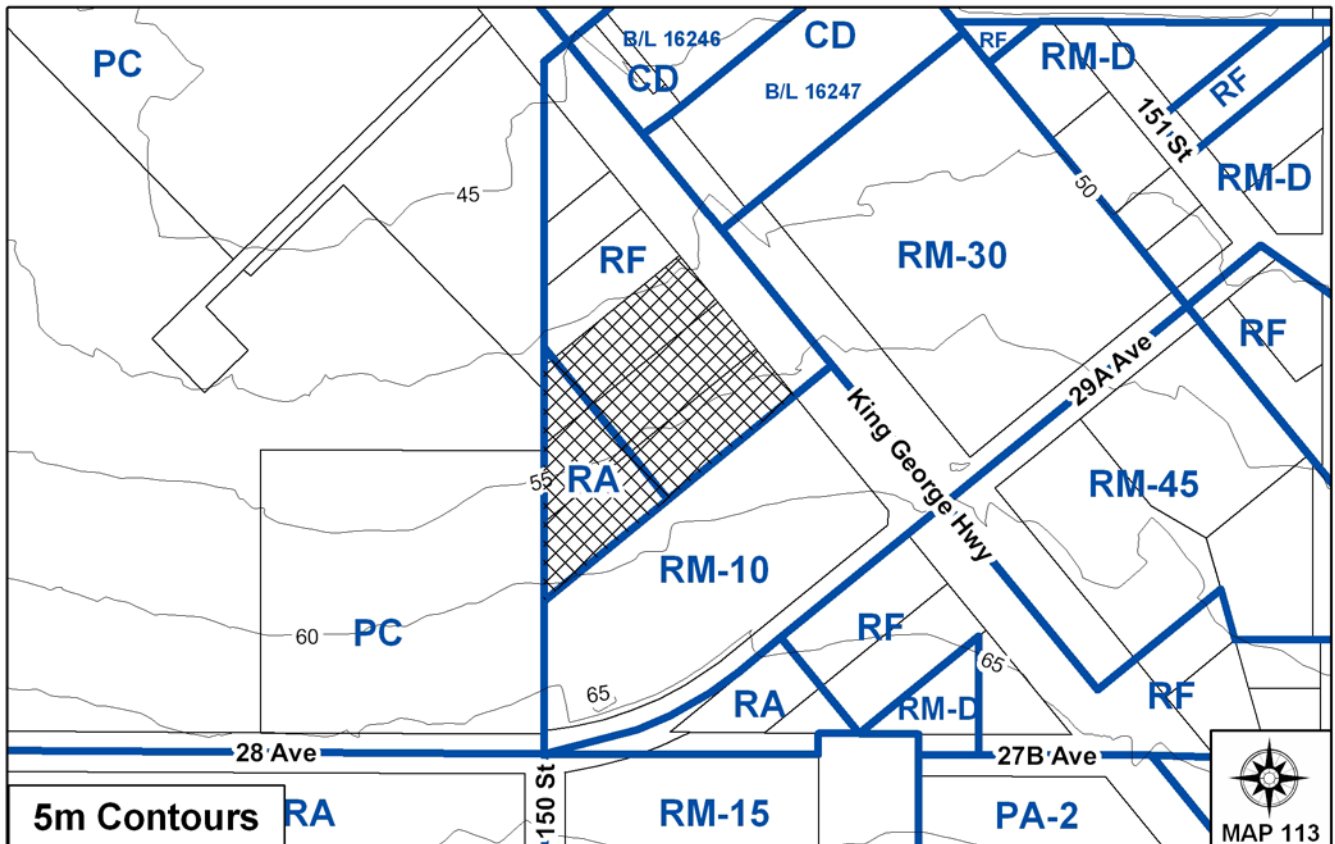
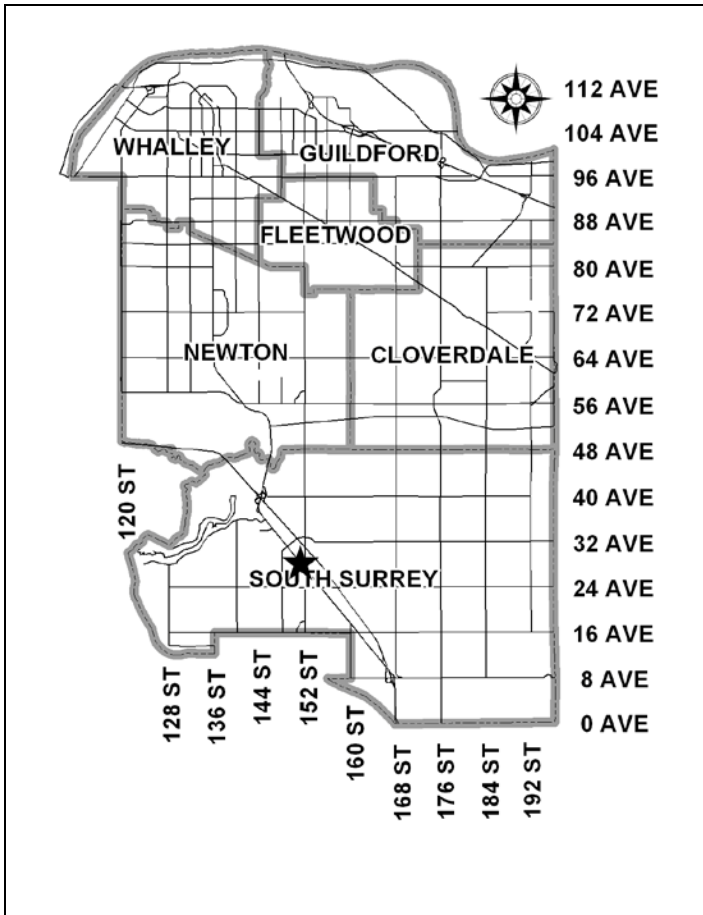
Planning Report Date: November 24, 2008

PROPOSAL:

- **Rezoning** from RF and RA to CD (based on RM-15)
- **Development Permit**

in order to permit the development of a 42-unit townhouse complex.

LOCATION: 2929, 2915 and 2901 King George Highway
OWNERS: New Cory Investments Inc.
ZONING: RF and RA
OCP DESIGNATION: Urban
LAP DESIGNATION: Townhouses (15 upa)



RECOMMENDATION SUMMARY

- Allow the Engineering Department to make a brief presentation to Council regarding access to the proposed development through an existing statutory right-of-way on the adjacent townhouse development to the south.
- By-law Introduction and set date for Public Hearing for Rezoning.
- Approval to draft Development Permit.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- None

RATIONALE OF RECOMMENDATION

- Complies with OCP Designation.
- Complies with the King George Highway Corridor Land Use/Development Concept Plan.
- Due to the planned raised median on King George Highway, access to the subject site from King George Highway is limited to right-in/right-out only. The access to King George Highway is also linked to an additional access to 28th Avenue, via an access easement through the site, and over an existing multi-purpose statutory right-of-way on the strata property to the south (The Gardens of Semiahmoo, located at 15099-28 Avenue). The Gardens of Semiahmoo Strata have expressed concern about this statutory right-of-way access, and prefer an emergency access only at this location.
- The proposed density and building form are appropriate for this part of the King George Highway Corridor Plan area, and consistent with the development context of the nearby area.
- The CD Zone sought is identical to the RM-15 Zone in all aspects except the floor area ratio of 0.74, which allows for a very efficient use of the site, provision of covered parking which is more aesthetically pleasing than uncovered parking.
- The enclosed parking frees 16% more land for landscaping and tree retention, in keeping with the City's sustainability principles.

RECOMMENDATION

The Planning & Development Department recommends that:

1. the Engineering Department be allowed to make a brief presentation to Council regarding access to the proposed development through an existing statutory right-of-way on the adjacent townhouse development to the south.
2. a By-law be introduced to rezone the subject site from "Single Family Residential Zone (RF)" (By-law No. 12000) and "One-Acre Residential Zone (RA)" (By-law No. 12000) to "Comprehensive Development Zone (CD)" (By-law No. 12000) and a date be set for Public Hearing.
3. Council approve the applicant's request to eliminate the required indoor amenity space.
4. Council authorize staff to draft Development Permit No. 7907-0269-00 in accordance with the attached drawings (Appendix II).
5. 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 finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
 - (c) submission of a landscaping plan and landscaping cost estimate to the specifications and satisfaction of the City Landscape Architect;
 - (d) the applicant address the concern that the development will place additional pressure on existing park facilities to the satisfaction of the General Manager, Parks, Recreation and Culture;
 - (e) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department; and
 - (f) the applicant adequately address the impact of no indoor amenity space.

REFERRALS

Engineering: The Engineering Department has no objection to the project subject to the completion of Engineering servicing requirements as outlined in Appendix III.

School District: **Projected number of students from this development:**

2 Elementary students at Semiahmoo Trail Elementary School
1 Secondary student at Semiahmoo Secondary School

(Appendix IV)

Parks, Recreation & Culture: The proposed development will have an impact on the Parks and Recreation facilities in the South Surrey area. The applicant is required to address this impact prior to final adoption of the rezoning by-law.

SITE CHARACTERISTICS

Existing Land Use: Single family homes, which will be removed.

Adjacent Area:

Direction	Existing Use	OCP/LAP Designation	Existing Zone
North-East (Across King George Highway):	Townhouses and mixed-use under construction.	Multiple Residential/ Garden Apartments	CD and RM-30 respectively
South and South-East:	Townhouses	Urban/Townhouses (15 upa)	RM-10
West and North-West:	Cemetery	Urban and Suburban/ Cemetery	PC

DEVELOPMENT CONSIDERATIONS

- The subject site is located on the west side of King George Highway, north of 28 Avenue. It is designated Urban in the OCP and Townhouses 15 upa max in the King George Highway Corridor Land Use/Development Concept Plan. A number of higher density townhouses and multiple family residential projects with density ranging from 15 upa to 45 upa have been constructed on the south side of the subject site, and across on the east side of King George Highway (Appendix VI).
- The proposal is to rezone the site from RA and RF to CD (based on the RM-15 Zone) and a development permit to allow the development of a 42-unit townhouse complex.
- The proposal is in keeping with this established context, the King George Highway Corridor plan and the OCP.

- A CD Zone is sought because the proposed development complies with all the RM-15 Zone regulations, except the floor area ratio, which cannot be varied by a Development Variance Permit.

Proposed CD By-law

- The proposed CD By-law (Appendix V) is similar to the RM-15 zone, with a maximum floor area ratio (FAR) of 0.74.
- The maximum FAR of 0.74 is proposed to accommodate 100% of residence parking being enclosed. Fully enclosed resident parking is more aesthetically pleasing.
- Despite the increased FAR, only approximately 29% of the site is covered by buildings and structures, leaving 16% more land as landscaping and tree retention areas.

Roadway Access & Engineering Requirement

- The main access to the site is via a right-in/right-out driveway to King George Highway. A right-in/right-out restrictive covenant will be registered against the title of the land, which acknowledges the proposed plan for a raised median on King George Highway. The access to King George Highway is also linked to an additional access to 28th Avenue over an existing multi-purpose statutory right-of-way on the property to the south (The Gardens at Semiahmoo located at 15099-28 Avenue) (Appendix VI).
- The intent of this circulation is to provide an ultimate access to King George for these properties at the intersection with 28th Avenue, which will be signalized and provide full-movement for vehicles.
- In various letters and a number of meetings with staff, the residents of 15099 - 28th Avenue, expressed strong opposition to the internal drive aisle connection from King George Highway to 28 Avenue, via the public right of way along the west property line of their complex. They prefer emergency access only.
- The table below is a summary of their suggestions/concerns and the responses given to them by the Engineering Department:

Issue Raised by the Strata	Response from the Engineering Department
<p>1. The City should have ensured that a proper road width was established on the statutory right-of-way (SRW) along with appropriate separation distance between the SRW and the end-units of the townhouse complex. Proper notice should also be given to the nearby homeowners regarding the SRW.</p>	<p>The 10m (33 ft) wide SRW and the 6.7m (22 ft.) pavement width are adequate. They are greater than the City’s lane standard used for access to single and multi-family sites. The proposed removal and reconstruction of the existing curb line in the SRW to match the proposed drive aisle width together with additional landscaping will improve the interface from the nearest townhouse unit to the edge of the pavement. The land title document and SRW plan, registered on title of the strata lot in 1995, are appropriate notification by the City.</p>

Issue Raised by the Strata	Response from the Engineering Department
2. The use of the existing SRW amounts to a defacto expropriation of their land. The City should expropriate more land from elsewhere for a proper road.	The existing SRW provides public passage, and is appropriate for the planned use.
3. Utilization of the existing lane as a regular access point will create a very unsafe intersection at 28 th Avenue and 150 th Street, due to inadequate sight lines.	The road grades and the sight distance available for the lane exceed the guidelines of the Transportation Association of Canada (TAC).
4. The use of the existing lane creates an unsafe condition for the people of the new development because traffic will be able to traverse through the development in order to shortcut the intersection of King George Highway. and 152 nd Street. It will promote increased traffic flowing south onto 150th, to connect with 152 nd Street.	Access easement through the subject site will be limited to traffics related to the Gardens at Semiahmoo and the subject development. The width and alignment will also discourage shortcutting traffic.
5. The right-in/right-out, only, access onto King George Highway., means that those wanting to go north will turn left (north) at the 28 th Avenue King George Highway intersection. This will increase traffic at an already dangerous intersection, with cars backing up on 28 th Avenue at peak times. The addition of traffic from 42 new units (ultimate 62) will substantially exacerbate this situation.	The subject development will only add approximately 14 vehicles to the left turn movement in the peak hour which will not significantly affect the level of service. The intersection is planned for signalization and upgrading of KGH in the 4 to 6-year horizon.

- Further to the responses given above, the Engineering Department has requested that the applicant remove and reconstruct the east curb line of the 6.7 metres (22 ft.) pavement within the SRW to match the proposed drive aisle width, since the closest end unit in the Strata Complex is approximately 1.5 metres (5 ft.) from the edge of the existing pavement. This arrangement, along with additional landscaping, will improve the separation between the closest end-unit and the edge of the driveway curb.
- To improve the sight line at the intersection of the lane and 28th Avenue, the Engineering Department requested that the applicant prune the lower 2 metres (6.6 ft.) of vegetation at the southwest corner of 15099-28 Avenue, to provide additional site visibility.
- The applicant is prepared to implement the requirements of the Engineering Department. The applicant has also indicated that he has no objection to the suggestion of the Garden at Semiahmoo to keep the access to 28 Avenue an emergency access only.

PRE-NOTIFICATION

Pre-notification letters were sent on April 24, 1998, and staff received seven letters, from the residents of the townhouse complex to the south of the site (The Semiahmoo Gardens Complex; 15099-28 Avenue). Staff also met with some of the residents.

- In their letters and the meetings, the residents all expressed their general support for the proposal. All of them, however, expressed strong opposition to the drive aisle connection from King George Highway through the subject site and their complex (15099-28 Avenue) to 28 Avenue, via a multi-purpose statutory right-of-way for public right passage with or without vehicles. They believe that increased increase traffic through their complex will impact them in terms of noise and an unsafe intersection of 150 Street and 28 Avenue. They prefer an emergency connection only at that location. Details of their concerns have been discussed in the above section of this report.

DESIGN PROPOSAL AND REVIEW

- The subject sites will be consolidated into approximately 2.8-Acre development site, which slopes gently to the north. Significant large stands of coniferous trees define the site.
- The main access to the site from King George Highway is via a right-in, right-out only driveway. Connection to the remaining properties to the north is provided via an easement on the drive isle parallel to King George Highway. A secondary connection, adjacent to the west property line, through a right-of-way on the property to the south, leads to 28 Avenue.
- The two access points are connected by a drive aisle, which provides access to the individual units.
- The three undeveloped properties to the north are also designated Townhouses 15 upa max in the King George Highway Corridor land use plan, and are expected to develop in a similar manner as the subject site, following a layout similar to that attached as Appendix VI.
- The site is bordered on the south by an existing strata development of two storey townhouse units. A large open space exists along that common property line. For interface purposes all buildings, except one along the common property line are duplexes. The building siting also utilizes the slope, such that only two of the three storeys interface with the neighbouring site.
- Building finishes include concrete tile roofs, painted Hardi-panel siding, and face brick. These finishes are chosen to provide a superior quality to the project.
- Building massing is simple, yet interesting, with some porches, recessed deck areas, projecting window boxes, for additional architectural interest. The units have been designed for a fairly broad market from the empty nester to the small family with teenaged children. Exterior colours will be in the traditional heritage range, complementing the traditional architecture of the buildings. Two colour schemes are provided for variation.
- Buildings comprise duplex, triplex and four-plex forms, arranged in a simple street grid, and located to preserve as many trees as possible.

- The site is designed so as to protect most of the existing trees on the property, and incorporating one grouping into the required outdoor amenity space.
- C. Kavolinas and Associates prepared the landscape plan, which retains the mature stands of trees and complements them with compatible, additional material. The rear yards (south setback) are landscaped in a fashion that will provide identifiable outdoor space for each unit and visual separation from the neighbouring project.
- This application was not referred to the ADP, and was reviewed by staff and found satisfactory.

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.	Site Plan, Building Elevations Landscape Plans and Perspective
Appendix III.	Engineering Summary
Appendix IV.	School District Comments
Appendix V.	Proposed CD By-law
Appendix VI.	Development Context of the Nearby Area & Road Access
Appendix VII.	Letter to the Semiahmoo Gardens Residents

INFORMATION AVAILABLE ON FILE

- Complete Set of Architectural and Landscape Plans prepared by Focus Architecture Inc. and Clark Kavolinas & Associates Inc., respectively, dated January 22, 2008.

Jean Lamontagne
General Manager
Planning and Development

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Information for City Clerk

Legal Description and Owners of all lots that form part of the application:

1. (a) Agent: Name: Carson Nofle
 Address: #109 - 1528 McCallum Road
 Abbotsford, BC
 V2S 8A3
 Tel: 1-604-853-5222

2. Properties involved in the Application

- (a) Civic Addresses: 2929, 2915 and 2901 King George Highway
- (b) Civic Address: 2929 King George Highway
 Owner: New Cory Investments Inc., 600784
 PID: 011-355-841
 Lot 3 Section 22 Township 1 New Westminster District Plan 8887
- (c) Civic Address: 2915 King George Highway
 Owner: Cory Kulbir Singh Saran
 PID: 003-320-081
 Lot 4 Section 22 Township 1 New Westminster District Plan 8887
- (d) Civic Address: 2901 King George Highway
 Owner: New Cory Investments Inc., Inc. No. BC600784
 PID: 008-186-570
 Lot 5 Section 22 Township 1 New Westminster District Plan 8887

3. Summary of Actions for City Clerk's Office

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

DEVELOPMENT DATA SHEET

Proposed Zoning: CD

Required Development Data	Minimum Required / Maximum Allowed	Proposed
LOT AREA* (in square metres)		
Gross Total		
Road Widening area		
Undevelopable area		
Net Total		11,455.95 m ²
LOT COVERAGE (in % of net lot area)		
Buildings & Structures	45%	29.35%
Paved & Hard Surfaced Areas		
Total Site Coverage		
SETBACKS (in metres)		
Front	7.5 m	7.5 m
Rear	7.5 m	7.5 m
Side #1 (SE)	7.5 m	7.5 m
Side #2 (NW)	7.5 m	7.5 m
BUILDING HEIGHT (in metres/storeys)		
Principal	11 m	9.75 m
Accessory	11 m indoor amenity 4.5 others	n/a
NUMBER OF RESIDENTIAL UNITS		
Bachelor		
One Bed		
Two Bedroom		
Three Bedroom +		
Total	43	42
FLOOR AREA: Residential	8,477.4 m ²	8,440.24 m ²
FLOOR AREA: Commercial		
Retail		
Office		
Total		
FLOOR AREA: Industrial		
FLOOR AREA: Institutional		
TOTAL BUILDING FLOOR AREA	8,477.4 m ²	8,440.24 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)		
# of units/ha /# units/acre (net)		
FAR (gross)		
FAR (net)	0.74	0.74
AMENITY SPACE (area in square metres)		
Indoor	126 m ²	0
Outdoor	126 m ²	404 m ²
PARKING (number of stalls)		
Commercial		
Industrial		
Residential Bachelor + 1 Bedroom		
2-Bed		
3-Bed	84	84
Residential Visitors	9	15
Institutional		
Total Number of Parking Spaces	93	99
Number of disabled stalls	2	2
Number of small cars		
Tandem Parking Spaces: Number / % of Total Number of Units		
Size of Tandem Parking Spaces width/length		

Heritage Site	NO	Tree Survey/Assessment Provided	YES
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