

City of Surrey
PLANNING & DEVELOPMENT REPORT

File: 7907-0372-00

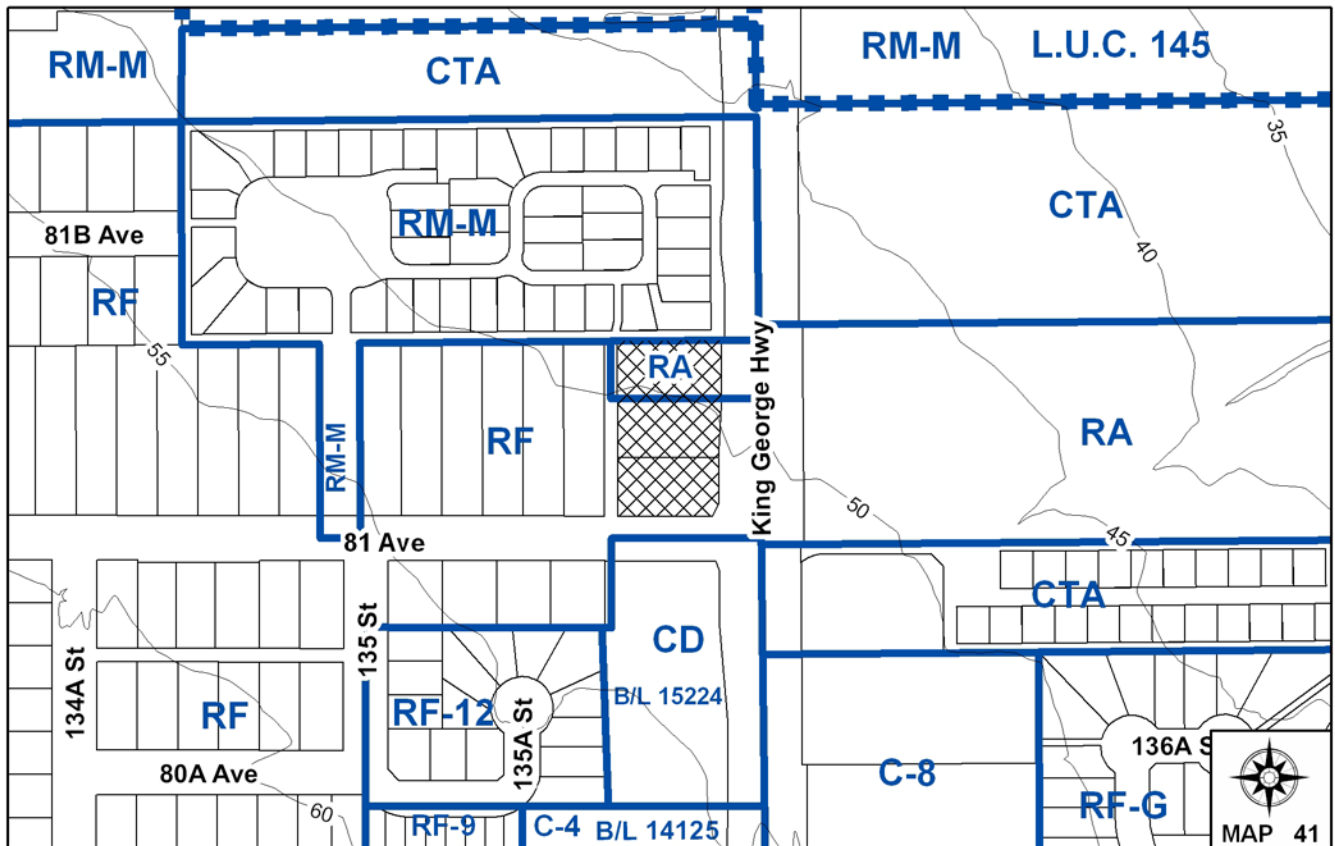
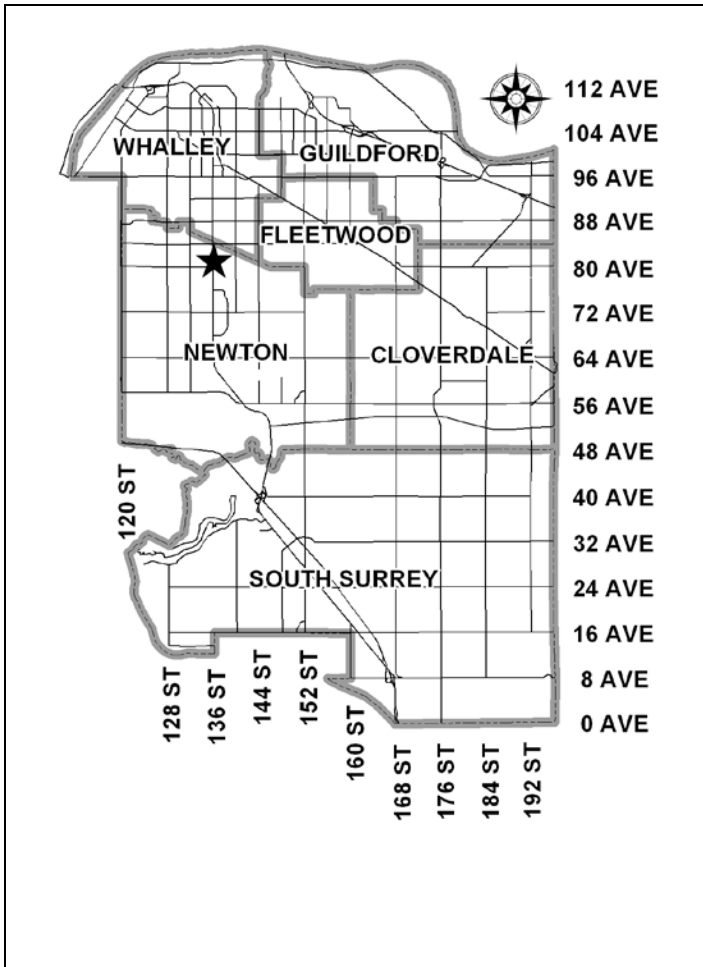
Planning Report Date: September 8, 2008

PROPOSAL:

- **OCP Amendment** from Urban to Multiple Residential
- **Rezoning** from RA and RF to CD (based on RM-45)
- **Development Permit**

in order to permit the mixed-use development containing 1,026 m² (11,040 sq.ft.) of commercial space and 28 apartment units.

LOCATION: 8109, 8123 and 8135 King George Highway
OWNER: 0766910 B.C. Ltd., Inc. No. 0766910
ZONING: RF and RA
OCP DESIGNATION: Urban
LAP DESIGNATION: Urban Residential



RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for:
 - OCP Amendment; and
 - Rezoning.
- Approval to draft Development Permit.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- The site is designated "Urban" in the Official Community Plan (OCP). The site needs redesignation from "Urban" to "Multiple Residential".
- The site is designated "Urban Residential" in the Newton Local Area Plan and needs to be redesignated to "Multiple Residential (Medium Rise)".

RATIONALE OF RECOMMENDATION

- The proposed development conforms to the goal of achieving higher density development along major transit corridors, such as King George Highway, and is similar to the form and character of development to the south.
- The mixed-use nature of the proposal promotes pedestrian activity, as well as ensure resident activities on the site 24 hours a day.
- The proposed building is attractively designed with high quality materials and channel letter signage. In addition, the applicant is proposing underground parking which increases the visual quality of the site.
- The proposal will help improve the neighbourhood and create new residential and commercial vitality.
- The proposal is consistent with the future development of properties to the east.

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to amend the OCP by redesignating the subject site from Urban to Multiple Residential and a date for Public Hearing be set.
2. Council determine the opportunities for consultation with persons, organizations and authorities that are considered to be affected by the proposed amendment to the Official Community Plan, as described in the Report, to be appropriate to meet the requirement of Section 879 of the Local Government Act.
3. 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.
4. Council authorize staff to draft Development Permit No. 7907-0372-00 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 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) 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; and
 - (f) the applicant address the shortfall in tree replacement.
6. Council pass a resolution to amend Newton Local Area Plan to redesignate the land from "Urban Residential" to "Multiple Residential (Medium Rise)" when the project is considered for final adoption.

REFERRALS

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

School District: **Projected number of students from this development:**
 3 Elementary students at Newton Elementary School
 1 Secondary student at Princess Margaret Secondary School
 (Appendix IV)

Parks, Recreation & Culture: Parks, Recreation & Culture support the proposal but have some concerns about the pressure this development will place on existing Parks, Recreation & Culture facilities in the area. The applicant has been requested to resolve this issue prior to final.

Fire Department: The Fire Department supports the proposal but has indicated that the road surface over the underground parking must be able to support 34,000 kilograms (75,000 lbs.).

SITE CHARACTERISTICS

Existing Land Use: Vacant.

Adjacent Area:

Direction	Existing Use	OCP/LAP Designation	Existing Zone
North:	Mobile home park.	Urban/Urban Residential	RM-M
East (Across King George Highway):	Vacant.	Urban/Suburban Residential (1/2 Acre)	RA
South (Across 81 Avenue):	Mixed-use	Urban/Residential-Commercial Mixed Use	CD (By-law No. 15224)
West (Across a Lane):	Single family residential.	Urban/Urban Residential	RF

JUSTIFICATION FOR PLAN AMENDMENT

- The applicant is proposing an OCP Amendment from "Urban" to "Multiple Residential" and an amendment to the Newton Local Area Plan (LAP) from "Urban Residential" to "Multiple Residential (Medium Rise)" to allow for the development of a 3-storey mixed-use commercial/residential building containing 1,026 sq.m. (11,040 sq.ft.) of commercial retail space and 28 apartment units.

- The OCP Amendment is required to accommodate the proposed floor area ratio (FAR) of 0.65 for the residential portion of the development. The "Urban" designation in the OCP permits a maximum FAR of 0.60 for residential uses in "Urban" designated lands where a Neighbourhood Concept Plan has not been adopted. The proposal includes a 0.30 FAR of commercial space. This component is allowed under the OCP, which permits a maximum of 1.0 FAR for non-residential uses in "Urban" designated lands.
- The proposed mixed-use commercial/residential building conforms to the goal of achieving higher residential development along major transit corridors, such as King George Highway, and also supports the promotion of sustainability by mixing commercial and residential uses.
- The proposed development is able to achieve a higher density by providing some underground parking, which is expensive to construct, but provides substantial benefits in terms of site design and aesthetics.
- This amendment has been considered in the context of surrounding sites (a similar mixed-use project and hotel to the south) and can be supported. It is anticipated that the large RF-zoned parcels to the west will be developed into multiple residential at a future date. The subject proposal will provide an appropriate transition from King George Highway.

DEVELOPMENT CONSIDERATIONS

- The subject site consists of three parcels located at 8109, 8123 and 8135 King George Highway and is 0.364 hectare (0.900 acre) in area. Two of the parcels are zoned "Single Family Residential Zone" (RF) and one parcel is zoned "One-Acre Residential Zone" (RA).
- The subject site is bordered to the north by a bareland strata manufactured home park. To the east, across King George Highway, there is a large vacant RA-zoned lot. To the west, across a lane, are large single family residential lots, and to the south, across 81 Avenue there is a 3-storey mixed use development.
- In addition to the OCP Amendment discussed above, the applicant is proposing a rezoning from RF and RA to "Comprehensive Development Zone" (CD) (based on RM-45) and a Development Permit to allow for the development of a 3-storey, 3,404 sq.m. (36,650 sq.ft.) mixed-use commercial/residential building, including 1,026 sq.m. (11,040 sq.ft.) of commercial retail unit (CRU) space and 28 apartment units. The proposed commercial floor area will create 10 CRUs. The proposed residential floor area is 2,323 sq.m. (25,000 sq.ft.), comprised of 22 one-bedroom units and 6 two-bedroom units. The proposed total FAR is 0.95.

Proposed CD Zone

- The applicant is proposing a CD Zone that is based on the "Multiple Residential 45 Zone" (RM-45) with respect to the residential component and the "Neighbourhood Commercial Zone" (C-5) with respect to the commercial component.

- The following is a table outlining the differences between the RM-45 Zone, the C-5 Zone and the proposed CD Zone:

	RM-45 Zone	C-5 Zone	Proposed CD Zone
Permitted Uses	Multiple unit residential building.	Neighbourhood scale shopping, including retail stores, some personal service uses, eating establishments, neighbourhood pub, office uses, general service uses, community services, child care centres. Each individual business has a floor area cap of 370 sq.m. (4,000 sq.ft.).	Multiple unit residential building, and the same uses as the C-5 Zone except eating establishments larger than 150 sq.m. (1,650 sq.ft.) and neighbourhood pubs are not permitted.
Density	FAR is limited to a maximum of 1.30. Sliding scale FAR for this site would permit 0.92. Unit density is limited to a maximum of 111 u.p.h. (45 u.p.a.). Sliding scale unit density for this site would permit 79 u.p.h. (32 u.p.a.).	FAR is limited to a maximum of 0.50.	Residential FAR is limited to 0.65. Unit density is limited to 78 u.p.h. (31.6 u.p.a.). Commercial FAR is limited to a maximum of 0.30. Proposed total building FAR is limited to 0.95.
Site Coverage	Coverage is limited to a maximum of 45%.	Coverage is limited to a maximum of 50%.	Coverage is limited to a maximum of 40%.
Minimum Setbacks	All lot lines – 7.5m (25 ft.).	All lot lines – 7.5m. (25 ft.).	All lot lines – 7.5m. (25 ft.).
Maximum Height for Principal Building	15m (49 ft.).	9m (30 ft.).	13m (43 ft.).
Accessory Building Height	4.5m (15 ft.).	4m (13 ft.).	4m (13 ft.).
Underground Parking	50% of parking spaces shall be provided underground, or within the building envelope.	No underground parking provisions.	100% of residential parking spaces shall be provided underground.

- The proposed CD Zone provides for a similar density to the RM-45 Zone. The permitted maximum FAR for this lot under the RM-45 Zone would be 0.92. The applicant is proposing a total FAR of 0.95 (the residential component of the FAR is 0.65). The C-5 Zone allows a maximum FAR of 0.50 and the proposed CD Zone allows a maximum commercial FAR of 0.30.
- The proposed maximum unit density for this site under the RM-45 Zone would be 79 u.p.h. (32 u.p.a.). The CD Zone is proposing a maximum unit density of 78 u.p.h. (31.6 u.p.a.).

- The proposed CD Zone stipulates that all of the required residential parking shall be provided as underground parking, whereas the RM-45 Zone requires that 50% of parking spaces be provided underground, or within the building envelope. The C-5 Zone has no regulations regarding the provision of underground parking.
- The CD Zone is proposing the same 7.5 metre (25 feet) setbacks from all property lines and less site coverage than both the RM-45 Zone and C-5 Zone.
- The CD Zone is proposing a lower building height (13 metres/43 feet) than the RM-45 Zone (15 metres/49 feet) and a higher building height than the C-5 Zone (9 metres/30 feet), which allows for the residential units above the ground-floor commercial units.
- The proposed CD Zone allows the neighbourhood-scale commercial uses permitted in the C-5 Zone, with the exception of eating establishments larger than 150 sq.m. (1,650 sq.ft.) and neighbourhood pubs. These uses are not permitted because the site does not have the parking required to support such uses.

PRE-NOTIFICATION

Pre-notification letters were sent on January 7, 2008 and staff received phone calls from 5 area residents and 2 letters from area residents:

- Three (3) of the callers were curious about the nature of the project and had no concerns about the proposal.
- Two (2) letters and one (1) phone call were from the property that lies to the west of the existing lane that is west of the subject site. Concerns mentioned include concerns about potential congestion in the lane (blocking access to the neighbouring site), increased security concerns, noise, and increased activity in the area.

(The lane is a public roadway. The apartment units that face the lane will provide casual surveillance of this lane area. The applicant is proposing the required 7.5 metre (25 feet) setback from the rear (west) property line. This area will be landscaped. The commercial units are oriented to King George Highway and the majority of commercial parking is located along King George Highway. The residential units are apartment style (internally accessed) and residential parking is underground.)

- One (1) caller expressed concerns about increasing the number of units in the area and the potential for illegal suites.

(The proposed number of units is in keeping with the recently built mixed-use building to the south of 81 Avenue from the subject site. King George Highway is a major transit corridor and increasing density along the transit corridor is a supportable goal. Secondary suites are unlikely in apartment development.)

PUBLIC CONSULTATION PROCESS FOR OCP AMENDMENT

Pursuant to Section 879 of the Local Government Act, it was determined that it was not necessary to consult with any persons, organizations or authorities with respect to the proposed OCP amendment, other than those contacted as part of the pre-notification process.

DESIGN PROPOSAL AND REVIEW

Access and Parking

- The primary commercial access to the site is proposed to be from King George Highway, on the northerly portion of the site. This access will be right-in/right-out only. A secondary commercial access is proposed from the existing lane off of 81 Avenue at the southwest corner of the property.
- The applicant inquired about closing the lane that is adjacent to the west side of the subject site, but this was not pursued further because the lane is anticipated to be needed to facilitate future development on the west side of King George Highway. In addition, the neighbouring resident to the west currently uses the lane to access the rear portion of his property.
- The lane will provide residential vehicle access to the proposed underground parking area via the parking ramp that is located at the northern portion of the subject site. All required residential parking is provided underground.
- A total of 75 parking spaces are required; 44 parking spaces are required for the residential component and 31 spaces are required for the commercial component (based on 3 spaces per 100 sq.m./1,075 sq.ft.). The development proposes a total of 85 parking spaces; 49 spaces for the residential component and 36 spaces for the commercial component. The development proposal meets the City's requirements for parking.
- Nineteen (19) parking spaces, for the commercial component, are proposed at grade in front of the CRUs. Sixty-six (66) underground parking spaces are proposed; 49 spaces for the residential use and 17 for the commercial component.

Building Design and Architecture

- The proposed building will accommodate ground floor commercial uses oriented towards King George Highway with residential apartment units on the second and third floors. A lobby for the residential units is proposed on the ground floor at the southern elevation and two indoor amenity areas are also proposed at the ground floor at the rear (west) of the building.
- The proposed building provides a contemporary look with high quality finishing materials. Cultured stone, fir siding, hardi-panel and corrugated metal siding are proposed as the primary finishing materials. Some exposed concrete block is proposed on the north and south elevation and some stucco is proposed on the rear (west) elevation. The dominant exterior colours will be grey stone veneer, natural wood (brown) and light grey corrugated metal siding.

- The proposed roof line is enhanced by various parapet extensions and angles. Entry canopies are provided above the main entrances of the commercial units to provide weather protection and add building character. Extensive storefront glazing is proposed for the commercial units.

Signage

- One 4.6 metre (15 feet) high free-standing sign is proposed along King George Highway. The L-shaped sign is finished with a cultured stone base to match the building and with galvanized metal cladding. Sign text will be individual internally lit channel letters.
- Canopy signs are proposed at the front of the commercial units (King George Highway elevation) and one commercial canopy sign is proposed for the corner commercial unit (facing 81 Avenue). A canopy sign indicating the residential residence name is proposed for the south elevation (81 Avenue) above the lobby entrance. These signs will be individual internally lit channel letters mounted on a metal C-channel sign band.
- The proposed signage complies with the Sign By-law.

Amenity Space

- The applicant is required to provide 84 sq.m. (904 sq.ft.) of indoor amenity space (3 sq.m./32 sq.ft. per unit). The applicant is proposing to provide 106 sq.m. (1,140 sq.ft.) in two separate rooms on the ground floor. The indoor amenity areas are accessible by the elevator and/or stairwell and will have access to the landscaped area in the rear (west) setback area.
- A 84 sq.m. outdoor amenity area is proposed at the southwest corner of the building, near the lobby and the larger indoor amenity room. The outdoor amenity area will be directly accessible from the indoor amenity space. The outdoor amenity area is proposed to contain an exercise bike, chess table and a card table.

Trees and Landscaping

- There are a total of 20 trees on the subject site and all 20 trees are proposed for removal. Eighteen (18) of the trees are in poor to moderate condition and the remaining 2 trees are in conflict with the proposed underground parking area. The applicant is proposing to plant 35 trees on the site; 37 replacement trees are required. A contribution of \$600 to the City's Green Fund is proposed as cash-in-lieu for the shortfall in replacement trees.

Tree Species	Total No. of Protected Trees	Poor to Moderate Condition	Good Condition
Alder	5	5	0
Cherry	2	2	0
Cottonwood	3	3	0
Black Locust	1	1	0
Douglas Fir	3	3	0
Elm	2	0	2
W. Hemlock	1	1	0
Poplar	2	2	0
W. Red Cedar	1	1	0
Total	20	18	2

- A landscaping strip, with a minimum width of 1.5 metre (5 feet), is proposed for the front (King George Highway) south (81 Avenue) and north side of the subject site. The landscape strip is intended to screen the parking area and will be planted with shrubs, ground cover and 35 trees. A large planted area is proposed to cover part of the underground parking ramp.
- The rear (west) setback area will be landscaped with lawn, benches, ground cover, shrubs and trees and is intended to provide a green space for the residents. This space will be accessible from the indoor amenity areas.
- The garbage bins for the commercial and residential components of the building are proposed to be placed in the underground parking area.

ADVISORY DESIGN PANEL

ADP Meeting Date: June 19, 2008.

ADP comments and suggestions have been satisfactorily addressed with the one exception. The applicant was asked to resolve storm water issues by removing curbs where not necessary (to promote infiltration). The applicant has advised that they will undertake a soils analysis by a geotechnical engineer to determine if the soil conditions can accommodate this. (Appendix V).

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.	Summary of Tree Survey and Tree Preservation
Appendix VI.	ADP Comments and Applicant's Response
Appendix VII.	OCP Redesignation Map
Appendix VIII.	Proposed CD By-law

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: Mark Ankenman, Ankenman Associates Architects Inc.
 Address: Suite 200, 12321 Beecher Street
 Surrey, B.C. V4A 3A7
 Tel: 604-536-1600

2. Properties involved in the Application

- (a) Civic Addresses: 8109, 8123 and 8135 King George Highway

- (b) Civic Address: 8109 King George Highway
 Owner: 0766910 B.C. Ltd., Inc. No. 0766910
 Director Information:
 Bhupinder S. Chahal
 Manpreet K. Rawan

Officer Information: (as at August 24, 2007)
 Manpreet Khela (Secretary)

PID: 000-649-937

Lot 3 Except: Part Within Heavy Outline on Highway Statutory Right of Way
 Plan 62493 Section 29 Township 2 New Westminster District Plan 13851

- (c) Civic Address: 8123 King George Highway
 Owner: 0766910 B.C. Ltd., Inc. No. 0766910
 Director Information:
 Bhupinder S. Chahal
 Manpreet K. Rawan

Officer Information: (as at August 24, 2007)
 Manpreet Khela (Secretary)

PID: 005-206-944

Lot 2 Except: Part Within Heavy Outline on Highway Statutory Right of Way
 Plan 62493 Section 29 Township 2 New Westminster District Plan 13851

(d) Civic Address: 8135 King George Highway
Owner: 0766910 B.C. Ltd., Inc. No. 0766910

Director Information:

Bhupinder S. Chahal
Manpreet K. Rawan

Officer Information: (as at August 24, 2007)

Manpreet Khela (Secretary)

PID: 009-890-572

Lot 1 Except: Part Within Heavy Outline on Highway Statutory Right of Way
Plan 62493; Section 29 Township 2 New Westminster District Plan 13851

3. Summary of Actions for City Clerk's Office

- (a) Introduce a By-law to amend the Official Community Plan to redesignate the property.
- (b) 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		3,642 sq.m.
Road Widening area		60 sq.m.
Undevelopable area		
Net Total		3,582 sq.m.
LOT COVERAGE (in % of net lot area)		
Buildings & Structures		38%
Paved & Hard Surfaced Areas		
Total Site Coverage		
SETBACKS (in metres)		
Front		7.5 m
Rear		7.5 m
Side #1 (East)		7.5 m
Side #2 (West)		7.5 m
BUILDING HEIGHT (in metres/storeys)		
Principal		13 m
Accessory		
NUMBER OF RESIDENTIAL UNITS		
Bachelor		
One Bed		22
Two Bedroom		6
Three Bedroom +		
Total		28
FLOOR AREA: Residential		2,323 sq.m.
FLOOR AREA: Commercial		1,026 sq.m.
Retail		
Office		
Total		
FLOOR AREA: Industrial		
FLOOR AREA: Institutional		
TOTAL BUILDING FLOOR AREA		3,404 sq.m.

** 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)		78 uph/31.6 upa
# of units/ha /# units/acre (net)		
FAR (gross)		
FAR (net)		0.95
AMENITY SPACE (area in square metres)		
Indoor	84 sq.m.	106 sq.m.
Outdoor	84 sq.m.	84 sq.m.
PARKING (number of stalls)		
Commercial	31	36
Industrial		
Residential Bachelor + 1 Bedroom	29	
2-Bed	9	
3-Bed		
Residential Visitors	6	
Total Residential	44	49
Institutional		
Total Number of Parking Spaces	75	85
Number of disabled stalls		1
Number of small cars		4
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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