

City of Surrey
ADDITIONAL PLANNING COMMENTS

File: 7908-0052-00

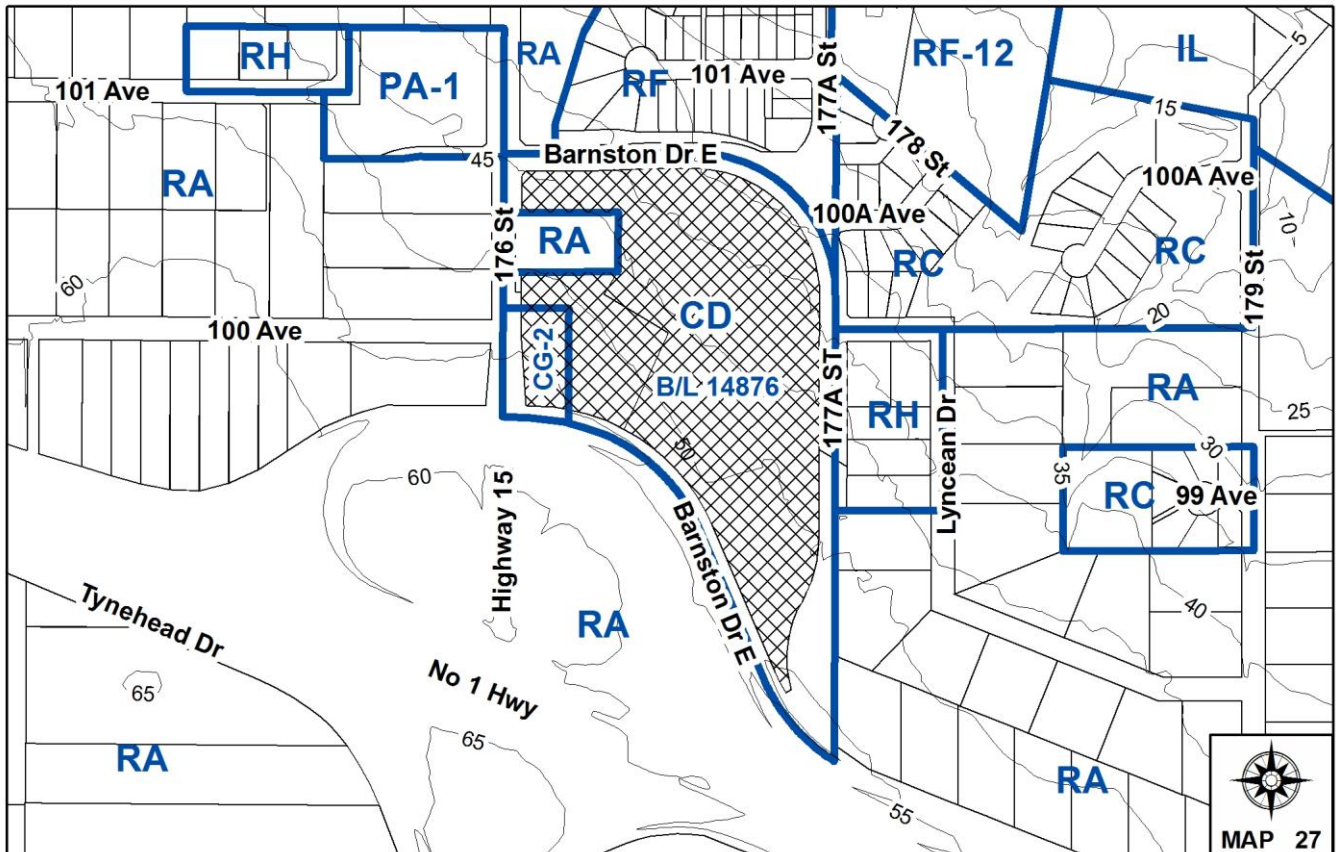
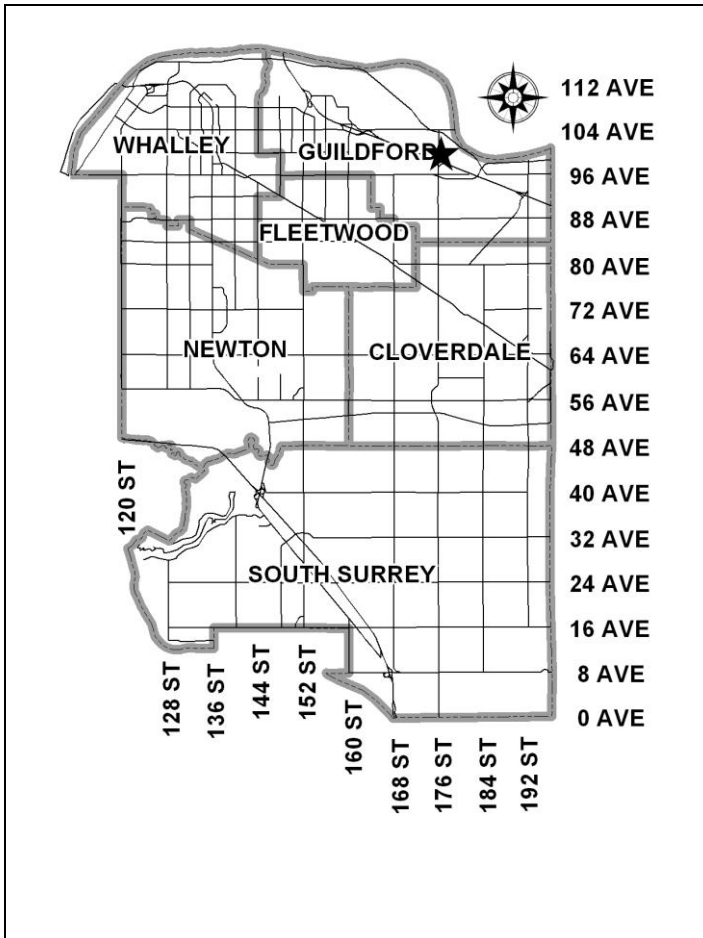
Planning Report Date: October 5, 2009

PROPOSAL:

- **OCP Amendment** on portions from Suburban and Commercial to Multiple Residential
- **Rezoning** from CG-2 and CD (By-law No. 14876) to CD (based on CG-2, C-8 and RM-70)
- **Development Permit**

in order to permit a mixed-use commercial and multi-family residential development with approximately 841 dwelling units.

LOCATION: 9998 and 10020 - 176 Street and Portion of 17626 Barnston Drive
OWNER: 0794043 BC Ltd.
ZONING: CD (By-law No. 14876) and CG-2
OCP DESIGNATION: Suburban and Commercial



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

- Requires an OCP Amendment for a portion of the site from Suburban and Commercial to Multiple Residential.

RATIONALE OF RECOMMENDATION

- The initial Planning Report was presented to Council on December 15, 2008 for the proposed development, which consisted of a 9,290 sq.m. (100,000 sq.ft.) retail and office component and approximately 631 dwelling units (601 units in eleven 4-storey apartment building and 30 townhouse units). Council subsequently directed staff to prepare the appropriate by-laws and conditions of approval.
- The proposed development creates a mixed-use neighbourhood centre that can support both the existing and planned employment centres in North and South Port Kells.

RECOMMENDATION

To implement Council's previous decision granting approval to proceed to this project, the Planning & Development Department recommends that:

1. a By-law be introduced to amend the OCP by redesignating portions of the subject site from Suburban and Commercial 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 "Comprehensive Development Zone (CD)" (By-law No. 14876) and "Combined Service Gasoline Station Zone (CG-2)" (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. 7908-0052-00 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) approval from the Ministry of Transportation and Infrastructure;
 - (d) submission of a landscaping plan to the satisfaction of the City Landscape Architect;
 - (e) resolution of all urban design issues to the satisfaction of the Planning and Development Department;
 - (f) the applicant address the concern that this development will place additional pressure on existing park facilities to the satisfaction of the General Managers, Parks, Recreation and Culture and Planning and Development;
 - (g) completion of the land acquisition by the Gateway Program for the Barnston Drive East and the Highway No. 1 off-ramp;
 - (h) registration of reciprocal access easements over the five proposed lots;
 - (i) provision of community benefit to satisfy the OCP amendment policy for Type 2 OCP Amendment applications; and

- (j) registration of joint agreements between the properties for access to the indoor and outdoor common amenity space.
6. Council pass a resolution to amend the Fraser Heights Local Area Plan to redesignate the site from "Commercial" and "Suburban" to "Multiple Residential" 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:**
 42 Elementary students at Bothwell Elementary School
 25 Secondary students at Fraser Heights Secondary School
 (Appendix IV)

Parks, Recreation & Culture: Parks, Recreation & Culture has some concerns about the impact on the existing facilities in the area.

Ministry of Transportation & Infrastructure (MOTI): MOTI has reviewed the proposed plan of subdivision and has provided their comments which have been shown on the attached site plan. The applicant has commissioned a Traffic Impact Study, with a joint Terms of Reference provided by the Gateway Program, MOTI and Surrey's Transportation Division. The recommendations in the final report will be incorporated into the site plan, if required.

Gateway Program: The access points and road requirements have been reviewed by the Gateway Program and their contractor and with the information provided by the Highway No. 1 proponent, the site plan addresses the additional acquisition required for the road network.

SITE CHARACTERISTICS

Existing Land Use: Vacant

Adjacent Area:

Direction	Existing Use	OCP Designation	Existing Zone
North (Across Barnston Drive East):	Recently developed single family lots (Application No. 7905-0086-00).	Urban	RF

Direction	Existing Use	OCP Designation	Existing Zone
East (Across 177A Street):	Suburban single family lots.	Suburban	RC, RH and RA
South (Across Highway No. 1):	Anniedale Traditional School	Suburban	RA
West (Across 176 Street):	Suburban single family lots.	Suburban	RA

DEVELOPMENT CONSIDERATIONS

Background

- On December 15, 2008, Council considered an initial Planning Report from the Planning & Development Department for an OCP amendment for portions and rezoning of properties located at 9988 and 10020 – 176 Street and 17626 Barnston Drive to allow for the development of mixed use commercial and multiple residential development.
- At that time, the applicant was proposing approximately 9,290 sq.m. (100,000 sq.ft.) of retail and office space and approximately 631 dwelling units (601 in eleven 4-storey apartment buildings and 30 townhouse units). The proposed residential density was 122 units per hectare (50 units per acre) with a floor area ratio (FAR) of approximately 1.2.
- The initial Planning Report outlined the pros and cons of the proposal and identified optional courses of action for Council.
- Council considered the Report, posed questions to staff and to the applicant, and subsequently passed the following resolution:

"That Council refer the application back to staff to work with the applicant towards developing conditions of approval to allow the OCP amendment and rezoning by-laws to proceed to a Public Hearing." [Res. Ro8-2611]
- Significant issues were required to be resolved in order to prepare the necessary by-laws, including the following:
 - Resolution of a number of technical road and transportation issues related to the works associated with the Highway No. 1 and South Fraser Perimeter Road projects to the satisfaction of the Ministry of Transportation & Infrastructure (MOTI); and
 - Final resolution of the fire hall location and any potential access connections through the subject site required to maintain service response time and safe access for the Fire Department in their response to an emergency, to the satisfaction of the Fire Chief and the Ministry of Transportation & Infrastructure (MOTI).

Current Proposal

- The subject site consists of 3 properties with a site area of 6.07 hectares (15 acres). It is primarily designated Commercial in the Official Community Plan (OCP) with the south-west corner designated Suburban and is currently zoned Comprehensive Development Zone (CD) By-law No. 14876 and Combined Service Gasoline Station Zone (CG-2).
- The applicant is requesting to amend the OCP designation for portions of the subject site from Suburban and Commercial to Multiple Residential, a rezoning from CG-2 and CD (By-law No. 14876) to Comprehensive Development Zone (CD) and a general Development Permit to develop the site for a comprehensively planned mixed-use residential and commercial development encompassing eleven low rise and mid-rise apartment buildings consisting of approximately 841 apartment units and a 5,574-square metre (60,000 sq. ft.) commercial centre including a gasoline service station.

Proposed Commercial Centre (Block A)

- The proposed commercial component of the development (at the south-eastern portion of the site) comprises a site area of 1.47 hectares (3.6 acres) with four commercial buildings totalling 5,574 square metres (60,000 sq. ft.) (Appendix II).
- The proposed uses in the CD By-law are based on the Community Commercial Zone (C-8). Unlike the C-8 Zone, the proposed CD By-law has excluded automotive service uses, assembly halls and an accessory dwelling unit. The proposed CD By-law, however, does include a combined service gasoline station and a drive-through restaurant.
- A total of 172 parking spaces are proposed in the commercial component. The proposed parking exceeds the 167 spaces required under the off-street parking provisions of the Zoning By-law.
- While specific tenants are not secured at this time, it is anticipated that the proposed commercial centre will be anchored by a food store.

Proposed Residential Component (Blocks B, C, D and E)

- The proposed residential component of the project consists of 6 four-storey and 5 six-storey apartment buildings with approximately 841 residential units with a floor area of 73,665 square metres (728,950 sq. ft.) on 4 proposed lots.
- The proposed CD By-law for Blocks B, C, D and E has been drafted based on the Multiple Residential 70 Zone (RM-70).
- The proposed floor area ratio (FAR) on each of the proposed residential lots ranges from 1.48 to 1.5, which is consistent with the maximum density of 1.5 in the RM-70 Zone. A distinction in the CD Zone is the inclusion of undevelopable area (i.e. land encumbered by the gas line) in the FAR calculation.
- The unit density of the proposal ranges from 179.8 units per hectare (73 upa) to 181.9 units per hectare (73.4 upa) on each of the proposed residential lots including undevelopable area. The density provision of the RM-70 Zone only limits the floor area ratio (FAR) and not the maximum number of units.

- The site plan indicates there will be a 390-square metre (4,200 sq. ft.) ground-level shared amenity building located at the north end of proposed building B-1 in Block B. Based on the Zoning By-law requirement of 3 square metres (32 sq. ft.) of indoor amenity space per unit, a total of 2,523 square metres (27,158 sq. ft.) of indoor amenity space will be required. This amenity building is intended for the use of all the owners of this multi-building development. A joint use agreement will be required to ensure that all of the development has access to this larger amenity space.
- In addition to the larger shared amenity building, each of the individual buildings will be providing indoor amenity space at the detailed Development Permit stage to satisfy the Zoning By-law requirement.
- The development requires 2,523 square metres (27,158 sq. ft.) of outdoor amenity space. An approximately 4,000-square metre (1 acre) village green is proposed to the north of the gas line on proposed Block D to address a portion of this requirement. A joint use agreement will be registered to ensure that all residents can enjoy this outdoor open space. The design details and programming of this space will be determined when the Development Permit for Lot D is reviewed.
- Each of the individual apartment buildings will also be providing outdoor amenity areas. The design and function of these spaces will be determined at the detailed Development Permit stage.
- The proposed site area, density, number of units, and building form of the proposed residential lots is summarized in the following table:

	Block B	Block C	Block D	Block E
Site Area	1.32 ha.	0.99 ha.	1.51 ha.	0.76 ha.
# of Units	228	187	288	138
Density (uph)	173	189	191	182
(upa)	70	77	77	74
Lot Coverage	36.9%	37.6%	24.8%	25%
# of Storeys	4	4	6	6

- The applicant advises that the proposed development is to be developed in 5 phases starting with the commercial component on proposed Block A, followed by the residential component along the south-western edge (proposed Block B) and finishing with proposed Block E at the north-western edge.

Current Proposal Compared to December, 2008 Proposal

- Compared to the development concept originally presented to Council in December, 2008, the current development plan proposes an increase in the number of residential units from 597 to 841 and a decrease in the commercial floor area from 9,661 square metres (104,000 sq. ft.) to 5,574 square metres (60,000 sq. ft.). In terms of the site layout, the proposed commercial component has been relocated from the south-west portion to the south-east portion of the site.
- The proposed changes to the plan are in response to the resolution of access to the subject site involving the Gateway Program, the Ministry of Transportation and Infrastructure (MOTI), the P-3 Highway No. 1 widening project proponent, and City of Surrey Transportation staff.

- The original development concept proposed the main access to the commercial portion of the site to be provided by a new driveway along the south side of the site from the Highway No. 1 westbound off-ramp at 176 Street. Secondary access to the site was to be from three new driveways from Barnston Drive East and 177A Street, one of which was to facilitate the movement of commercial customers, and the other two driveways to provide access to the underground parking for the proposed apartment buildings (Appendix II).
- After much negotiation and discussion, access to the site is to be provided from three driveways to the site from 177A Street, and one right-in/right-out access is proposed from Barnston Drive East. The northerly driveway along 177A Street is primarily for residential traffic, the central driveway is shared for both commercial and residential traffic, and the southerly driveway is primarily for commercial traffic.

Fire Hall

- The City has an existing fire hall (No. 5) located at 10042 – 176 Street, adjacent the subject site.
- Through extensive discussions between City staff and Gateway Program staff, it has been concluded that the fire hall will remain at its current location, with stop lights and advanced warning signals provided on 176 Street to halt traffic and allow fire truck movement in the area, as required.
- A secondary access driveway will be provided from Barnston Drive East to increase the accessibility to the fire hall. A portion of the applicant's property (to the north of the fire hall) is being acquired by Gateway to accommodate this secondary access driveway. Staff proposed that this portion of land be redesignated in the OCP to Suburban and rezoned to One-Acre Residential (RA) to be consistent with that of the adjacent fire hall site, however, the owner was not in agreement at this time.
- Finalization of this property sale and acquisition is a condition of final adoption.

Jobs Analysis

- While requested on a number of occasions, the applicant has not submitted any information on the anticipated number of jobs based on the current proposal.
- However, with the decrease in commercial floor area from 9,661 square metres (104,000 sq. ft.) as proposed in December 2008 to 5,574 square metres (60,000 sq. ft.) as currently proposed, the number of jobs could decrease by approximately 40%.

Community Benefit

- This proposal represents a significant departure from the current Commercial and Suburban designations of the subject site in the OCP and presents an opportunity to achieve significant community benefits.
- In accordance with the OCP, this application is considered a Type 2 OCP Amendment and as such, the provision of a significant community benefit is required. As defined in the OCP, community benefit means immediate, tangible community benefits such as affordable housing, community amenities, significant additional parkland, significant land dedication, or any other proposed development that Council deems to be a significant community benefit.

- In recent Type 2 OCP Amendment applications proposing redesignation from Suburban to Urban, a contribution of \$4,000 per lot has been deemed acceptable. This contribution is collected prior to the project being considered for final adoption.
- Given the subject proposed amendment is to permit a multiple residential development, the applicant has indicated that a \$4,000 per unit contribution (totalling \$3,364,000 based on 841 dwelling units) is too onerous. Based on the economic climate, staff concur.
- In a Neighbourhood Concept Plan (NCP) area, the NCP amenity charges are in the range of \$1,200 to \$1,500 per unit (single family and multiple residential). This development is not in an NCP area and therefore, no amenity charges are payable.
- Based on the economic climate and staff not wanting to deter development, staff recommend that a minimum contribution of \$750 per unit (totalling \$630,750 based on 841 dwelling units) be provided as the "community benefit".
- The applicant has, at the time of finalizing this report, not agreed to provide any community benefit but has stated that construction will commence on the commercial component of this project once the necessary approvals are in place.

Proposed CD Zone (Appendix VI)

- The proposed Comprehensive Development Zone (CD) is based on the Community Commercial Zone (C-8) for the commercial component with some modifications to permitted uses, and yards and setbacks. The Multiple Residential 70 Zone (RM-70), with some modifications to density calculations, lot coverage, yards and setbacks and subdivision, forms the basis of the proposed CD Zone for the residential component.
- A comparison of the C-8 Zone and the commercial component of the proposed CD By-law is illustrated in the following table:

Use	C-8 Zone	Proposed CD By-law
Retail Uses	Permitted	Permitted
Office Uses	Permitted	Permitted
Personal Service Uses, excluding body rub parlours	Permitted	Permitted
General Service Uses excluding funeral parlours and drive-through banks	Permitted	Permitted
Beverage container return centres	Permitted	Permitted
Eating establishments including drive-through restaurants	Permitted, but with no drive-through component	Permitted
Neighbourhood Pubs	Permitted	Permitted
Liquor stores	Permitted	Permitted
Parking Facilities	Permitted	Permitted
Indoor Recreational facilities	Permitted	Permitted
Entertainment uses excluding arcades and adult entertainment stores	Permitted	Permitted
Community services	Permitted	Permitted
Child care centres	Permitted	Permitted
Assembly Uses	Permitted	Not Permitted
Combined Gasoline Service Station	Not Permitted	Permitted

Use	C-8 Zone	Proposed CD By-law
Automotive Service Uses	Permitted, provided the use is associated with a Retail Use	Not Permitted
Caretaker's suite	Permitted	Not Permitted
Setbacks	7.5 metres from all lot lines	Varies from 0 to 7.5 metres

- The proposed CD Zone will not permit automotive service uses or assembly halls. However, at the request of the applicant, the proposed CD Zone permits a combined service gasoline station, and a drive-through restaurant.
- The combined service gasoline station has been supported as the existing CG-2 zoning of one of the subject lots permits this use. The drive-through restaurant has been included as a permitted use in the proposed CD Zone because the existing CD By-law No. 14876, which regulates the majority of the site, permits drive-through restaurants.
- The proposed CD Zone reduces the building setback from 177A to promote active building interfaces with streets and pedestrian walkways.
- All other aspects of the commercial component of the proposed CD Zone meet or exceed the requirements of the C-8 Zone.
- The following table provides a comparison between the RM-70 Zone and the residential component of the proposed CD By-law.

	RM-70 Zone	Proposed CD By-law
FAR	1.3	Varies between 1.42 and 1.5.
Units Per Hectare	n/a	Varies from 174 to 188 u.p.h. (70 to 76 upa)
Height	50 metres (150 ft.)	15 metres to 26 metres (for 6-storey buildings)
Lot Coverage	33%	28% to 38%
Setbacks	7.5 metres from all lot lines	Varies from 3 metres to 60 metres

- The proposed CD Zone permits a maximum FAR of 1.5. This complies with the maximum FAR permitted under the Multiple Residential OCP designation.
- While the RM-70 Zone does not prescribe a maximum unit density, the proposed CD Zone permits a maximum unit density of 188 units per hectare (76 upa). This reflects the trend towards smaller unit sizes and the proposal to construct a number of 6-storey buildings.
- Although all of the building setbacks to the public streets meet or exceed the minimum 7.5-metre (25 ft.) setback requirement of the RM-70 Zone, the proposed setback permits reduced internal setbacks. However, as this project is proceeding under a master site plan, these reduced setbacks will not compromise the livability of the proposed apartment units.
- All other aspects of the residential component of the proposed CD Zone meet or exceed the requirements of the RM-70 Zone.

Development Concept and Review

- The applicant is requesting Council approval of a general Development Permit for the subject site. This general Development Permit addresses in a conceptual manner, site layout and access, site circulation, and general form of development (Appendix II). Each of the individual lots in this

development will be required to submit detailed Development Permit applications for Council approval.

- The site is accessed by way of three driveways from 177A Street and a right-in/right-out access from Barnston Drive East. The northern-most driveway along 177A Street is primarily for residential traffic, the central driveway is intended to be shared by both commercial and residential traffic and the southerly driveway is primarily for commercial traffic.
- The proposed commercial component of the project is located at the southeast portion of the site and features one large building with three potential tenancies, two smaller retail commercial buildings, and a gas station along 177A Street.
- The pump islands of the proposed gas station (consisting of full serve and self serve) are oriented away from the street and the adjoining residential properties to the east.
- The detailed design of the proposed gas station will follow the guidelines in the OCP for the development of a gas station within a residential context.
- Internal circulation to the individual apartment buildings and underground parking will be provided by a common P-loop type drive-aisle. Prior to final adoption, reciprocal access agreements are required between the individual properties.
- A central village green open space is proposed to be located north of the Terasen Gas right-of-way on proposed Block D. This open space will be accessible to all of the residents of this multi-building development and has the potential to provide this development with a sense of place.
- All of the required resident and visitor parking will be provided in underground parking garages. Additional on-street parking for visitors as well as drop off and pick up is proposed in "bump outs" along the internal drive aisle.
- The December 2008 development concept proposed minimal setbacks from the future Highway No. 1 off-ramp. The current concept now proposes an improved building setback of 9 metres (30 ft.) from the Highway No. 1 off-ramp and a 15-metre (50 ft.) setback from 176 Street. These increased setbacks will help to mitigate noise and privacy impacts on the adjacent future residential units.
- The proposed apartment buildings respond to the site topography by stepping with the grade of the land. Stepping with the grade will decrease the need for retaining walls on the site and protect the view lines as the elevation drops to the north.
- The application proposes a combination of 4- and 6-storey buildings. The proposed six-storey buildings are located in the middle of the site to minimize scale impacts on the streets and to the adjacent single family neighbourhood on the east side of 177A Street.
- To further address the interface to the adjacent single family neighbourhood to the east, the proposal includes a building with townhouses facing 177A Street (proposed Building C-2).

PRE-NOTIFICATION

Due to the change in scope of the proposed development, additional pre-notification letters were sent on August 27, 2009. To date, staff have received a letter from the Port Kells Community Association expressing concerns (Planning staff comments are in italics):

- There will be approximately 1,847 residents upon completion. There is little outdoor space other than the “Commons”. What form will it take?

(At this time, only a general Development Permit is proposed for this development. At the time of the detailed Development Permit for each stage, the minimum requirement of 3 square metres (10 sq. ft.) of outdoor amenity space will be provided on each individual lot. The applicant has been advised that due to the lack of useable outdoor open space in this area, the outdoor amenity area will be required to be programmed.)

The “Village Commons” area noted on the site plan will be secured through an easement agreement between the properties as a community open space to be shared and enjoyed by all of the residents of this development. The detailed design and programming of this space will be deferred until the detailed Development Permit stage.)

- How much useable open green space is available?

(The “Village Common” is approximately 4,000 square metres (1 acre) in size. Calculations have not been provided for the potential open space associated with each individual lot.)

- Is there geothermal heating and grey water use systems for this site? If not, why not?

(The development proposal is requesting rezoning and a general Development Permit at this time, and this level of detail has not been discussed with the applicant.)

- The residential buildings are too close to the fire hall.

(The proximity of the proposed apartment buildings in relation to the fire hall was discussed with the applicant. The site plan has been adjusted to allow for a 7.5-metre (25 ft.) setback between the buildings and the fire hall property. There is approximately a 30 metre (98 ft.) separation between the closest residential building and the rear of the fire hall.)

- The site has been clear-cut. Will there be trees and natural shrubs in the open spaces and along the roads?

(At this time, there is only a general Development Permit proposed for the site. Detailed landscaping plans will be submitted in the subsequent Development Permits.)

- Are the roofs going to be green roofs? Are there living green walls? Is there recycled water if the garage has a car wash etc?

(As noted above, this level of detail will be reviewed in the subsequent Development Permit applications.)

- The Port Kells Community Association requests that all development applications have a section on sustainability considerations of the development.

Planning staff have also received one telephone call requesting information with respect to the proposal. The caller identified the following concerns:

- The proposed development is too dense for the existing suburban neighbourhood. It would be preferable to have townhouses which would fit in with the community and not create the traffic impact on the existing residential roads.
- There is a lack of parks and useable open space in this area of Surrey. Are any new facilities proposed at this time?

(There are no new parks or open spaces planned for this area at this time. The developer will be required to provide open space on the site for the future residents.)

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.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary, Project Data Sheets and Survey Plan
Appendix II.	Proposed Subdivision Layout and Site Plan
Appendix III.	Engineering Summary
Appendix IV.	School District Comments
Appendix V.	OCP Redesignation Map
Appendix VI	Proposed CD Zone
Appendix VII.	Initial Planning Report dated December 15, 2008

Jean Lamontagne
General Manager
Planning and Development

LAP/kms

v:\wp-docs\planning\plncom09\09041009lap.doc
KMS 9/4/09 11:14 AM

Information for City Clerk

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

1. (a) Agent: Name: Richard Bernstein, c/o Chris Dikeakos Architect
 Address: 3989 Henning Drive
 Burnaby BC V5C 6N5
 Tel: 604-291-2660

2. Properties involved in the Application

- (a) Civic Addresses: 9998 and 10020 - 176 Street;
 Portion of 17626 Barnston Drive East

- (b) Civic Address: 9998 - 176 Street
 Owner: 0794043 B.C. Ltd., Inc. No. 0794043
 Director Information:
 Joginder Dhaliwal

No Officer Information Filed

PID: 024-203-670
Lot 1 District Lots 389A and 390A Group 2 New Westminster District Plan
LMP38539

- (c) Civic Address: 10020 - 176 Street
 Owner: 0794043 B.C. Ltd., Inc. No. 0794043
 Director Information:
 Joginder Dhaliwal

No Officer Information Filed

PID: 024-203-696
Lot 2 District Lots 389A and 390A Group 2 New Westminster District Plan
LMP38539

- (d) Civic Address: Portion of 17626 Barnston Drive East
 Owner: 0794043 B.C. Ltd., Inc. No. 0794043
 Director Information:
 Joginder Dhaliwal

No Officer Information Filed

Portion of PID: 024-203-700
Lot 3 Except Part in Plan BCP28915 District Lots 389A and 390A Group 2 New
Westminster District Plan LMP38539

3. Summary of Actions for City Clerk's Office

- (a) Introduce a By-law to amend the Official Community Plan to redesignate portions of the site.
- (b) Introduce a By-law to rezone portions of the site.
- (c) Application is under the jurisdiction of MOTI.
MOTI File No. 1-006-25689.

DEVELOPMENT DATA SHEET

Commercial
Proposed Zoning: CD (based on C-8 Zone)

Required Development Data	Minimum Required / Maximum Allowed	Proposed Block A
LOT AREA* (in square metres)		
Gross Total		
Road Widening area		
Undevelopable area		
Net Total		6.07 ha
LOT COVERAGE (in % of net lot area)		
Buildings & Structures	38%	37.3%
Paved & Hard Surfaced Areas		
Total Site Coverage		
SETBACKS (in metres)		
Front	3.0 m	3.0 m
Rear	0 m	0 m
Side #1 (North)	9.0 m	9.0 m
Side #2 (South)	3.0 m	3.0 m
BUILDING HEIGHT (in metres/storeys)		
Principal	12.0 m	
Accessory	4.5 m	
NUMBER OF RESIDENTIAL UNITS	n/a	n/a
Bachelor		
One Bed		
Two Bedroom		
Three Bedroom +		
Total		
FLOOR AREA: Residential		
FLOOR AREA: Commercial	5,873 m ²	5,574 m ²
Retail		
Office		
Total		
FLOOR AREA: Industrial		
FLOOR AREA: Institutional		
TOTAL BUILDING FLOOR AREA	5,873 m ²	5,574 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 Block A
DENSITY		
# of units/ha /# units/acre (gross)		
# of units/ha /# units/acre (net)		
FAR (gross)		
FAR (net)	0.4	0.37
AMENITY SPACE (area in square metres)	n/a	n/a
Indoor		
Outdoor		
PARKING (number of stalls)		
Commercial	167	174
Industrial		
Residential Bachelor + 1 Bedroom		
2-Bed		
3-Bed		
Residential Visitors		
Institutional		
Total Number of Parking Spaces	167	174
Number of disabled stalls		
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	NO
---------------	----	---------------------------------	----

DEVELOPMENT DATA SHEET

Residential
Proposed Zoning: CD (based on RM-70 Zone)

Required Development Data	Minimum Required / Maximum Allowed	Proposed Block B	Proposed Block C
LOT AREA* (in square metres)			
Gross Total			
Road Widening area			
Undevelopable area			
Net Total		1.31	1.05
LOT COVERAGE (in % of net lot area)			
Buildings & Structures	45%	37%	38%
Paved & Hard Surfaced Areas			
Total Site Coverage			
SETBACKS (in metres)			
Front	6.0 m & 7.5 m	6.0 m	7.5 m
Rear	15.0 & 3.0 m	15.0 m	3.0 m
Side #1 (N)	3.5 & 13.0 m	(n) 3.5 m	(n) 13.0 m
Side #2 (S)	9.0 & 12.5 m	(s) 9.0 m	(s) 12.1 m
BUILDING HEIGHT (in metres/storeys)			
Principal	15 m	15 m	15 m
Accessory	4.5 m	n/a	n/a
NUMBER OF RESIDENTIAL UNITS	228/187	228	187
Bachelor			
One Bed			
Two Bedroom			
Three Bedroom +			
Total			
FLOOR AREA: Residential		18,613 m ²	15,115 m ²
FLOOR AREA: Commercial			
Retail			
Office			
Total			
FLOOR AREA: Industrial			
FLOOR AREA: Institutional			
TOTAL BUILDING FLOOR AREA		18,613 m ²	15,115 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 Block B	Proposed Block C
DENSITY			
# of units/ha /# units/acre (gross)			
# of units/ha /# units/acre (net)		181/ha	189/ha
FAR (gross)			
FAR (net)	1.3	1.48	1.50
AMENITY SPACE (area in square metres)			
Indoor	3 m ² per d.u.	To satisfy	To satisfy
Outdoor	3 m ² per d.u.	the By-law	the By-law
PARKING (number of stalls)			
Commercial			
Industrial			
Residential Bachelor + 1 Bedroom	} To Satisfy Zoning By-law Requirements		
2-Bed			
3-Bed			
Residential Visitors			
Institutional			
Total Number of Parking Spaces	To Satisfy Zoning By-law Requirements		
Number of disabled stalls			
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	NO
---------------	----	---------------------------------	----

DEVELOPMENT DATA SHEET

Proposed Zoning: CD (based on RM-70 Zone)

Required Development Data	Minimum Required/ Maximum Allowed	Proposed Block D	Proposed Block E
LOT AREA* (in square metres)			
Gross Total			
Road Widening area			
Undevelopable area			
Net Total		1,5137	7,637
LOT COVERAGE (in % of net lot area)			
Buildings & Structures		25.5%	25%
Paved & Hard Surfaced Areas			
Total Site Coverage			
SETBACKS (in metres)			
Front		13.5 m	60.0 m
Rear		5.0 m	11.0 m
Side #1 (N or W)		(n) 13.5 m	(w) 11.0 m
Side #2 (S)		(s) 14.0 m	(s) 15.0 m
BUILDING HEIGHT (in metres/storeys)			
Principal	25 m	25 m	25 m
Accessory	4.5 m	n/a	n/a
NUMBER OF RESIDENTIAL UNITS	288/138	288	138
Bachelor			
One Bed			
Two Bedroom			
Three Bedroom +			
Total			
FLOOR AREA: Residential		22,872 m ²	11,492 m ²
FLOOR AREA: Commercial			
Retail			
Office			
Total			
FLOOR AREA: Industrial			
FLOOR AREA: Institutional			
TOTAL BUILDING FLOOR AREA		22,872 m ²	11,492 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 Block D	Proposed Block E
DENSITY			
# of units/ha /# units/acre (gross)		188 uph	182 uph
# of units/ha /# units/acre (net)			
FAR (gross)			
FAR (net)	1.5	1.5	1.5
AMENITY SPACE (area in square metres)			
Indoor	3 m ² per d.u.	To Satisfy the Zoning By-law	
Outdoor	3 m ² per d.u.		
PARKING (number of stalls)			
Commercial			
Industrial			
Residential Bachelor + 1 Bedroom	}	To Satisfy the Zoning By-law	
2-Bed			
3-Bed			
Residential Visitors			
Institutional			
Total Number of Parking Spaces			
Number of disabled stalls			
Number of small cars			
Tandem Parking Spaces: Number / % of Total Number of Units			
Size of Tandem Parking Spaces width/length			

Heritage Site	YES/NO	Tree Survey/Assessment Provided	YES/NO
---------------	--------	---------------------------------	--------