

City of Surrey  
**PLANNING & DEVELOPMENT REPORT**

File: 7908-0215-00

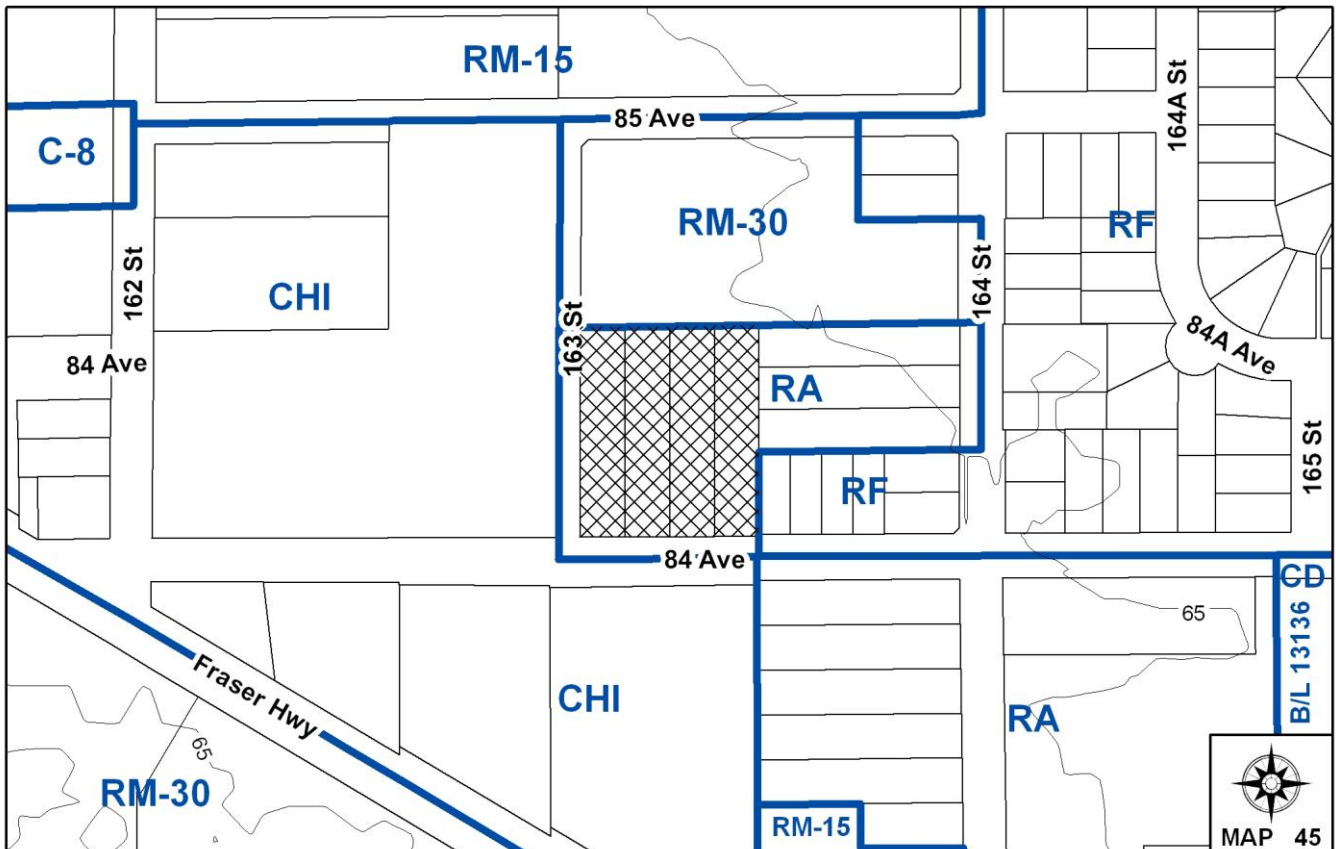
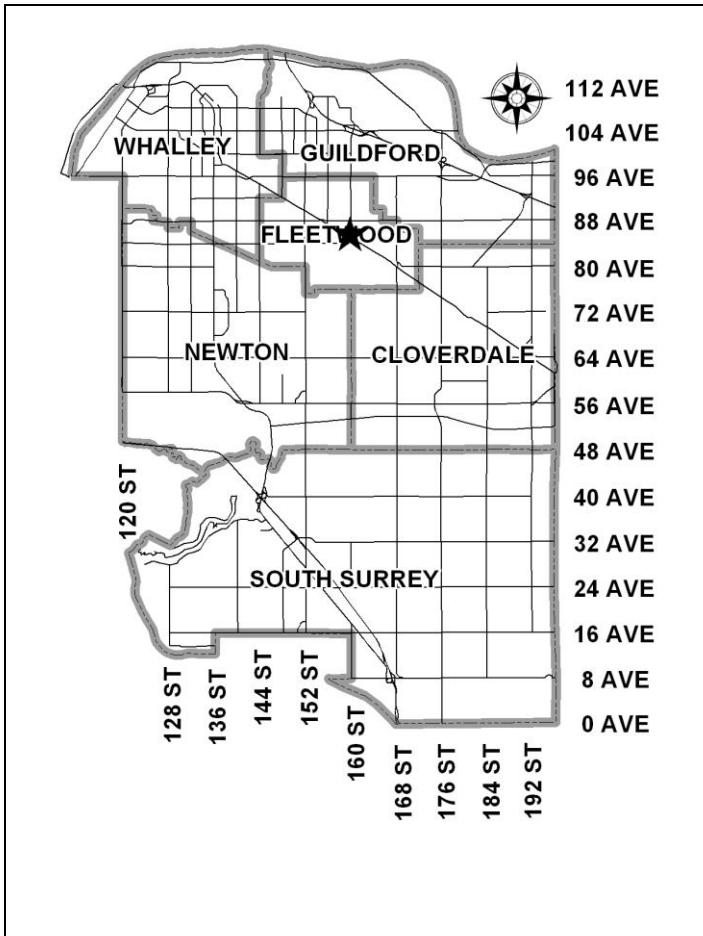
Planning Report Date: January 19, 2009

**PROPOSAL:**

- **OCP Amendment** from Urban to Multiple Residential
- **Rezoning** from RA to CD (based on RM-30)
- **Development Permit**

in order to permit the development of approximately 54 townhouse units.

**LOCATION:** 16313/16323/16333/16345 - 84 Avenue  
**OWNERS:** Amardeep Dhaliwal et al  
**ZONING:** RA  
**OCP DESIGNATION:** Urban  
**NCP DESIGNATION:** Medium Density Townhouses



### RECOMMENDATION SUMMARY

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

### DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- None.

### RATIONALE OF RECOMMENDATION

- Complies with the Fleetwood Town Centre Plan.
- The proposed density and building form are appropriate for this part of Fleetwood Town Centre.

## 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 "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 approve the applicant's request to eliminate the required indoor amenity space.
5. Council authorize staff to draft Development Permit No. 7908-0215-00 in accordance with the attached drawings (Appendix II).
6. 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) resolution of all urban design issues to the satisfaction of the Planning and Development Department;
  - (f) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department;
  - (g) registration of a Section 219 Restrictive Covenant to specifically prohibit the conversion of the tandem parking spaces into livable space; and
  - (h) 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:**

3 Elementary students at Frost Road Elementary School  
2 Secondary students at North Surrey Secondary School

(Appendix IV)

Parks, Recreation & Culture: The applicant should provide park amenity contribution on a per unit basis in keeping with the Stage II NCP adopted by Council. The applicant should provide cash-in-lieu of indoor amenity space.

SITE CHARACTERISTICS

Existing Land Use: Four acreage residential properties with single family dwellings and accessory buildings which will be demolished as part of the application.

Adjacent Area:

<b>Direction</b>	<b>Existing Use</b>	<b>NCP Designation</b>	<b>Existing Zone</b>
North:	Townhouse development.	Medium Density Townhouses	RM-30
East:	Acreage and single family residential.	Medium Density Townhouses and Single Family Urban	RA and RF
South (Across 84 Avenue):	Vacant portion along north and auto dealership along south.	Highway Commercial	CHI
West (Across unopened 163 Street):	Truck parking.	Highway Commercial	CHI

DEVELOPMENT CONSIDERATIONS

- The subject properties are located on the north side of 84 Avenue, east of an unopened portion of 163 Street (which will be required to be partially constructed as part of this project).
- The applicant is proposing to rezone the site from One Acre Residential Zone (RA) to Comprehensive Development Zone (CD) to permit the development of a 54-unit townhouse project.

- The lands are designated Medium Density Townhouses in the Fleetwood Town Centre Plan and Urban in the Official Community Plan (OCP).
- The applicant is proposing to redesignate the site from Urban to Multiple Residential to permit the proposed townhouse project with a proposed floor area ratio (FAR) of 0.89 and proposed unit density of approximately 64 units per hectare (26 upa). The proposed OCP amendment from Urban to Multiple Residential is consistent with the Fleetwood Town Centre Plan and is appropriate.
- The subject site is less than 1 hectare (2.47 acres) in size and is thus subject to the sliding density scale of the RM-30 Zone. Based on the net site size of 0.84 hectare (2.08 ac.), a maximum density of 67 units per hectare (27 upa) and a maximum floor area ratio (FAR) of 0.81 are permitted. While the proposed unit density of 64 units per hectare (26 upa), complies with the RM-30 Zone, based on the sliding scale, the proposed FAR of 0.89 exceeds the FAR permitted under the sliding scale. Therefore a CD Zone is proposed.
- The properties to the north and east of the subject site, with the exception of the single family homes fronting 84 Avenue, are also designated Medium Density Townhouses in the Fleetwood Town Centre Plan.
- The application proposes fifty-four (54) units, which includes 21, three-bedroom units and 33, three-bedroom and den units. The units range in size from approximate 130 square metres (1,400 sq. ft.) to 150 square metres (1,615 sq. ft.).
- The project has one driveway entrance on 163 Street, currently unconstructed, but which will be constructed to half-road standards for the length of the site. The applicant will need to obtain a 1.5 metre (5 ft.) statutory right-of-way along 163 Street from the property to the west in order to construct 163 Street to half-road standards.
- The project includes 108 residential parking spaces, based on 2 spaces per unit as per the Zoning By-law. The proposed spaces are provided as follows:
  - 50 of the proposed 54 units have tandem parking;
  - for 17 or 34% of the 50 units with tandem parking, one tandem parking space is located in the garage, with the second space on the driveway; and
  - 4 of the proposed 54 units have side-by-side double car garage.
- To ensure that tandem parking spaces will not be converted into livable spaces, the applicants are required to register a Section 219 Restrictive Covenant as a condition of Final Adoption.
- The proposed development also includes 11 visitor parking spaces, based on 0.2 parking space per unit, which complies with the Zoning By-law.
- The amount of outdoor amenity space proposed is approximately 186 square metres (2,000 sq. ft.), slightly exceeding the minimum 162 square metres (1,745 sq. ft.) required under the RM-30 Zone based on the 3 square metres (32 sq. ft.) per dwelling unit. The proposed outdoor amenity space incorporates large open lawn and seating areas with benches.

- No indoor amenity space is being proposed. The applicant has agreed to provide a monetary contribution of \$56,700 (based on \$1,050 per unit) in accordance with the City policy, to address the shortfall in required indoor amenity space.
- DMG Landscape Architects were retained by the applicant to prepare an Arborist Report, Tree Retention Plan and Landscape Plan. 36 mature trees were identified on the site, of these only two trees are in good condition. The applicant is proposing to retain these two trees, as well as, one additional tree, which is in moderate condition.

Species	Moderate/Poor Condition	Good Condition	Retain	Total
Bigleaf Maple	2	0	0	2
Bitter Cherry	1	0	0	1
Cryptomeria	1	0	0	1
Douglas Fir	17	0	0	17
Fruiting Tree	2	0	0	2
Red Alder	5	0	0	5
Red Japanese Maple	0	1	1	1
Red Maple	2	1	1	3
Trembling Aspen	2	0	0	2
Western Red Cedar	2	0	1	2
<b>Total</b>	<b>34</b>	<b>2</b>	<b>3</b>	<b>36</b>

Proposed CD By-law

- The proposed CD By-law is based on the RM-30 Zone with modifications to density, building setbacks and parking, as illustrated below:

	RM-30 Zone (Based on Sliding Scale on 0.84 ha (2 ac.) Site.)	Proposed CD By-law
<b>Density (FAR)</b> <b>Density (UPHa/upa)</b>	<ul style="list-style-type: none"> <li>• 0.81</li> <li>• 67 UPHa (27 upa)</li> </ul>	<ul style="list-style-type: none"> <li>• 0.89</li> <li>• 64 UPHa (26 upa)</li> </ul>
<b>Setbacks</b>	7.5 m. (25 ft.) from all lot lines	Front (South) 4.6 m. (15 ft.) to building face 3.1 m. (10 ft.) to front entry Rear (North) 6.0 m. (20 ft.) to building face 3.6 m. (12 ft.) to balcony columns 2.4 m. (8 ft.) to sides of two end units Side (East) 6.0 m. (20 ft.) to building face 3.6 m. (12 ft.) to balcony columns Side (West) 3.6 m. (12 ft.) to building face 2.1 m. (7 ft.) to front entry
<b>Parking</b>	<ul style="list-style-type: none"> <li>• Tandem parking spaces must be enclosed.</li> <li>• Minimum length of exterior tandem parking stalls is 6.0 m. (19.7 ft.)</li> </ul>	<ul style="list-style-type: none"> <li>• A minimum of 83% of all parking spaces must be enclosed</li> <li>• Minimum length of exterior tandem parking spaces is 4.9 m. (16 ft.) for 4 spaces.</li> </ul>

- Under the sliding density scale of the RM-30 Zone, the maximum floor area ratio (FAR) that can be achieved on the site is 0.81, which is less than 0.89, which the applicant has proposed. However, the proposed unit density of 64 units per hectare (26 upa), is less than the unit density of 67 units per hectare (27 upa) permitted under the sliding scale.

- In the RM-30 Zone all buildings and structures are required to be set back a minimum of 7.5 metres (25 ft.) from all lot lines. The proposed CD By-law has reduced setbacks on all four property lines.
- The southern front yard setback along 84 Avenue is reduced from 7.5 metres (25 ft.) to 4.6 metres (15 ft.) to the building face. In addition, the entry stoops for the units encroach up to 3.1 metres (10 ft.) from the property line. The proposed buildings fronting 84 Avenue have well-articulated entrances. While this brings the building closer to the property line, it provides an appealing streetscape. The most easterly townhouse building fronting 84 Avenue has been stepped back to 6.0 metres (20 ft.) from 84 Avenue and 5.4 metres (17 ft. 8 in.) from the east property line to provide a transition between the proposed townhouses and the existing single family dwellings to the east.
- The northern rear yard setback is reduced from 7.5 metres (25 ft.) to 6.0 metres (20 ft.). In addition, the columns that support the balconies for these units encroach up to 3.6 metres (5 ft.) from the northern property line.
- Furthermore, the two end-units on the west and east side of the site are set back 2.4 metres (8 ft.) from the north property line as measured to the side wall of these units. This is comparable with the setbacks of the townhouse units to the north. The existing townhouse development to the north is oriented in an east-west direction so the sides of the end units abut the north property line of the subject site and are set back approximately 2.4 metres (8 ft.) from their southerly property line.
- The applicant is proposing a mixture of trees and shrubs to be planted to along the north property line to provide a visual separation and privacy between this development and the existing townhouses to the north.
- The western side yard setback along 163 Street is reduced from 7.5 metres (25 ft.) to 3.6 metres (12 ft.) to the building face and 2.1 metres (7 ft.) to the entry canopies and supporting columns for the entry stoops. These units will be fronting 163 Street, and have well-articulated entrances. The units in the townhouse development to the north are setback 7.5 m. (25 ft.) from the west property line.
- The front yard setback has been reduced to create a more urban interface. This reduced front yard although not aligned with the existing townhouses to the north, allows the closest unit on the adjacent site to maintain light penetration looking southward to the subject site. Additional landscaping at the northwest corner of the site will provide screening and privacy from the proposed development into the front yards of the units to the north. (The incorporation of additional landscaping at this location is one of the items the applicant has agreed to address prior to Final Approval of the project.) Possible staggering of the northerly units along 163 Street on the subject site, will be further reviewed.
- The eastern side yard setback is reduced from 7.5 metres (25 ft.) to 6.0 metres (20 ft.) to the building face and 3.6 metres (12 ft.) to the balconies. In the Fleetwood Town Centre Plan, the lands to the east are partially designated for Medium Density Townhouses and partially for single family residential. There are trees and landscape beds being proposed along the east property line to provide physical and visual separation between the proposed units and the lands to the east.
- The proposed parking deviates from the Zoning By-law in two areas related to tandem parking.

- Of the proposed 54 units, 50 of the units have tandem parking. In the RM-30 Zone of the Zoning By-law, all tandem parking spaces must be enclosed and attached to ground-oriented units. The applicant is proposing that one tandem parking space be located on the driveway for 17 of the proposed 50 units. The proposed number of exterior parking spaces is 17% of the 100 (50 units x 2) residential tandem parking spaces proposed for the project. In the RM-30 Zone, up to 50% of all required resident parking is permitted outside. Therefore, if these were not tandem parking spaces they would be permitted. However, due to the narrow design of the units, tandem parking is the only option available.
- The applicant is also proposing to reduce the length of the proposed parking stalls from 6.0 metres (19.7 ft.) to a minimum of 4.9 metres (16 ft.) for four of the exterior tandem parking spaces and for three of the visitor parking spaces. In Part 5 of the Zoning By-law, up to 25% of the required parking spaces can be reduced to a minimum of 4.9 metres (16 ft.), with the exception of exterior tandem parking spaces, which should be a minimum of 6.0 metres (19.7 ft.). Therefore, while the seven proposed small parking spaces (6% of the total proposed parking spaces) are much less than the 25% permitted, because four are exterior tandem parking stalls, the deviations to the parking requirements (of the Zoning By-law) are required in the CD By-law.

### PRE-NOTIFICATION

Pre-notification letters were sent on September 10, 2008 and staff received two phone calls and one letter.

- One respondent was very concerned about a residential development being developed across from an existing truck parking operation. While the applicant was not opposed to the development, they did not want future residents in the neighbourhood to experience the same noise and other associated issues they have experienced.

*(Staff explained that the proposed development complies with the Fleetwood Town Centre Plan.)*

- One respondent wanted to confirm that a large attractive maple tree located on 84 Avenue was being retained.

*(Staff indicated that a large maple was being proposed to be retained at the front of the site along 84 Avenue. In order to retain the tree, the applicant is setting back one of the building blocks fronting 84 Avenue to provide additional space for the tree.)*

- A letter was also submitted by an agent, on the behalf of a property owner, regarding the engineering requirements for the construction and servicing of 163 Street. The agent wants to confirm that the applicant will be constructing the east half of 163 Street.

*(Staff followed-up with the respondent and outlined the engineering requirements. The applicant is responsible for constructing 163 Street to half-road standards for the length of the site. This will require acquiring a 1.5 metre (5 ft.) statutory right-of-way along 163 Street from the property to the west.)*



## 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

- The townhouse project is designed with units aligned along the perimeter of the site and accessed by interior circular driveway. There are two rows of units running east-west fronting the outdoor amenity area, which is located in the middle of the site.
- The proposed townhouse units are 3 storeys in height.
- The exterior finishing materials include driftwood-coloured asphalt roofing, combined with black fascia, entry doors and aluminum balcony railings. There are two complementary colour schemes for the siding, trim and garage doors. One scheme includes moss green vinyl siding and garage doors with tan shake siding accents and white trim. The second colour scheme includes clay coloured vinyl siding, with brown shake siding accent and white trim.
- At the southwest corner of the site there is a cultured stone base approximately 1.4-metre (4 ft.) high by 2.5-metre (8 feet) wide with the project name and address on it in individual raised letters. There is a trellis feature located above the sign, which is similar to the trellis detailing located along the 84 Avenue and 163 Street frontages. Along these two street frontages there are trellises located above the sidewalk entrances leading to each townhouse unit entry.
- All four elevations include landscape beds with shrubs and trees along the perimeter of the site.
- The outdoor amenity space is located in the middle of the site and has five units fronting it on both the north and south sides. There are landscaping and trellis features located at the west and east entrances to the amenity area, which includes children's play structures.

## ADVISORY DESIGN PANEL

- This application was not referred to the ADP but was reviewed by staff. Many of the comments identified by staff have been satisfactorily addressed by the applicant, however, there are a few remaining items, which the applicant has agreed to address before consideration of final approval. These items include:
  - *Refine design elements on west corner unit of Building 3 at the south-westerly corner.*
  - *Show conceptual lighting plan.*
  - *Provide details on hydro kiosk screen structure.*
  - *Revise building siting and provide additional landscaping at the northwest corner of the site.*
  - *Final review and acceptance by the City Landscape Architect of the landscape plans and cost estimate.*

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheets
Appendix II.	Proposed 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.	OCP Redesignation Map
Appendix VII.	Proposed CD By-law

INFORMATION AVAILABLE ON FILE

- Complete Set of Architectural and Landscape Plans prepared by Robert Ciccozzi Architecture Inc. and DMG Landscape Architects, both dated January 12, 2009.

Jean Lamontagne  
General Manager  
Planning and Development

AP/kms

v:\wp-docs\planning\plncom08\12171259.ap.doc  
KMS 12/17/08 3:39 PM

Information for City Clerk

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

1. (a) Agent:      Name:                      Kevin Dhaliwal, Legendary Developments Ltd.  
                         Address:                      #306, 16088 - 84 Avenue  
                                                              Surrey, BC  
                                                              V4N 0V9  
                         Tel:                                      604-507-8201

2.      Properties involved in the Application

- (a)      Civic Addresses:      16313, 16323, 16333 and 16345 - 84 Avenue
- (b)      Civic Address:          16313 - 84 Avenue  
            Owners:                      Amardeep Dhaliwal, Kulvir Thandi and Narinderpal Thandi  
            PID:                              009-855-271  
            Lot 9 Section 25 Township 2 New Westminster District Plan 13739
- (c)      Civic Address:          16323 - 84 Avenue  
            Owners:                      Amardeep Dhaliwal, Kulvir Thandi and Narinderpal Thandi  
            PID:                              009-855-262  
            Lot 8 Section 25 Township 2 New Westminster District Plan 13739
- (d)      Civic Address:          16333 - 84 Avenue  
            Owner:                              Shawn Gurmail Sandhu  
            PID:                              009-855-246  
            Lot 7 Section 25 Township 2 New Westminster District Plan 13739
- (e)      Civic Address:          16345 - 84 Avenue  
            Owner:                              Kamaljit Bassi  
            PID:                              009-855-220  
            Lot 6 Section 25 Township 2 New Westminster District Plan 13739

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 (RM-30)**

Required Development Data	Minimum Required/ Maximum Allowed	Proposed		
<b>LOT AREA*</b> (in square metres)				
Gross Total		8,538 m <sup>2</sup>		
Road Widening area		134 m <sup>2</sup>		
Undevelopable area				
Net Total		8,404 m <sup>2</sup>		
<b>LOT COVERAGE</b> (in % of net lot area)				
Buildings & Structures	45%	43%		
Paved & Hard Surfaced Areas		29%		
Total Site Coverage		72%		
<b>SETBACKS</b> (in metres)		To Rear Building Face	To Balconies/ Front Entries	End Dwelling Units
Front		4.6 m	3.1 m	
Rear		6 m	3.6 m	2.4 m
Side #1 (West)		3.6 m	2.1 m	
Side #2 (East)		6 m	3.6 m	
<b>BUILDING HEIGHT</b> (in metres/storeys)				
Principal	10 m	10 m (3 storeys)		
Accessory	4.5 m	4.5 m		
<b>NUMBER OF RESIDENTIAL UNITS</b>				
Bachelor				
One Bed				
Two Bedroom				
Three Bedroom +		54		
Total	56	54		
<b>FLOOR AREA: Residential</b>		7,440 m <sup>2</sup>		
<b>FLOOR AREA: Commercial</b>		n/a		
Retail				
Office				
Total				
<b>FLOOR AREA: Industrial</b>		n/a		
<b>FLOOR AREA: Institutional</b>		n/a		
<b>TOTAL BUILDING FLOOR AREA</b>		7,440 m <sup>2</sup>		

*\* 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)	67 upha/27 upa	64 upha/26 upa
FAR (gross)		
FAR (net)	0.89	0.89
AMENITY SPACE (area in square metres)	162 sq.m.	0 sq.m.
Indoor	162 sq.m.	186 sq.m.
Outdoor		
PARKING (number of stalls)		
Commercial		n/a
Industrial		n/a
Residential Bachelor + 1 Bedroom		
2-Bed		
3-Bed	108	108
Residential Visitors	11	11
Institutional		n/a
Total Number of Parking Spaces	119	119
Number of disabled stalls		
Number of small cars		7
Tandem Parking Spaces: Number / % of Total Number of Units		100/93%
Size of Tandem Parking Spaces width/length		3.2 m x 12.2 m - interior tandem 3.2 m x 6.1 m - interior single 2.6 m x 6.0 m - exterior tandem 2.6 m x 4.9 m - small

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