

RECOMMENDATION SUMMARY

The Planning & Development Department recommends that this application be denied.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Requires an OCP amendment from Urban to Multiple Residential.
- Requires an amendment of the North Cloverdale East NCP from Townhouse/Cluster 8-15 upa to Townhouse/Cluster 30 upa.
- Seeking reduced building setbacks and reduced parking stall depth for some units.

RATIONALE OF RECOMMENDATION

- Since this application was last considered by Council, on May 3, 2010, the applicant has reduced the total number of proposed units by two (2), to a total of 145 townhouse units, and held a third Public Information Meeting (PIM), however, the community continues to express opposition to the application.
- The North Cloverdale East NCP, which was approved by Council in 1994, designates this site as suitable for townhouses at a maximum density of 15 upa. The unit density proposed is 27 upa on the northern proposed lot (Block A) and 23 upa on the southern proposed lot (Block B) for an overall unit density of 25 upa.
- Although townhouse development is designated for this site, the 3-storey built form and overall 25 units per acre (upa) density on the two proposed lots is inconsistent with expectations.
- While there may be merit for density greater than 15 upa at this location, as it is centrally-located and well-served by transit, the interface with the adjacent single family homes is a concern.
- Nearby townhouse developments (zoned RM-15 and RM-10) are 2-storey units with living areas (i.e. kitchen and family room) on the ground floor, which is compatible with the adjacent single family homes.
- Two, 3-storey townhouse developments (zoned CD By-law No. 12948 and RM-30) have been approved in this neighbourhood. The other RM-30 site has 2-storey elements fronting the public streets (66 Avenue and 186 Street) with 3-storey buildings oriented towards the adjacent commercial area.

RECOMMENDATION

The Planning & Development Department recommends that this application be denied (Option A).

If Council is of the view that the relative merits of the application are sufficient to allow the application to proceed to Public Hearing (Option B), the following actions and conditions are appropriate:

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 reduce the amount of required indoor amenity space from 435 square metres (4,682 sq.ft.) to 324 square metres (3,488 sq.ft.).
5. Council authorize staff to draft Development Permit No. 7909-0181-00 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 revised landscaping plan to the satisfaction of the City Landscape Architect;
 - (d) resolution of all urban design issues to the satisfaction of the Planning and Development Department;
 - (e) registration of a Section 219 Restrictive Covenant to prohibit conversion of tandem parking spaces into liveable space;
 - (f) registration of reciprocal access easements over the two proposed lots;
 - (g) registration of joint agreements between the properties for access to the indoor and outdoor common amenity space;
 - (h) registration of statutory rights-of-way for public rights of passage along the proposed north-south walkway and the east-west walkway, which bisect the site; and

- (i) the applicant adequately address the impact of reduced indoor amenity space.
7. Council pass a resolution to amend the North Cloverdale East Neighbourhood Concept Plan to redesignate the site from "Townhouse/Cluster 8-15 upa" to "Townhouse/Cluster 30 upa" when the project is considered for final adoption.

ADDITIONAL REFERRALS

School District:

Projected number of students from this development:

(23) Elementary students at Hillcrest Elementary School
 (12) Secondary student at Clayton Heights Secondary School
 (Appendix IV)

The Surrey School District has also advised a new elementary school, Adams Road Elementary, will open in the 2010-11 school year. Additionally they are studying the local catchment area boundaries which could affect Hillcrest Elementary school.

APPLICANT'S JUSTIFICATION FOR OCP AND NCP AMENDMENTS

- The 2.77-hectare (6.84-acre) subject site is designated Urban in the Official Community Plan (OCP). The applicant is seeking an Official Community Plan (OCP) amendment from Urban to Multiple Residential in order to permit a development with an overall unit density of 25 units per acre (upa) on the site, and specifically 27 upa on the northern proposed lot (Block A) and 23 upa on the southern proposed lot (Block B) (see Appendix VI).
- The subject site is designated Townhouse/Cluster 8-15 upa in the North Cloverdale East Neighbourhood Concept Plan (NCP). The applicant is therefore seeking an amendment to the density proposed in the North Cloverdale East NCP to redesignate the subject site from Townhouse/Cluster 8-15 upa to Townhouse/Cluster 30 upa (Appendix V).
- As explained in the May 3, 2010 Additional Planning Report, the applicant provided a written submission of their rationale as part of the initial Planning Report (Appendix IX). The following summary of the submission was prepared by staff:
 - Increased density will help to increase bus ridership and improve service;
 - Increased density is a more efficient use of land;
 - The proposed development will provide a greater range of housing diversity and provide much-needed, smaller, more affordable, ground-oriented housing;
 - The higher density will justify a higher land price that will in turn help the land owner, the Cloverdale Baptist Church, realize their proposed expansion plans;
 - The following additional road improvements are economically viable with the increased density:

- The eastern half of a new north-south street will be dedicated and constructed along the western property line; and
- Road and intersection improvements in the immediate vicinity, based on traffic studies; and
- Smaller townhomes are more affordable, promote efficient land use, provide increased energy efficiency and reduced car ownership rates, supporting the principles in Surrey's Sustainability Charter.

DEVELOPMENT CONSIDERATIONS

Background

- On April 12, 2010, Council considered an initial Planning Report from the Planning & Development Department for an OCP amendment, NCP amendment and rezoning of the subject site located at 18725 – 64th Avenue, to allow for the development of a 147-unit townhouse development (Appendix IX).
- 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 subsequently passed the following resolution:

"That Council direct staff to prepare a Comprehensive Development by-law and conditions of approval that will allow the application to proceed to Public Hearing." [Res. R10-579]

- In response to Council's above-noted resolution, an Additional Planning Report was presented to Council at the May 3, 2010 Regular Council – Land Use meeting (Appendix X).
- Council considered the Additional Planning Report, discussed various aspects of the proposal, including density, building interface, tandem parking, school capacity, traffic, the proposed new road (187 Street) and neighbourhood concerns, and subsequently passed the following resolution:

"That Application 7909-0181-00 be referred to staff to address the concerns raised during Council discussion in the Regular Council – Land Use meeting of May 3, 2010."
[Res. R10-726]

- Since Council's most recent resolution at the May 3, 2010 Regular Council – Land Use meeting, regarding this application, the applicant has made some adjustments to the proposal, including a reduction to 145 units, and held a third Public Information Meeting (PIM) on May 26, 2010 (see Recent Changes to Proposal and Public Information Meeting sections to follow).

Recent Changes to Proposal

- Since the May 3, 2010 Regular Council – Land Use meeting, the applicant has made the following changes to their proposal:

- The total number of proposed townhouse units has decreased from 147 to 145 (two fewer units along 65 Avenue);
- Building massing along 65 Avenue has been reduced from two buildings of 8 and 9 units each to three buildings of 5 units each, resulting in greater separation between the buildings;
- A bench has been added as a public amenity and feature at the northern extent of the walkway entrance on 65 Avenue;
- Gates are no longer proposed where the two internal walkways intersect with the public sidewalks along the 4 flanking roads, to make the walkways more welcoming to the general public. Public rights-of-passage would be registered over these two walkways, which bisect the site.
- Outdoor amenity space has increased from 154 square metres (1,655 sq. ft.) to 228 square metres (2,441 sq. ft.) in Block A;
- Three additional visitor parking spaces have been provided on site; and
- The total number of on-street parking spaces along the east side of proposed 187 Street has been increased from 8 to 12 parking spaces.

Supplementary Comments

- The applicant has not proposed any changes to the tandem parking component of their proposal. The applicant has provided the following rationale for the proposed reduction in depth of some of the exterior parking spaces outside the garage from 6 metres (20 ft.) to 4.8 metres (16 ft.) and some of the indoor tandem garages from 12.2 metres (40 ft.) to 11 metres (36 ft.):
 - This will facilitate construction of townhomes with raised back yards, which is a form of housing that is both attractive and appropriate for families with young children;
 - The requested 11 metres (36 ft.) is the combined length of one standard car stall 6 metres (20 ft.) plus one small car stall 4.8 metres (16 ft.) based on the parking regulations in Surrey's Zoning By-law. The applicant suggests that one standard car and one small car meet the needs of the majority of today's home buyers;
 - The total number of small car spaces will not exceed 25% of all parking spaces, which complies with the Zoning By-law; and
 - These tandem parking stall dimensions have been designed and built as short as 10.7 metres (35 ft.) in several other cities including Coquitlam, Port Coquitlam, and Pitt Meadows.
- Engineering staff have reconsidered the possibility of a traffic signal (including a temporary traffic signal and a pedestrian-activated signal) at the intersection of 65 Avenue and 188 Street. As 65 Avenue is a through local road and 188 Street is a major collector road, a traffic signal cannot be justified. Furthermore, Engineering advises that traffic that would be generated by the proposed development would not be high volume and would not significantly change the existing traffic operations at the 188 Street and 65 Avenue intersection.

- The School District has confirmed that a new elementary school, Adams Road Elementary located at 18228 – 68 Avenue will open in the 2010-11 school year and will have capacity for over 300 students. As a result of the new school and the School District's plan to reconsider the elementary school catchment areas some of the pressure at Hillcrest Elementary may be reduced. Furthermore, the School District anticipates a reduction in enrolment at Hillcrest Elementary from the current 500+ students to less than 450 students between now and 2016. This will reduce the number of portables needed.
- The latest changes to the application were presented by the applicant at a Public Information Meeting on May 26, 2010 (see Public Information Meeting section to follow).

Summary of Current Application

- The applicant is proposing to rezone the site to "Comprehensive Development Zone" (CD) based on the "Multiple Residential 30 Zone" (RM-30), and to subdivide into two lots, in order to develop in two phases, a 3-storey, 145-unit townhouse development with related indoor and outdoor amenity spaces.
- The applicant's 145-unit townhouse proposal results in densities of 27 units per acre (upa) and Floor Area Ratio (FAR) of 0.8 on the proposed northern lot and 23 upa and FAR of 0.68 on the proposed southern lot (resulting in an overall unit density of 25 upa and an overall FAR of 0.73).
- The southernmost lot, "Block B" on the attached Survey Plan (Appendix I), is proposed to be developed first and consists of 76 units and the indoor amenity space for the entire site. The northernmost lot, "Block A", consists of 69 units and is proposed to be developed second.
- The applicant intends to create a separate strata corporation for each of the two proposed lots. Although this is an unusual decision to have two separate entities that in appearance seem as one, the applicant has indicated their reasoning is based on financing. Staff advised that this approach is not preferable, but accepted the applicant's rationale.
- The applicant would be required to dedicate additional road widening of 10 metres (33 ft.) along 65th Avenue and 1.95 metres (6.5 ft.) along 188 Street.
- The applicant would be required to dedicate 11.5 metres (38 ft.) for a new road along the west property line. This new road (187 Street) was not envisioned at the time the NCP was developed, but given the proposed increase in density and related vehicles, a new road is warranted. The new road would significantly improve circulation in the neighbourhood, and would ease congestion at the intersection of 64 Avenue and 188 Street.
- In addition, the intersection of 65 Avenue and 188 Street would be upgraded by the applicant to allow for dedicated left-turn lanes and through lanes in order to improve safety and ease congestion at this location.
- The proposed townhouse development would gain access via private driveways from 188 Street and from the new 187 Street. The proposed access to the site from 188 Street would be restricted to right-in/right-out only.
- Reciprocal access easements and other legal agreements would be required for the common driveway as well as access to and use of the indoor amenity building and the larger outdoor amenity space to be located on proposed Block B, by the future owners within proposed Block A.

- The proposal includes two pedestrian linkages through the site. The first runs east – west, parallel the primary drive aisle, and the second runs north – south. Both pathways are proposed to be accessible to the general public.
- The applicant claims that with the provision of the new road (187 Street) along the west property line, and the completion of 65 Avenue to a full road, there would be approximately 22 on-street parking spaces surrounding the proposed townhouse development.
- In the RM-30 Zone of Surrey Zoning By-law No. 12000, 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 100 of the proposed 290 parking spaces. This equates to a total of 35% exterior parking spaces proposed for the project.
- As a result of the reduction of proposed units to 145, a total of 290 parking spaces across the entire site is proposed for residents based on 2 parking spaces per unit, meeting the minimum parking requirements in the Zoning By-law, and proposed to be provided as follows:
 - In a tandem parking arrangement (for 45 units, or 31%) where both parking spaces are to be located within the garage; and
 - For 100 units (69%), one parking space to be located inside the garage, with the second parking space behind on the driveway.
- The depth of some of the exterior parking spaces outside the garage is proposed to be reduced from 6 metres (20 ft.) to 4.8 metres (16 ft.) and some of the indoor tandem garages are proposed to be reduced from 12.2 metres (40 ft.) to 11 metres (36 ft.). The proposed reduction is for approximately 41 of the 290 total parking stalls, or 14%.
- Based on the Zoning By-law requirement for visitor parking of 0.2 parking space per unit, a total of 29 parking spaces are required for visitors. The applicants are proposing 33 visitor parking spaces exceeding the By-law requirement.
- Zoning By-law No. 12000 requires indoor and outdoor amenity spaces be provided at a ratio of 3.0 square metres (32 sq.ft.) per dwelling unit for each. As the applicant is proposing to construct the proposed townhouse development over two separate lots, the proposed amenity space is not provided equally over the two lots.
- The proposed outdoor amenity space consists of a large, 701-square metre (7,541 sq.ft.) green commons (on Block B) and a second, smaller 277-square metre (2,441 sq.ft.) green commons with children's playground (on Block A). The proposed indoor amenity space consists of a 324-square metre (3,489 sq.ft.) amenity building located on Block B between 188th Street and the large commons.
- In summary, the applicant's proposal exceeds the requirement for outdoor amenity space, of which the majority is located on the southernmost lot ("Block B"). The proposed indoor amenity space is located entirely on the southernmost lot ("Block B"). However, the site will have a shortfall of indoor amenity space of 117 square metres (1,215 sq.ft.) and the applicant has agreed to address the deficiency in accordance with Council's policy.

Proposed CD Zone

- The proposed CD Zone is based upon the "Multiple Residential 30 Zone" (RM-30) with modifications to density, setbacks, height, amenity space and parking requirements. Several of the proposed modifications are reductions to ensure that the densities and building heights are below those permitted in the RM-30 Zone.
- The table below shows a comparison between the proposed CD Zone and the RM-30 Zone:

	RM-30 Zone	Proposed CD Zone	
		North (Block A)	South (Block B)
Units Per Hectare/Acre	75 uph /30 upa	67 uph / 27 upa	57 uph / 23 upa
		<i>Overall: 62 uph / 25 upa</i>	
FAR	0.9	0.80	0.68
		<i>Overall: 0.73</i>	
Building Setbacks	7.5 m (25 ft.) from all lot lines	East (front): 4.5 m. (15 ft.) West (rear): 3.0 m. (10 ft.) North: 4.5 m. (15 ft.) South: 4.2 m. (14 ft.)	East (front): 4.5 m. (15 ft.) West (rear): 3.0 m. (10 ft.) North: 10 m. (35 ft.) South: 4.5 m. (15 ft.)
Building Height	13 metres (43 ft.)	10 metres (33 ft.)	
Tandem Parking	All tandem parking spaces enclosed	Minimum of 1 enclosed tandem parking space per unit	
Parking Dimensions	Tandem parking length of 12.2 metres (40 ft.) and single stall length of 6.0 metres (20 ft.)	Tandem parking length of 11 metres for 36 units and single stall length of 4.8 metres (15.7 ft.) for 5 units	
Amenity Space	Amenity space shall be provided on every lot	Amenity space may be provided on an adjacent lot	

PRE-NOTIFICATION, PUBLIC INFORMATION MEETINGS AND COMMUNITY RESPONSE

Pre-notification letters were sent out on November 4, 2009.

- Due to the proposed amendment to the North Cloverdale East NCP, to increase the density from a maximum of 15 upa, as permitted under the Townhouse/Cluster 8-15 upa designation, to an overall maximum density of 25 upa, under the Townhouse/Cluster 30 upa designation, staff received a significant negative response from the surrounding community.

Public Information Meetings

- To date, the applicant has hosted three (3) Public Information Meetings (PIM) in the community, all of which were held at the adjacent Cloverdale Baptist Church:
 - The first PIM was held on November 9, 2009. Fifty-two (52) individuals signed the attendance sheet;
 - The second PIM was held on December 10, 2009. Thirteen (13) individuals signed the attendance sheet; and

- The third PIM was held on May 26, 2010. Sixty-nine (69) individuals signed the attendance sheet.

Summary of Community Concerns

- Prior to finalizing this report, staff received ~~126~~ **69 written comment sheets from 54 households** in response to the most recent Public Information Meeting held on May 26, 2010. The community concerns have been very consistent and can be summarized as follows:

- Density: The proposed overall unit density of 25 units per acre (upa) is far too high for this neighbourhood. Residents moved to this area with the understanding that the North Cloverdale East Neighbourhood Concept Plan permitted a maximum unit density of 15 upa for this site.

Applicant's Response:

- Since the initial proposal was presented to staff, the total number of proposed units has been reduced by 8, from 153 units to 145 units.

Staff Comments:

- *A designation of 15 upa for townhouse developments is more common for older NCP areas. Townhouse developments in newer NCP areas, such as East Clayton, are typically at a higher density than 15 upa.*
- *The North Cloverdale East NCP was the first NCP approved in the City, on September 13, 1994. One site in this NCP area, at 66 Avenue and 186 Street, was redesignated from Townhouse/Cluster 15 upa to Townhouse/Cluster 30 upa in association with a rezoning to RM-30 in May 2004 to permit 198-unit townhouse development (file: 7902-0304-00).*
- Form: The proposed development plan does not reflect the existing single family and townhouse developments in the neighbourhood, which are primarily two storeys in height. In addition, the block sizes are very large and are not staggered.

Applicant's Response:

- The proposed building block sizes along 65 Avenue have been reduced to three, 5-unit buildings. Smaller building sizes provide a better contextual fit with the single family homes across the street and allow for more views into the site.
- The ground floor level is primarily used for resident parking spaces. These smaller, narrower townhouses are a highly affordable form of development.
- The buildings will have a neighbourly interface, with front porches for each unit, and will provide additional opportunities for "eyes-on-the-street".
- Each unit is provided with an element of individuality, through the use of different roof forms, cladding materials and entry details.

Staff Comments:

- *The revision to the building blocks on 65 Avenue is an improvement. The proposed 3-storey building form along 65 Avenue and 188 Street, although architecturally appealing, does not relate to the 2-storey single family homes across the streets.*
 - *There are two, 3-storey townhouse projects in the neighbourhood. The RM-30-zoned site at 66 Avenue and 186 Street has 2-storey elements fronting the public streets with 3-storey buildings towards the adjacent commercial area. The CD-zoned townhouse site at 65 Avenue and 186 Street is a smaller site with much smaller townhouse block sizes.*
- Traffic: The traffic impacts of 145 additional units and almost 300 additional cars would be substantial.

Applicant's Response:

- Dedicated turning lanes would be added in all four directions at the intersection of 65 Avenue and 188 Street to maximize the efficiency of this intersection. The applicant sought to have a traffic light added at this intersection but this option is not supported by Transportation Engineering staff.
- A left turning lane on 64 Avenue at the proposed 187 Street would be added to maximize the use of this new street.
- The applicant hired a traffic consultant (BWW Consulting) to prepare trip generation studies. A study was completed for two RM-15-zoned townhome communities (3- and 4-bedroom units) in the North Cloverdale East NCP area and Mosaic's Kew/Tate (2-bedroom, 25 upa townhomes) townhomes in East Clayton. The consultant concluded that the 2-bedroom units average 1.4 cars per household, whereas the 3- and 4-bedroom units average 2 cars per unit and thus 3- and 4-bedroom townhome communities (RM-15-zoned) generate 25% more car trips per unit than 2-bedroom townhome communities.

Staff Comments:

- *The proposed new north-south road (187 Street) would significantly improve access to and from the neighbourhood, and would assist in easing congestion at the intersection of 64 Avenue and 188 Street.*
- *65 Avenue on the east side of 188 Street and the future 190 Street will ultimately connect to 64 Avenue, when development conditions permit. Once this connection is complete, congestion will ease at the intersection of 65 Avenue and 188 Street for residents on the east side of 188 Street. There is currently no application for development on the lands that would provide this road connection.*
- *Staff are supportive of the applicant's upgrade of the 65 Avenue and 188 Street intersection.*
- *The applicant's traffic consultant, supported by Transportation Engineering staff, indicates that the intersection of 65 Avenue and 188 Street does not warrant a traffic signal.*

- Parking: The lack of available on-street parking in the community is cited as a major concern for the residents, particularly those located on the east side of 188 Street. Many of the existing multi-family developments are reported to not have adequate on-site parking, and as a result residents park on the streets. The presence of no-parking areas exacerbates the problem for local residents. Residents believe that the addition of significantly more units than proposed in the NCP will create additional parking conflicts.

Applicant's Response:

- The number of parking stalls along the east side of the new 187 Street has been increased from 8 to 12 on-street parking spaces.
- The applicant conducted an informal car ownership study of the Kew and Tate townhouse communities (which are similar to the proposed development) located on 72 Avenue at 192 Street in East Clayton. It was shown that overall car ownership in a two-bedroom townhome community averages approximately 1.4 cars per home.

Staff Comments:

- *Traffic Operations staff have indicated that street on-parking is restricted along 65 Avenue east of 188 Street for reasons of traffic safety.*
 - *Additional on-street parking on the future 187 Street may not help the residents east of 188 Street, but may prevent the situation from worsening.*
- School Over-crowding: Residents are concerned that the addition of 145 units will bring additional school-aged children into the neighbourhood. The nearby Hillcrest Elementary School is at capacity and students are already forced into several portables. Additional students from the proposed development will exacerbate this problem.

Applicant's Response:

- The School District has confirmed that a new elementary school, Adams Road Elementary located at 18228 – 68 Avenue will open in December 2010 and will have capacity for over 300 students. Students in this catchment area who currently attend Hillcrest Elementary will have the opportunity to switch to Adams Road alleviating some of the pressure on Hillcrest.
- The School District anticipates a reduction in enrolment at Hillcrest Elementary from the current 500+ students to less than 450 students between now and 2016. This will reduce the number of portables needed.
- Hillcrest Elementary has been identified by the Ministry of Education as one of the schools that could be expanded to accommodate full day kindergarten in 2011.
- The applicant completed a survey of the number of children in the Kew and Tate communities located at 72nd Avenue at 192nd Street. The survey indicated that the number of children in a predominantly two-bedroom townhome community is on average 0.25 children per home. Using the 0.25 average would result in the proposed development adding approximately 20 students to Hillcrest Elementary School and approximately 16

high school students to Clayton Park Secondary in the 2012 school year. The School District has confirmed that there will be capacity for this number of students.

Staff Comments:

- *Surrey School District staff have advised the following in response to the above-noted information:*
 - *The Adams Road Elementary School will open during the school year, potentially after either the winter or spring breaks (i.e. no firm date);*
 - *The reduction of students at Hillcrest Elementary will be gradual between 2010 and 2016;*
 - *A boundary change is proposed to Latimer Road Elementary from Hillcrest Elementary that will affect mostly new housing and which should help to reduce enrolment;*
 - *All schools will have full day Kindergarten beginning in 2011. The School District is presently working with the Ministry of Education to address kindergarten capacity reduction resulting from the implementation of full day Kindergarten, including looking at measures to help provide additional space to schools where it will be required. This may include additional kindergarten space for Hillcrest Elementary. A funding announcement by the Ministry is expected in the fall to address full day Kindergarten space needs, although there are no formal decisions or funding announcements confirmed; and*
 - *With the addition of the new Adams Road Elementary and an approved boundary move from Hillcrest Elementary to Latimer Road Elementary the ultimate enrolment build out for Hillcrest Elementary has been significantly reduced. However, based on the school's current capacity and full day Kindergarten implementation, portables may remain but be gradually reduced in number. Any additional space to help alleviate full day Kindergarten's implementation, if approved by the Ministry, may help accelerate the removal of these portables.*

Applicant's "Ground Campaign"

- Since May 3, 2010, in addition to the third Public Information Meeting, the applicant canvassed the community door-to-door. The applicant has advised that they have knocked on 327 doors and received the following responses:

	Businesses Contacted	Households Contacted
No Answer	9	129
Positive	10	31
Neutral	0	93
Negative	0	55
Total	19	308

- Out of the 10 businesses contacted, all were supportive of the proposal.
- Out of 308 households that were approached, there was no answer at 129. Of the 179 households that provided feedback 31 were positive (17%), 93 were neutral (52%) and 55 were negative (31%).

PUBLIC CONSULTATION PROCESS FOR OCP AMENDMENT

Pursuant to Section 879 of the Local Government Act, the applicant conducted three public consultation meetings to apprise the surrounding residents of the proposed OCP amendment. It was determined that it was not necessary to consult with any other 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

Site Design

- The proposal indicates 145, 3-storey townhouse units with garages at grade. The proposed kitchen, dining and living rooms are located on the second floor, with the proposed bedrooms on the third floor area. One hundred (100) units are proposed to have a den on the ground floor.
- Thirty-six (36) units are proposed to have a raised rear yard that would permit the residents to access their rear yards directly from their living rooms on the second floor.
- Each unit is provided with an element of individuality, through the use of different roof forms, cladding materials, and entry details. The townhouses are designed in a manner that incorporates a combination of small dormers and gables with window boxes, bay windows and chimneys to break the massing and to create an attractive development.
- The proposed building materials consist primarily of cedar shingles for the amenity building, end units and some internal units (red, green, and blue for the townhouse units and yellow for the amenity building), and vinyl siding for the remaining interior units. Townhouse units are accented with hardi-plank (white and grey) around window bays and wood trim on dormers. The proposed roofing materials include asphalt shingles (grey) for roofing.
- The townhouses are arranged around a private interior roadway. There are two vehicular access points to the site; one from the proposed road (187 Street) on the west side of the site, and one from 188 Street.
- The applicant has proposed two pedestrian pathways to serve as central organizing features of the development. The first runs east to west parallel the primary drive aisle, and the second runs north-south. Both pathways provide access to the outdoor amenity spaces and both are proposed to be accessible to the general public.
- Several pedestrian connections are provided between the townhouse development and the surrounding neighbourhood sidewalks, allowing for access through the site.

Landscaping

- The proposed outdoor amenity space consists of a large, 701-square metre (7,541 sq.ft.) green commons and a second, smaller 227-square metre (2,441 sq.ft.) green commons. These spaces are proposed to be surrounded by Oak and Maple trees. The smaller commons incorporates a children's playground.
- A low wooden fence and landscaping consisting of trees such as Maple, Snowbell, and Crabapple is proposed around the perimeter of the development.

- Landscaping consisting of trees (Maple, Snowbell, Oak, Spruce, Pine and Crabapple), flowering shrubs such as rhododendrons, boxwood and dogwoods, and ground covers is proposed along the drive aisles and between blocks of units.
- The two primary vehicle and pedestrian access points to the site are identified with decorative stamped concrete pavers to act as a visual clue for drivers.

Sustainability Features

- The applicant is also proposing to integrate several sustainability initiatives into the project in order to achieve a Built Green Gold standard. The applicant is proposing to incorporate the following sustainability features and initiatives into the development:
 - Use of indigenous, low maintenance plant species;
 - Natural ventilation through operable windows;
 - Use of low VOC (volatile organic compound) finishes and flooring products to improve indoor air quality;
 - Deciduous native trees at south facades that provide summer shade but will permit winter sunlight into the units;
 - Low flow fixtures and appliances that reduce water consumption; and
 - Bicycle storage in all garages to encourage alternative transportation.
- In addition, the applicant points to the affordability of the proposed development.

ADVISORY DESIGN PANEL

This application was not referred to the ADP but was reviewed by staff. Should the current proposal proceed, items have been identified to be resolved to the satisfaction of the City Architect and the City Landscape Architect and are summarized as follows:

- Reduce the 3-storey massing of the outward facing unit blocks along 65 Avenue to a scale that reflects the adjacent residential.
- Consider sustainable features such as permeable paving to provide for some on-site stormwater management.
- Better address urban design principles developed by staff for the subject site (Appendix XI).

OPTIONAL COURSES OF ACTION

The following is a summary of the optional courses of action, and the benefits and concerns of either approach.

Option A: Deny the application.*Pros:*

- The community has been vocal and organized in their opposition to the proposed development.
- The neighbourhood has expressed support for the existing Townhouse/Cluster 15 upa designation for the site in the North Cloverdale East Neighbourhood Concept Plan.
- The opportunity would remain for a project to fully address the urban design principles developed by staff for the subject site, to better relate to its context in terms of scale and density.
- The applicant and the community will receive a clear message with regards to the current proposal.

Cons:

- Council will not hear directly from the neighbourhood on the proposed development.

Option B: Proceed to First and Second Readings and set a date for Public Hearing.*Pros:*

- Should the project receive final approval, this would result in the collection of additional NCP amenity fees for the neighbourhood.
- The proposed development would provide additional housing options for the North Cloverdale East neighbourhood.
- The new 187 Street would provide additional connectivity for the neighbourhood, providing an additional route for access and egress, and will take pressure off of the intersection of 64 Avenue and 188 Street.

Cons:

- If the development of the subject site is allowed to proceed as proposed, it will generate considerable community opposition.
- While there may be merit for greater density at this location, as it is centrally-located and well-served by transit, buildings with 3-storey units are out of scale with the surrounding single family homes.
- The project, as proposed, does not fully address the urban design principles developed by staff for the subject site.

CONCLUSION

- The Planning & Development Department recommends Option A, which is to deny the application.
- There continues to be significant community opposition to the proposal to increase the project density from the 15 upa shown in the North Cloverdale East NCP to an overall density of 25 upa.
- The applicant has modified their proposal, including the reduction of the number of proposed units to 145, and conducted three Public Information Meetings, however, the neighbourhood concerns remain strong.
- While there may be merit for some increased density at this location, the site layout and built form need to more responsive to its context.
- If Council is of the view that the relative merits of the current 145-unit proposal are sufficient to allow the application to proceed to Public Hearing (Option B), the actions and conditions have been documented in the report, and referring the application back to staff would not be necessary.

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 Subdivision Layout, Site Plan, Building Elevations and Landscape Plans
Appendix III.	Engineering Summary
Appendix IV.	Revised School District Comments
Appendix V.	Proposed NCP Amendment
Appendix VI.	Proposed OCP Amendment
Appendix VII.	Proposed CD Zone
Appendix VIII.	Summary of Applicant's Canvassing
Appendix IX.	Initial Planning Report dated April 12, 2010
Appendix X.	Additional Planning Report dated May 3, 2010
Appendix XI	Proposed Urban Design Principles

Jean Lamontagne
General Manager
Planning and Development

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SUBDIVISION DATA SHEET

Proposed Zoning: CD (based on RM-30)

Requires Project Data	Proposed	
GROSS SITE AREA		
Acres	6.85 ac	
Hectares	2.77 ha	
NUMBER OF LOTS		
Existing	1	
Proposed	2	
SIZE OF LOTS	Block A	Block B
Range of lot widths (metres)	70 m/230 ft.	90 m/295 ft.
Range of lot areas (square metres)	1.05 ha/2.58 ha	1.34 ha/3.3 ac
DENSITY		
Lots/Hectare & Lots/Acre (Gross)		
Lots/Hectare & Lots/Acre (Net)	1.2 lots/ha	2.9 lots/acre
SITE COVERAGE (in % of gross site area)		
Maximum Coverage of Principal & Accessory Building	41%	
Estimated Road, Lane & Driveway Coverage	31%	
Total Site Coverage	72%	
PARKLAND		
Area (square metres)	n/a	
% of Gross Site		
	Required	
PARKLAND		
5% money in lieu	NO	
TREE SURVEY/ASSESSMENT	NO	
MODEL BUILDING SCHEME	NO	
HERITAGE SITE Retention	NO	
BOUNDARY HEALTH Approval	NO	
DEV. VARIANCE PERMIT required		
Road Length/Standards	NO	
Works and Services	NO	
Building Retention	NO	
Others	NO	

DEVELOPMENT DATA SHEET

Proposed Zoning: CD (based on RM-30)

Required Development Data	Minimum Required / Maximum Allowed	Proposed	
LOT AREA* (in square metres)			
Gross Total		27,711.5 m ²	
Road Widening area		3,906.5 m ²	
Undevelopable area		0	
Net Total		23,805 m ²	
LOT COVERAGE (in % of net lot area)			
Buildings & Structures	45%	41%	
Paved & Hard Surfaced Areas		31%	
Total Site Coverage		72%	
SETBACKS (in metres)		Block A	Block B
Front (East)	7.5 m	4.57 m	4.57 m
Rear (West)	7.5 m	3.05 m	3.05 m
Side #1 (North)	7.5 m	4.57 m	10.67 m
Side #2 (South)	7.5 m	4.27 m	4.57 m
BUILDING HEIGHT (in metres/storeys)			
Principal	13 m	9.75 m	
Accessory/Amenity	4.5 m/11 m	7.3 m	
NUMBER OF RESIDENTIAL UNITS			
Bachelor			
One Bed			
Two Bedroom		40	
Two Bedroom + Den		105	
Total	176	145	
FLOOR AREA: Residential	21,426.3 m ²	17,125 m ²	
FLOOR AREA: Commercial			
Retail			
Office			
Total			
FLOOR AREA: Industrial			
FLOOR AREA: Institutional			
TOTAL BUILDING FLOOR AREA	21,426.3 m ²	17,125 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	Block B
DENSITY		Block A	Block B
# of units/ha /# units/acre (gross)			
# of units/ha /# units/acre (net)	75 uph/30 upa	68 uph/ 27 upa	57 uph/ 23 upa
FAR (gross)			
FAR (net)	0.90	0.80	0.68
AMENITY SPACE (area in square metres)			
Indoor	441 m ²	324 m ²	
Outdoor	441 m ²	928 m ²	
PARKING (number of stalls)			
Commercial			
Industrial			
Residential Bachelor + 1 Bedroom 2-Bed and 2-Bed + Den	290	290	
Residential Visitors	29	33	
Institutional			
Total Number of Parking Spaces	323	323	
Number of disabled stalls	0	0	
Number of small cars		41	
Tandem Parking Spaces: Number / % of Total Number of Units		290/100%	
Size of Tandem Parking Spaces width/length	3.2 m/12.2 m	3.2 m/12.2 m	

Heritage Site	NO	Tree Survey/Assessment Provided	NO
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