



Corporate NO: R248

Report COUNCIL DATE: November 6, 2000_

REGULAR COUNCIL			
TO:	Mayor & Council	DATE:	November 2, 2000
FROM:	General Manager, Planning & Development	FILE:	7900-0061-00
SUBJECT:	Yellow Rose Motel, 13375 King George Highway, By-law No. 14139 Potential Land Uses		

RECOMMENDATION

The Planning & Development Department recommended that Council:

1. Receive this report as information; and
2. Consider Third Reading of By-law No. 14139, which if adopted, will rezone a portion of the site at 13375 King George Highway from CTA to C-15.

BACKGROUND

On February 25, 2000 a rezoning application (from CTA to C-15) and a Development Permit application were submitted to allow the redevelopment of the existing Yellow Rose Motel site at 13375 King George Highway in Surrey City Centre. The Planning Report (Appendix IV), with respect to this application, was presented to Council at the Regular Council-Land Use meeting on October 2, 2000 with the recommendation that the application proceed. Council gave Rezoning By-law No. 14139 first and second readings and set the Public Hearing date for October 16, 2000.

At the Public Hearing, several concerns were raised by the public about the proposal. On October 17, 2000, during the continuation of the Public Hearing meeting, Council deferred the decision on the Third Reading of the Rezoning By-law and referred the item to the Planning & Development Department for a report “*on potential land uses in the area*”.

DISCUSSION

The subject site is located at the north end of City Centre along the east side of King George Highway (Appendix I). The block within which the site is located will be impacted in the future by two major roadways: East Whalley Ring Road and the as yet unnamed road that runs parallel to King George Highway and dissects the block and which, for the purpose of this report, will be referred to as 136A Street (Appendix II).

The ultimate alignment of East Whalley Ring Road will eliminate the small lots along the south-eastern edge of the subject block, most of which have already been purchased by the City. The construction of the ultimate East Whalley Ring Road alignment is listed in the 10 Year Capital Programme. When this construction will actually occur, however, depends on the timing of redevelopment of properties in the area and on the priorities set by the Engineering Department. The alignment for 136A Street will be obtained from applicants as the various lots within the block develop. The alignments for East Whalley Ring Road and 136A Street are shown on Appendix II.

In the short and medium term, vehicle driveways will be allowed from King George Highway. In the long term, however, 136A Street will provide alternate access to lots along King George Highway, thereby reducing, or eliminating altogether, vehicle access to King George Highway.

The Surrey City Centre plans envisions that the portion of the block between King George highway and 136A Street will be used for commercial purposes while the lands to the northeast of 136A Street will be redeveloped for multiple-family residential purposes. These future land uses are reflected in the existing Official Community Plan designations (Appendix III).

It is anticipated that the ultimate use for the subject site and lands within the block along King George Highway will comprise pedestrian-oriented commercial developments with a Floor Area Ratio of 1.5. Offices, retail stores, personal service uses, restaurants and tourist accommodations are the type of commercial uses deemed appropriate for this area. To achieve the Urban Design Vision for Surrey City Centre, buildings along King George Highway should be set a standard 7.0 metres (23 feet) back from the curb and should provide a continuous facade along the street to create a viable pedestrian environment. The ultimate uses and densities envisioned for the area can be accommodated under the C-15 Zone.

That portion of the subject site on which the existing Yellow Rose Motel is located is currently zoned Tourist Accommodation (CTA) Zone and, as tourist accommodation and trailer parks are the only uses permitted within this zone, the applicant would be permitted to redevelop the existing motel site at a maximum F.A.R. of 0.5 without having to rezone. The CTA Zone, however, does not allow the ultimate density or uses envisioned for the area which can, however, be accommodated under the C-15 Zone. By rezoning the site to C-15, the applicant can achieve a density (F.A.R. of 0.85) and a building form (three storeys with retail frontage), as well as a greater variety of pedestrian-oriented uses, consistent with the ultimate vision for this area of Surrey City Centre.

It is anticipated that the multiple family dwellings to the northeast of 136A Street will be three and four-storey wood frame buildings with a density of approximately 45 to 50 units per acre.

As the small lots at the south-easterly end of the block that will eventually be eliminated for the construction of East Whalley Ring Road, there are four lots in the subject block that can be redeveloped. The existing Yellow Rose Motel occupies one of these lots, while the lot immediately to the south of the Yellow Rose Motel, at 13383 King George Highway, contains a car repair facility. The lot immediately north of the Yellow Rose

Motel site is vacant, while the lot on the corner of King George Highway and Bolivar Road is occupied by a furniture store and car repair facility.

The commercial portion of the lot immediately to the north of the Yellow Rose Motel at 13335 King George Highway is quite large, having a 91-metre (300-foot) frontage and 79-metre (260-foot) depth. At a floor area ratio of 1.5, this lot could accommodate a 10,800-square metre (116,000-square foot) building. Similarly, the commercial portion of the lot at the corner of King George Highway and Bolivar Road is also quite large, having a frontage of 55 metres (180 feet) and a depth of 79 metres (260 feet) and, at a F.A.R. of 1.5, could accommodate a 6500-square metre (70,000-square foot) building, should the site redevelop. The commercial portions of both these lots are large enough to be developed independently with quite significant projects. The commercial portion of the lot to the south of the Yellow Rose Motel is the same size as the Yellow Rose Motel site and is also large enough to be redeveloped independently.

Similarly, the multiple-family portions (i.e. to the north-east of 136A Street) of these lots are large enough to accommodate substantial apartment buildings and are deep enough to support the construction of underground parking garages with double loaded drive aisles. The multiple family portion of the lot containing the car and engine repair facility (to the south of the Yellow Rose Motel), although smaller than the multiple-family portion of the other lots within the block, is still adequate to build a viable multiple-family building.

The multiple family portion of the Yellow Rose Motel site is the smallest multiple family lot on the block. Although a larger, more workable development site could be created if this lot consolidated with adjoining lots, this future multiple family lot is still larger than the lot immediately to the northeast at 13448 Hilton Road, which is occupied by an apartment building and, therefore, is large enough to be developed independently.

CONCLUSION

The Yellow Rose Motel site is currently zoned CTA and the site could be redeveloped with a new motel under the existing zoning but at a lower density than the current proposal. The CTA zone would not, however, permit the site to be redeveloped in accordance with the uses and density envisioned in the City's plans for this part of City Centre. If the site is rezoned to C-15, as requested by the owner, the proposed new Yellow Rose Motel, at a F.A.R. of 0.85, is moving toward achieving the ultimate density envisioned for the subject block. Similarly, the proposed Yellow Rose Motel conforms to the Urban Design Vision for Surrey City Centre in that it is set back 7.0 metres (23 feet) from the curb along King George Highway, is three storeys in height and presents a glazed pedestrian facade toward the street. As part of the application, the applicant is dedicating 136A Street along the full width of the property to ensure that the ultimate road network for the block can be realized. Development of the subject lot in isolation of other lots in the block does not compromise further redevelopment of the block to the ultimate uses and densities envisioned for the area.

It is, therefore, recommended that Council consider Third Reading of By-law No. 14139 to rezone the site from CTA to C-15, to support the redevelopment of the site with a motel and commercial uses.

Murray D. Dinwoodie

General Manager

Planning & Development Department

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Appendix I - Location of Subject Block within Surrey City Centre

Appendix II - Future Road Network

Appendix III - Official Community Plan Designations

Appendix IV - Planning Report of October 2, 2000

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