

City of Surrey
PLANNING & DEVELOPMENT REPORT

File: 7910-0237-00

Planning Report Date: September 10, 2012

PROPOSAL:

- **OCP Amendment** from 'Suburban' and 'Urban' to 'Commercial'
- **NCP Amendment** from "Proposed Local Commercial", "Small Lot (10 upa)" and "Walkway (Park)" to "Local Commercial"
- **Rezoning** from RA and RF-12 to CD (based on C-5 and CHI)
- **Development Permit**

to allow for the development of a commercial building accommodating a drive through restaurant and other C-5 commercial uses

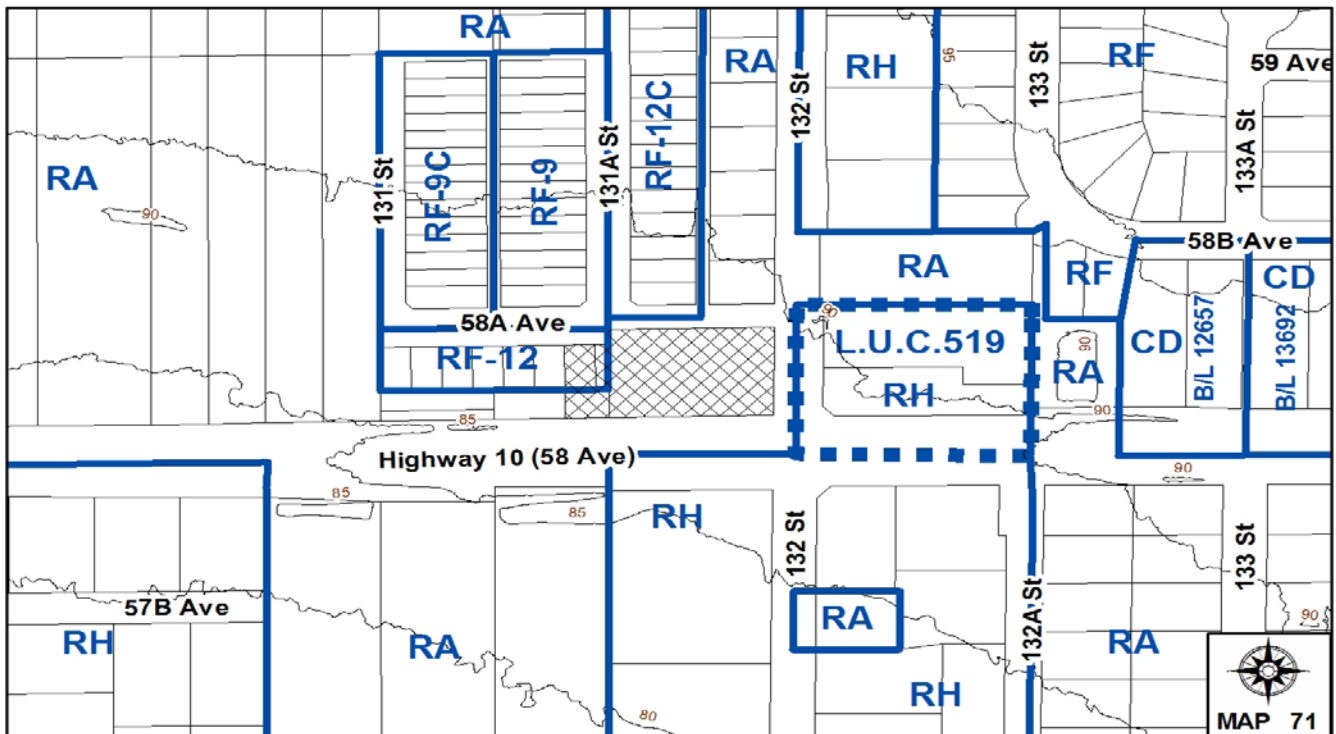
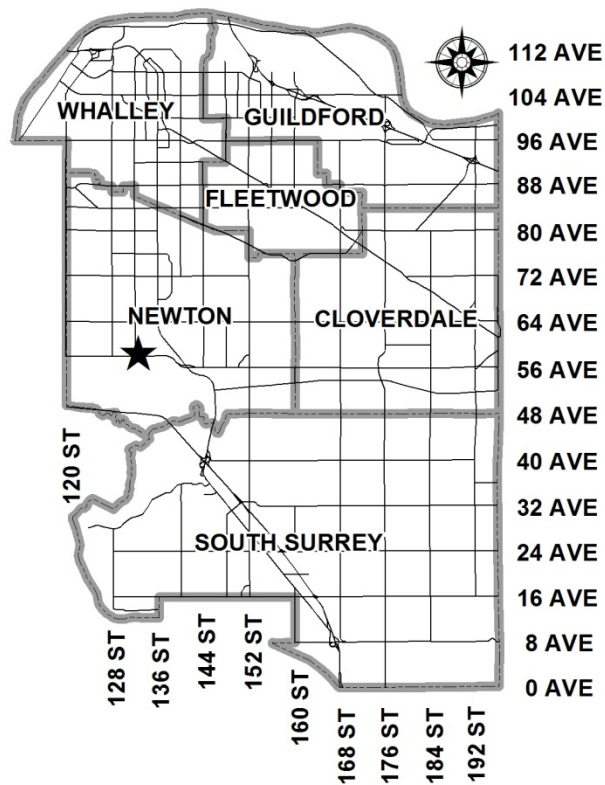
LOCATION: 5829 132 Street;
13150 and 13152 - 58A Avenue

OWNERS: City of Surrey
o881113 BC Ltd

ZONING: RA, RF-12

OCP DESIGNATION: Suburban/Urban

NCP DESIGNATION: Proposed Local Commercial, Small Lot (10 upa), Walkway (Park)



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

- An Official Community Plan (OCP) amendment is required to re-designate the site from 'Suburban' and 'Urban' to 'Commercial'.
- An amendment to the West Newton/Highway 10 Neighbourhood Concept Plan (NCP) is required to re-designate the site from 'Proposed Local Commercial', 'Small Lot (10) and 'Walkway' (Park) to 'Local Commercial'.

RATIONALE OF RECOMMENDATION

- Most of the site is already designated 'Proposed Local Commercial' in the West Newton/Highway NCP; the proposed OCP and NCP amendments will re-designate the entire property for commercial use.
- In order to address concerns of the neighbours, the proposed commercial building has been sited south away from the residential neighborhood, with primary access and egress coming from Highway 10.
- With the exception of the Tim Horton's drive aisle all other businesses including the Tim's Horton's restaurant will not be allowed to operate on a 24 hour basis.
- The form and character of the development will meet the intent of the OCP Development Permit Guidelines.

RECOMMENDATION

The Planning & Development Department recommends that:

1. A By-law be introduced to amend the Official Community Plan (OCP) by re-designating the site from 'Suburban' and 'Urban' to 'Commercial' 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)" and "Single Family Residential (12) Zone (RF-12)" (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. 7910-0237-00 generally 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, dedications, 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) final approval from the Ministry of Transportation & Infrastructure;
 - (d) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
 - (e) the applicant address the replacement tree deficit;
 - (f) submission of a landscaping plan and landscaping cost estimate to the specifications and satisfaction of the Planning and Development Department;
 - (g) resolution of all urban design issues to the satisfaction of the Planning and Development Department;
 - (h) registration of Section 219 covenant regulating the hours of business operations on-site, including the Tim Horton's drive aisle which is to be the only business allowed to operate on a 24 hour basis; and
 - (i) completion of the sale of City's land at 13152 58A Ave to the developer to the satisfaction of the Parks Department.
6. Council pass a resolution to amend West Newton/Highway No. 10 Neighbourhood Community Plan to re-designate the land from 'Proposed Local Commercial', 'Small Lot (10 upa)', and 'Walkway' (Park) to 'Local Commercial' 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.
Parks, Recreation & Culture:	Parks supports the sale of the property at 13152 58A Ave and requests a 4.0 metre walkway be provided along Highway 10.
Ministry of Transportation & Infrastructure (MOTI):	MOTI has no objections to the proposal or intended access configuration of Highway 10. An official application for highway access and the construction of the deceleration lane will be submitted by the applicant after the project is issued a PLA.

SITE CHARACTERISTICS

Existing Land Use: Vacant undeveloped parcel.

Adjacent Area:

Direction	Existing Use	OCP/NCP Designation	Existing Zones
North:	New small single family homes with lane and coach houses, single family houses.	Urban, Suburban/ Small Lot with lane (13 upa), Small Lot (10 upa), Park	RF-9, RF-12C, RA
East (Across 132 Street):	Single family dwellings.	Suburban/ Proposed Institutional	LUC 519
South (Across Highway 10):	Single family dwellings.	Suburban	RH, RA
West:	New and developing single family homes on small lots, Linear Park.	Urban/ Small Lot (10 upa) and Walkway (Park)	RF-12, RA

JUSTIFICATION FOR PLAN AMENDMENT

- An OCP amendment is required to re-designate the site from 'Suburban' and 'Urban' to 'Commercial'. The amendment will reconcile the split designations on the site and provide for all the uses provided under site's CD zone; including the drive through restaurant.
- An amendment to the West Newton/Highway 10 Neighbourhood Concept Plan is also required to re-designate the site from 'Proposed Local Commercial', 'Small Lot (10)' and 'Walkway' to 'Local Commercial'. An adjustment to the buffer/greenway area shown on the West Newton/Highway 10 plan will also be required.

- The NCP amendment is necessary as the applicant has enlarged the original parcel designated for commercial use at the corner of Highway 10 and 132 Street, by 756 sq.m. (8,137 sq.ft.), to include an adjacent RF-12 zoned residential lot and a portion of City owned land designated for a walkway (park).
- Together, all three parcels are required to achieve adequate on-site parking, vehicle stacking in the drive through aisle and truck turning radii for the proposed development. The City's Parks Department agreed to sell the municipal lot at 13152 58A Avenue, subject to Council approval.
- To rationalize the NCP amendment and subsequent land sale, the proposed development site will include several pathways, including a 4.0 metre asphalt multi-use path along the entire Highway 10 frontage and a 4.5 metre landscaped pathway along the west side of the site. Collectively, these pathways will form part of the City's required 4- 5 metre greenway/buffers called for by the NCP along the south and west portions of the site. The same NCP buffers will however require adjustment along 132 Street and the east-west lane as 1.5 metre landscaped strips are proposed for the north and east boundaries of the site.

DEVELOPMENT CONSIDERATIONS

Background

- The development site is comprised of three separate parcels - 5829 132 St, 13150 and 13152 58A Avenue – at the northwest corner of Highway 10 and 132 Street. The site, measuring 0.415 hectares (1.02 acres) in area, is designated 'Urban' and 'Suburban' in the Official Community Plan (OCP) and 'Proposed Local Commercial', 'Small Lot (10 upa)' and 'Walkway' under the West Newton/Highway 10 Neighbourhood Concept Plan (NCP).
- The site is zoned for 'One-Acre Residential (RA)' and 'Single Family Residential (12) Zone (RF-12)' development. The site is a vacant, largely overgrown area, which has been partially cleared and contains a number of trees.

Proposal

- The applicant is proposing to amend the OCP and NCP and to rezone the site to permit the development of a 573 sq.m. (6,172 sq.ft.) one-storey commercial building at the corner of Highway 10 and 132 Street.
- A Tim Horton's drive through restaurant will act as the anchor tenant for the site and occupy a total 235 sq.m. (2,529 sq.ft.) of commercial space, while the remaining 338 sq.m. (3,643 sq.ft.) of floor area will be divided between four commercial retail units (CRUs). Primary access to the site and the proposed drive through will be provided from Highway No. 10, while secondary access to the site will be provided by an east-west lane access connecting to 132nd Street.
- To accommodate the development the applicant is proposing to amend the OCP by re-designating the site to 'Commercial' and to amend the NCP by re-designating the site to 'Local Commercial'. A partial adjustment to the plan's buffer/greenway concept will also be required.
- The site will be rezoned from the current zones to a "Comprehensive Development (CD) Zone" based primarily on the "Neighbourhood Commercial (C-5) Zone with the addition of a drive through restaurant. A Development Permit is required to regulate the form and character of the development.

Proposed Zoning

- The CD Zone for the site is based on the “Neighbourhood Commercial (C-5) Zone”. The C-5 zone typically accommodates and regulates the development of neighbourhood scale shopping centres. The West Newton/Highway 10 Plan proposes the northwest corner of Highway 10 and 132 Street be developed as a local commercial area, i.e., a commercial area providing for the day-to-day retail and personal service needs, and within walking distance, of the immediate neighbourhood.
- Consequently, the site’s CD zone has been tailored to ensure the development of viable, commercial retail centre, while respecting the context of the immediate neighbourhood. The proposed CD zone will provide for small scale retail stores, personal service uses (limited to barbershops, beauty parlors, the repair and cleaning of clothes, shoe repair shops), office uses, indoor recreational facilities and eating establishments with a drive through component. The applicant has worked directly with MOTI to secure a primary access to the site from Highway 10. (See Site Design and Circulation).
- None of the permitted uses in the proposed CD zone will exceed a gross floor area of 250 square metres [2,700 sq.ft.] and some of the more intrusive C-5 uses, including neighbourhood pubs, general service uses, community services or child care centres, will not be permitted.
- The NCP also suggests that the site should not be expanded or include uses such as gas stations and 24 hour convenience stores. As such, only the Tim Horton’s drive through aisle and pick up window will be allowed to operate on a 24 hour basis. The site and traffic circulation has been designed to minimize the impact of the proposed 24 hour Tim Horton’s facility on the adjacent neighbourhood and the presence of on-site staff will help ensure the parking lot is not used as a congregating or meeting area. The actual Tim Horton’s restaurant will operate on a 5:00 am -11:00 pm basis, while the rest of the commercial CRUs will operate within regular business hours of 8:00 am to 9:00 pm.
- Despite the popularity of the drive through restaurant at peak times, staff anticipate the Tim Horton’s site will be a popular pedestrian destination, particularly with the development of the surrounding neighbourhood and the nearby West Newton Cricket Park, between 128 and 131 Street, north of Highway 10. The park is under construction and is anticipated to open by the summer of 2013.
- Finally, proposed zoning for this site is reasonable given its location on Highway 10. The three other sites designated for “local commercial” development in the NCP, all located along Highway 10, include highway commercial uses such as a retail auto service centre, a car wash and a gas station/convenience store.

Site Design and Circulation

- The site has primary access to Highway 10, which will be restricted to right-in right-out. The Ministry of Transportation and Infrastructure require the applicant to construct a deceleration lane along Highway 10.
- The applicant will be providing for 17 vehicles of queuing storage in advance of the pick-up window which is significantly greater than the By-law requirement of 8. With additional reserve capacity in the access lanes, this should prevent any vehicles from queuing in residential areas and on Highway No. 10 or 132 Street.

- To accommodate on-site truck circulation, and in consideration of the existing underground utilities, the applicant will also extend the unopened portion of the east- west lane to the City's commercial lane standard. As previously noted this will impact and require an adjustment to the buffer area at the north-west portion of the site shown in the NCP.

Tree Retention

- On June 20, 2011, an arborist report and tree preservation/replacement plan for the site was approved by the City's Landscape Architect. The report states that of the 24 mature trees identified on site, a total of two (2) trees will be retained at the corner of Highway 10 and 132 Street; while 22 trees will be removed primarily as a result of site grading, internal road and parking lot construction. The following is a breakdown of the protected trees by species:

Tree Species	Total No. of Trees*	Trees Proposed to be Retained	Trees Proposed to be Removed
Black Cottonwood	2	0	2
Cypress	3	0	3
Douglas Fir	13	2	11
Holly	1	0	1
Mountain Ash	1	0	1
Red Alder	4	0	4
TOTAL	24	2	22

- Of the 22 on-site trees to be removed, six (6) trees will be replaced on a 1:1 basis and 16 trees will be replaced on a 2:1 basis for a total of 38 replacement trees. In lieu of this the applicant is proposing to plant a total of 26 replacement trees on-site. Cash-in-lieu for the remaining twelve (12) trees will be collected from the applicant through the City's Green Fund.

PRE-NOTIFICATION

- Two pre-notification letters were sent out for this project on January 5, 2012 and May 25, 2012. Development signs were also posted on the property, January 2012.
- Initially staff received few calls concerning the proposal. On April 26, 2012, the applicant hosted their first public information meeting (PIM) on the project at the nearby Berea Baptist Church. A total of nine (9) people from four (4) household addresses attended that meeting and no particular concerns were voiced about the project. The three submitted comment sheets were supportive of the project, with one individual asking for speed bumps on the east-west lane to control traffic.
- During the second week of May 2012, however, staff started to receive calls concerning the proposal from residents moving into the area, stating they were unaware of the development. The area surrounding the development site is rapidly developing and several RF-12C and RF-9 homes have been built and occupied since the initial pre-notification letter was sent in January 2012.
- Altogether, the City received four calls concerning the development, prior to sending out the second pre-notification letter in May. This second letter went to nine (9) more households in the 100 metre notification area than the previous letter sent in January.

- One resident, who moved into a new house directly adjacent to the development site in April 2012, wrote and telephoned the City to voice her objections at having a commercial development, located next door, in a family oriented environment. She was particularly concerned the development would impact the safety of the neighbourhood (children commonly bike and play in the lanes) and that a more substantial separation or interface between the site and adjacent houses had not been planned.
- The City also received calls from neighbours that the commercial site would use the east-west lane off 132 Street and result in increased traffic. According to residents, there is already congestion and limited parking in the rear north-south residential lane, which can lead to congestion in the narrow east-west lane.
- These residents were also concerned about traffic short-cutting down the residential lane from 60 Avenue to get to Tim Horton's. According to some residents, cars often travel south down the lane from 60 Avenue to shortcut the four way intersection at the corner of 60 Avenue and 132 Street, despite the City installing speed bumps in the lane. Residents also thought the traffic exiting Tim Horton might use their residential lane to travel north to 60 Avenue.

(In response, City staff conducted field observations to determine whether short cutting was occurring and found that no significant short cutting traffic was occurring in the north-south lane. This is consistent with the practice that short cutting on local roads and lanes only occurs when there is observable time travel delay savings. Additionally, the existing four-way stop is warranted for improvement to a traffic signal and is in the City's 2012-2021 Ten Year Servicing Plan as a medium term priority).

- One resident asked whether the proposed Tim Horton's site could be serviced by one access off Highway 10. Alternately, it was asked whether City would consider two accesses along 132 Street: one, the existing east-west lane, limited to local residential traffic only, and two, a second direct access into Tim Horton's.

(In response to these concerns, City staff reiterated that the lane was a public road which was always envisioned to provide access to the development property. The development site has been designated for commercial development under the NCP since 2004. Further, the primary access to the site (and proposed drive through) will be from Highway 10; while the east-west lane will function as a secondary access. The applicant has also suggested placing an additional speed bump in the residential lane to deter traffic.

One entrance to the site via Highway 10 is not sufficient or typical of a commercial corner property. The secondary access off the east-west lane is necessary for loading trucks and other service vehicles (such as fire) exiting the site. The east-west lane will also be extended west and widened to the City's commercial lane standard.

Finally, two independent accesses cannot be supported as there is insufficient frontage along 132 A Street to meet the City's design criteria requirement for minimum 50 m spacing along arterial roads).

Petitions

- On June 11, 2012, staff received a petition opposing the development from 28 local residents (representing a total of 23 lots). The petition noted the development would have a direct negative impact on the neighbourhood and there would be greater opposition to the proposal once all the unsold new homes in the area were occupied. Staff plotted the addresses of each of the homes and coach houses listed on petition and found 19 of the 23 lots opposing the development were RF-12C zoned lots located on the east side of 131A Street.
- In response, the developers organized and submitted their own petition of support for the development. This second petition included the signatures of 34 local residents (representing 31 lots), some of whom (seven (7) in total) had signed the initial petition opposing the development. The majority of addresses from the second petition were located farther away from the development site, west of 131A Street.

Second PIM

- In response to the petition, staff asked the applicant to host another PIM. The second PIM, held on July 5, 2012 was attended by seventeen (17) people. Again the chief concern voiced at the meeting was that the commercial development would increase traffic along the east-west lane and north-south residential lane serving 131A and 132 Street. There was also discussion concerning the interface and landscaping between the proposed building, parking lot and lane, as well as CPTED issues on-site and the fact a 24 hour Tim Horton's drive thru was being proposed.
- In response, the applicant advised all reasonable design measures had been taken to mitigate potential impacts of traffic, headlights and noise on local property owners, but approximately seven (7) residents continued to voice their objections to the proposal.
- The developer's Engineer then suggested an option which was endorsed by a few owners and presented to staff for consideration. The option involved reconfiguring east-west lane to allow Tim Horton's the sole use of a shortened lane leading directly from 132 Street into the site. The residential lane would then be designed to exit onto 131A Street. The lane would therefore be discontinuous between 131A and 132 Street and separate all commercial and residential traffic.

(Although this option could potentially resolve some of the resident's concerns about shared residential and commercial traffic in the east-west lane, the proposal could lead to other issues such as increased local neighbourhood traffic in the north south lane and on 131A Street; and congestion at 132 Street and 60 Avenue. As such, Engineering does not support this change without broader community request and support for the substantial change to the lane network.)

PUBLIC CONSULTATION PROCESS FOR OCP AMENDMENT

- Pursuant to Section 879 of the Local Government Act, it is 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 and consulted through the two Public Information Meetings held by the applicant and the pre-notification process.

DESIGN PROPOSAL AND REVIEW

Site Design

- The applicant has worked closely with staff to bring the building and site design into conformance with the City's Development Permit (DP) Guidelines. In particular, attention has been paid to the appearance of the building from the street and corner edge.
- Under the OCP design guidelines, commercial buildings are to be located close to the street to create a strong architectural edge. On corner sites, features such as active spaces, principal entrances, windows or glazing should be oriented to the corner. Where possible commercial buildings should be designed with consideration for their potential for use as reference points or landmarks.
- As such the applicant has paid attention to the building's orientation to Highway 10, the southwest corner of the site and the surrounding neighbourhood. The building has been sited south as far as possible towards Highway 10, away from the east-west lane to create a strong architectural edge and lessen the impact of the development on the neighbourhood. To further separate and minimize the impact of queuing cars, the drive aisle for the drive through restaurant will wrap around the south side of the building facing Highway No. 10.
- Staff also worked with Tim Horton to re-orient the kitchen and food preparation area (inside the building) in order that the drive through pick-up window could be placed on the south side of building.
- These changes have provided enough space to create a landscaped outdoor patio with seating for 17 people at the east side of the building, close to the site corner. Together, the patio area, the glazing and spandrel glass treatment along east elevation will animate the corner and add visual interest to the surrounding streetscapes. The two significant trees to be retained at the corner will also help anchor the site and soften and screen a portion of the building from the highway.
- Under the OCP, the DP guidelines also state the design of buildings and their features (e.g., roof lines, height), should be compatible with the surrounding environment and the architectural character, scale and form of other buildings should be considered. The NCP also contains a policy that the building's design should complement the surrounding residential neighbourhood.
- In response, the architect added a tilted or sloped roof to the building, reminiscent of the pitched roofs used in the surrounding neo-traditional, neo-heritage house styles.
- Attention has been paid to the finishing and treatment of building's facades. The proposed building will be finished in horizontal metal siding, hardi-plank siding, brick, spandrel glass and anodized aluminum storefront framing with clear glazing. Other building materials on the site include concrete and aluminum metal flashing.
- Structural metal framed awnings and canopies with tempered glazed panels will be incorporated on the building to add greater depth and detail to the building's facade. Green living walls are proposed along the building's south and north elevations and the building will be finished in a colour scheme of complimentary red, ivory white and beige.

- Two free-standing signs along Highway 10 and 132 Street will sit atop of a paint-finished architectural concrete base which will be framed with decorative wood posts and cross beams. All signage (freestanding and fascia signs) will comply with the Sign By-law.
- There are 42 proposed parking stalls at grade, which will be sufficient to accommodate the variety of proposed commercial and retail uses for the site. Under the Zoning Bylaw a minimum of 34 spaces would typically be required. The site will also provide for adequate queuing and storage for 17-18 stacked cars in the drive through lane, which is to be finished in permeable paving.

CPTED Issues

- A number of CPTED features have also been used on the site. In particular, low level planting around the site's perimeter will allow for visual surveillance of the parking lot area from 132 Street, Highway 10 and the adjacent neighbourhood. The exception will be a slightly higher 1.5 metre (5 foot) hedge along the property's northern boundary to block car headlights into nearby residences. The complexity of the traffic flow around site (no dead corners) will also aid in preventing illegal or undesirable activities on the site.

Pedestrian Routes

- The applicant has also worked to enhance and improve pedestrian connectivity on-site. As per the NCP, a 4 to 5 metre (13-16 ft.) buffer/greenway will be provided along the site's south and west boundaries. A 4.0 metre asphalt multi-use pathway will be constructed along Highway 10 to connect 132 Street to the existing 15 metre Park buffer to the west. Ultimately, it is the City's intent to construct a greenway/multi-use path in the buffer from the site to new community park.
- The second 4.5 metre landscaped multi-use pathway at the west side of the development will provide residents access from 131A Street to the greenway/MUP along Highway 10 and act as a buffer between the site and adjacent residential property. The path will be bounded by a 1.8 metre (6 ft.) privacy fence along the western property line. Two planted trellises will demarcate the pathway. Three short paths marked by decorative paving will also control and direct pedestrian travel on-site.
- Along the northern and eastern boundaries of the site, the NCP buffer/greenway area will be adjusted to provide 1.5 metre (5 ft.) of landscaped buffer of shrubs and hedges.
- In response to the site's context, the applicant is proposing to screen and plant the north edge of parking lot along the east-west lane to mitigate the impact of car and truck headlights shining north from the site into the surrounding residences. Specifically the applicant is proposing to place a 1 metre (3.6 ft.) high metal picket fence, which will be planted and filled in with 1.5 metre (5 ft.) yew trees.

Landscaping

- The landscaping plan identifies the two (2) mature trees to be retained and calls for 26 replacement trees, including Bowhall red maple, magnolia and cypress trees to be planted on-site, along with a variety of shrubs, including rhododendron, azalea, laurel and juniper.
- The site's grades from Highway No. 10, rise slightly north and a 1.82 metre (6ft.) retaining wall will be required along the entrance way and along Highway 10. Approximately 0.6 metre (2 ft) of the wall will be hidden by a shallow planted slope, while the remaining 1.2 metre (4ft) of retaining wall will be screened with additional planting and shrubbery. A trellis feature is also proposed atop of the

retaining wall which will separate the 4 metre pedestrian path along Highway 10 way from the drive through lane.

ADVISORY DESIGN PANEL

- The project was reviewed by the City's Advisory Design Panel (ADP) on April 19, 2012. The Panel made a number of recommendations and comments on the site plan, vehicle and pedestrian circulation, form and character, landscaping, sustainability, CPTED and accessibility (Appendix V).
- The ADP recommended the applicant address the comments, and revise and resubmit the drawings to the satisfaction of the City Architect and Planning staff.
- In response, the project architect adjusted the pedestrian circulation space and pedestrian walkway at the front of buildings, by inseting the doors and moving the building back towards Highway 10 by another two (2) feet. The project architect also addressed the elevation difference between commercial building and the adjacent single family development by adding a sloped roof on the structure.
- A number of other small adjustments were made to the project to address the ADP's comments. Staff will continue to work with the applicant to resolve additional minor design issues to the satisfaction of the Planning and Development Department prior to final adoption.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I	Lot Owners, Action Summary and Project Data Sheets and Survey Plan
Appendix II	Proposed Subdivision Layout, Site Plan, Building Elevations, Landscape Plans and Perspective
Appendix III	Engineering Summary
Appendix IV	Summary of Tree Survey and Tree Preservation
Appendix V	ADP Minutes
Appendix VI	NCP Plan
Appendix VII	OCP Plan
Appendix VIII	Proposed CD Zone

original signed by Nicholas Lai

Jean Lamontagne
General Manager
Planning and Development

HP/kms

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APPENDIX IInformation for City Clerk

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

1. (a) Agent: Name: Lance Barnett
 Barnett Dembek Architects Inc.
 Address: Unit 135 - 7536 - 130 Street
 Surrey BC V3W 1H8
 Tel: 604-597-7100

2. Properties involved in the Application
 - (a) Civic Address: 5829 - 132 Street; 13150 and 13152 - 58A Avenue

 - (b) Civic Address: 5829 - 132 Street
 Owner: 0881113 BC Ltd., Inc. No. 881113
 Director Information:
 Harminder Grewal
 Prabjot Randhawa

 Officer Information as at May 14, 2011
 Harminder K. Grewal (President)
 Prabjot K. RAndhawa (Secretary)

 - PID: 010-294-767
 Lot 16 Section 8 Township 2 New Westminster District Plan 17740

 - (c) Civic Address: 13150 - 58A Avenue
 Owner: 0881113 BC Ltd., Inc. No. 881113
 Director Information:
 Harminder Grewal
 Prabjot Randhawa

 Officer Information as at May 14, 2011
 Harminder K. Grewal (President)
 Prabjot K. RAndhawa (Secretary)

 - PID: 028-577-400
 Lot 15 Section 8 Township 2 New Westminster District Plan BCP47977

 - (d) Civic Address: 13152 - 58A Avenue
 Owner: City Of Surrey
 PID: 028-577-434
 Lot 18 Section 8 Township 2 New Westminster District Plan BCP47977

3. Summary of Actions for City Clerk's Office
 - (a) Introduce a By-law to rezone the property.
 - (b) Application is under the jurisdiction of MOTI.

MOTI File No. 2011-06006

DEVELOPMENT DATA SHEET

Proposed/Existing Zoning: CD_

Required Development Data	Minimum Required / Maximum Allowed	Proposed
LOT AREA* (in square metres)		
Gross Total	0.415 ha/1.024 acres	0.415 ha/1.024 acres
Road Widening area	0.024 ha/0.059	0.024 ha/0.059
Undevelopable area	-	-
Net Total	0.391 ha/0.965 acres	0.391 ha/0.965 acres
LOT COVERAGE (in % of net lot area)		
Buildings & Structures	50%	15.2%
Paved & Hard Surfaced Areas		
Total Site Coverage		
SETBACKS (in metres)		
Front	7.5 m	17.0 m
Rear	7.5 m	25.9 m
Side #1(N)	7.5 m	21.3 m
Side #2 (S)	7.5 m	9.1 m
BUILDING HEIGHT (in metres/storeys)		
Principal	9 m	8.7 m
Accessory	4 m	-
NUMBER OF RESIDENTIAL UNITS	-	-
Bachelor		
One Bed		
Two Bedroom		
Three Bedroom +		
Total		
FLOOR AREA: Residential	-	-
FLOOR AREA: Commercial	592 sq.m.	592 sq.m.
Retail		
Office		
Total		
FLOOR AREA: Industrial	-	-
FLOOR AREA: Institutional	-	-
TOTAL BUILDING FLOOR AREA	592 sq.m.	592 sq.m.

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)		
FAR (gross)	.50	.143
FAR (net)	.50	.152
AMENITY SPACE (area in square metres)	-	-
Indoor		
Outdoor		
PARKING (number of stalls)		
Commercial	42	34
Industrial		
Residential Bachelor + 1 Bedroom		
2-Bed		
3-Bed		
Residential Visitors		
Institutional		
Total Number of Parking Spaces	42	34
Number of disabled stalls	2	2
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	YES
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ZONING : CD (BASED ON C5)		
GROSS SITE AREA :		42,042 SF ± 0.965 AC. 0.391 HA.
BUILDING AREA :		
COMMERCIAL SPACE	3,643 SF.	
GARAGE	201 SF.	
RESTAURANT	2,521 SF.	
TOTAL	6,375 SF.	
F.A.R. : 0.152		

COMMERCIAL SPACE	(3,844 S.F. / 1075) x 3	= 10.73 SPACES
RESTAURANT	(2,529 S.F. / 1075) x 10	= 23.53 SPACES
	TOTAL	= 34.26 SPACES

42 SPACES • GRADE

NORTH:	70°-0" (21.3m)
SOUTH:	29°-11-1/2" (9.1m)
EAST:	55°-10" (17.0m)
WEST:	85°-1" (25.9m)

CONCEPTUAL SITE PLAN

REV#	DATE	DEFN	QTY	COST	DATE	BY	ISSUED FOR
<p>ELECTRICAL, ALL DEVICES AND THE MODELS UNLESSHEE THEREOF ARE THE SOLE PROPERTY OF MARKET DESIGNER ARCHITECTS INC. AND MAY NOT BE USED WITHOUT OR IN PART WITHOUT (DESIGN BEING PURCHASED). COPYRIGHT (BY) MARKET DESIGNER ARCHITECTS INC. ALL RIGHTS RESERVED.</p>							

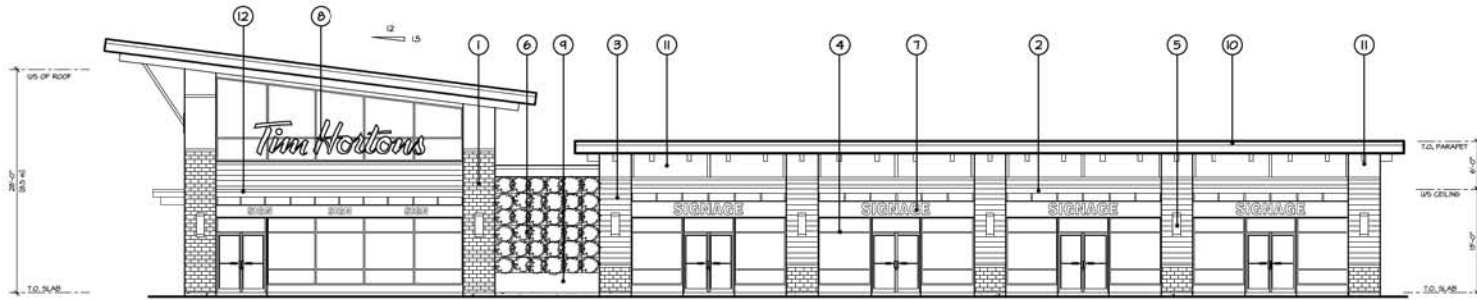
DESIGN :	L.P.B.
DRAWN :	X
DATE :	Aug. 9 12
SCALE :	1/4" = 1'-0"
CLIENT : OBOHIII B.C. LTD. PROJECT : PROPOSED COMMERCIAL DEVELOPMENT 5924 HIGHWAY #10, SURREY, B.C. SHEET CONTAINS : SITE PLAN & DEVELOPMENT DATA	

barnett dembek
ARCHITECTS, INC.

UNIT 135,
7536 130 STREET,
SURREY, B.C.
V3W 1H8

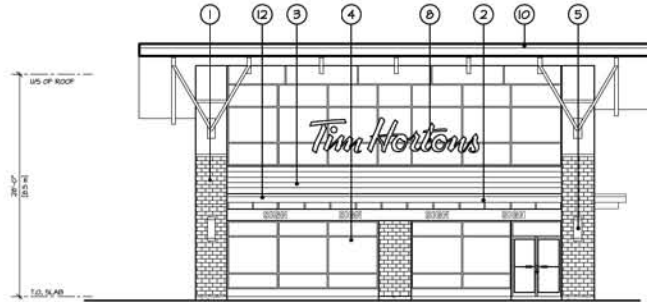
PHONE: (604) 597-7100
FAX: (604) 597-2099
EMAIL: mail@darkitex.com

CLIENT NO.	SHEET NO. AC-10
PROJECT NO. 10023	REV. NO.



NORTH ELEVATION

SCALE: 1/8" = 1'-0"

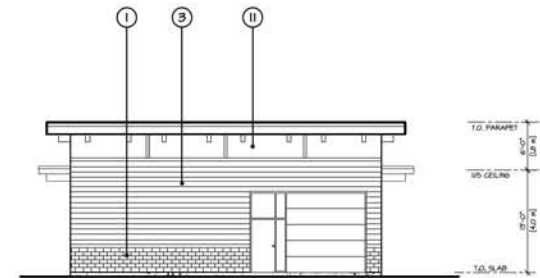


EAST ELEVATION

SCALE: 1/8" = 1'-0"

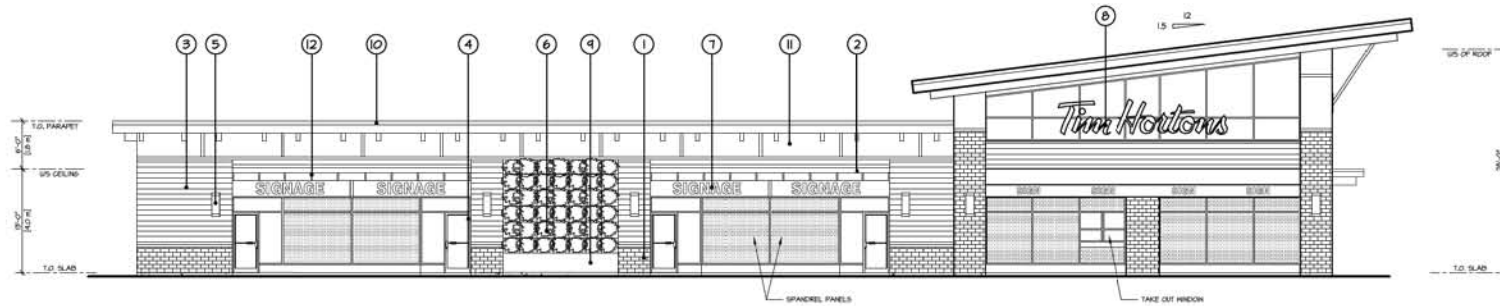
SCHEDULE OF FINISHES

- ① BRICK
- ② ANNING C/M STRUCTURAL METAL FRAMING
- ③ HORIZONTAL METAL SIDING
- ④ CLEAR ANODIZED ALUMINUM STOREFRONT FRAMING C/M CLEAR GLAZING
- ⑤ WALL MOUNTED LIGHT FIXTURE
- ⑥ VEGETATIVE / LIVING WALL
- ⑦ SIGNAGE - ILLUMINATED CHANNEL LETTERS - 18" HIGH
- ⑧ SIGNAGE - ILLUMINATED CHANNEL LETTERS - 42" HIGH
- ⑨ PREFABRICATED METAL PLANTER BOX
- ⑩ PREFINISHED METAL FLASHING
- ⑪ HARDI PANEL SIDING C/M FRY REGLETS
- ⑫ STRUCTURAL STEEL FRAMED CANOPY WITH TEMPERED GLAZING PANELS



WEST ELEVATION

SCALE: 1/8" = 1'-0"



SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

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REV#	DATE	BY	CHKD	ISSUED FOR



©2014 JMB

DESIGN 1 L.F.B.	DRAWN 1	DATE 1 Aug 13 12	SCALE 1 1/8" = 1'-0"
CLIENT : OBOHIS B.C. LTD.			
PROJECT : PROPOSED COMMERCIAL DEVELOPMENT 5921 HIGHWAY 102, SURREY, B.C.			
SHEET COMMENTS ELEVATIONS			

barnett dembek
ARCHITECTS INC.

UNIT 135,
7536 130 STREET,
SURREY, B.C.
V3W 1H8

PHONE: (604) 597-7100
FAX: (604) 597-2099
EMAIL: mail@barnett-dembek.com

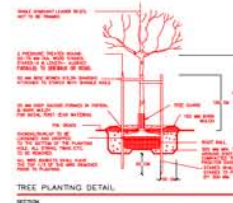
CLIENT NO.	SHEET NO.
PROJECT NO.	AC-30
10023	REV. NO.

KEY	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	SPACING	REMARKS
	ACER RUBRUM 'BOWHALL'	BOWHALL RED MAPLE	12	6 CM. CAL.	AS SHOWN	B. & B.
	MAGNOLIA GALAXY	GALAXY MAGNOLIA	10	6 CM. CAL.	AS SHOWN	B. & B.
	CHAMAECYPARIS NODOSATA 'PENDULA'	WEeping NODOSATA CYPRESS	4	3.00 METERS	AS SHOWN	B. & B.
	AZALEA JAPONICA 'LOUISE GABLE'	PINK AZALEA	19	#2 POT	85 CM. O.C.	
	AZALEA JAPONICA 'VINO CRIMSON'	CRIMSON AZALEA	20	#2 POT	85 CM. O.C.	
	ABELIA 'TOWARD CORNER'	EDWARD GOUCHER ABELIA	22	#3 POT	90 CM. O.C.	
	PRUNUS MUGO 'PUMILO'	DWARF MUGO PINE	33	#3 POT	90 CM. O.C.	
	RHOODODENDRON YAKUSHIMANUM 'CRETE'	YAK. RHOODODENDRON	61	#3 POT	90 CM. O.C.	
	RHOODODENDRON FINISH 'ELVIRA'	FINISH RHOODODENDRON	55	#3 POT	90 CM. O.C.	
	ROSA MEDILAND 'PINK'	PINK MEDILAND ROSE	38	#3 POT	90 CM. O.C.	
	PRUNUS LAUROCEARUS 'OTTO LUYKEN'	OTTO LUYKEN LAUREL	23	#3 POT	90 CM. O.C.	
	JUNIPERUS HORIZONTALIS 'HUGHES'	HUGHES JUNIPER	143	#3 POT	90 CM. O.C.	
	PIERIS JAPONICA 'FOREST FLAME'	LLY-OF-THE-VALLEY	18	#3 POT	90 CM. O.C.	
	TAXUS x MEDIA HICKSI	HICKS' YEW	168	1.50 METERS	60 CM. O.C.	
	PARTHENOSSUS THROUSPIDATA 'VETCHI'	BOSTON IVY	40	#2 POT	45 CM. O.C.	
	ARCTOSTAPHYLOS UVA URSI	BEARBERRY	40	#1 POT	45 CM. O.C.	
	GRASS		300m2			

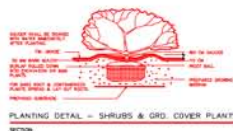
REFER TO ARCHITECT'S DRAWING, SHEET AC-4.0 FOR ALL TRELLIS AND FENCE DETAILS.

NOTES / GENERAL

1. ALL PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SURREY LANDSCAPE DESIGN AND INSTALLATION MANUAL (2008) AND THE LATEST EDITION.
2. ALL PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SURREY LANDSCAPE DESIGN AND INSTALLATION MANUAL (2008) AND THE LATEST EDITION.
3. ALL PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SURREY LANDSCAPE DESIGN AND INSTALLATION MANUAL (2008) AND THE LATEST EDITION.
4. ALL PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SURREY LANDSCAPE DESIGN AND INSTALLATION MANUAL (2008) AND THE LATEST EDITION.
5. ALL PLANTING SHALL BE IN ACCORDANCE WITH THE CITY OF SURREY LANDSCAPE DESIGN AND INSTALLATION MANUAL (2008) AND THE LATEST EDITION.



N.T.S.



N.T.S.



LEGEND

- = TREES TO BE RETAINED
- ✕ = TREES TO BE REMOVED
- = PROTECTION BARRIER

DATE	DESCRIPTION	BY
MAY/13/12	City of Surrey request	7
JUN/12	revised site plan/CD of S.	6
MAY/12	revised site plan/CD of S.	5
MAY/12	revised site plan/CD of S.	4
APR/12	revised site plan	3
FEB/12	revised site plan	2
NOV/11	revised site plan	1

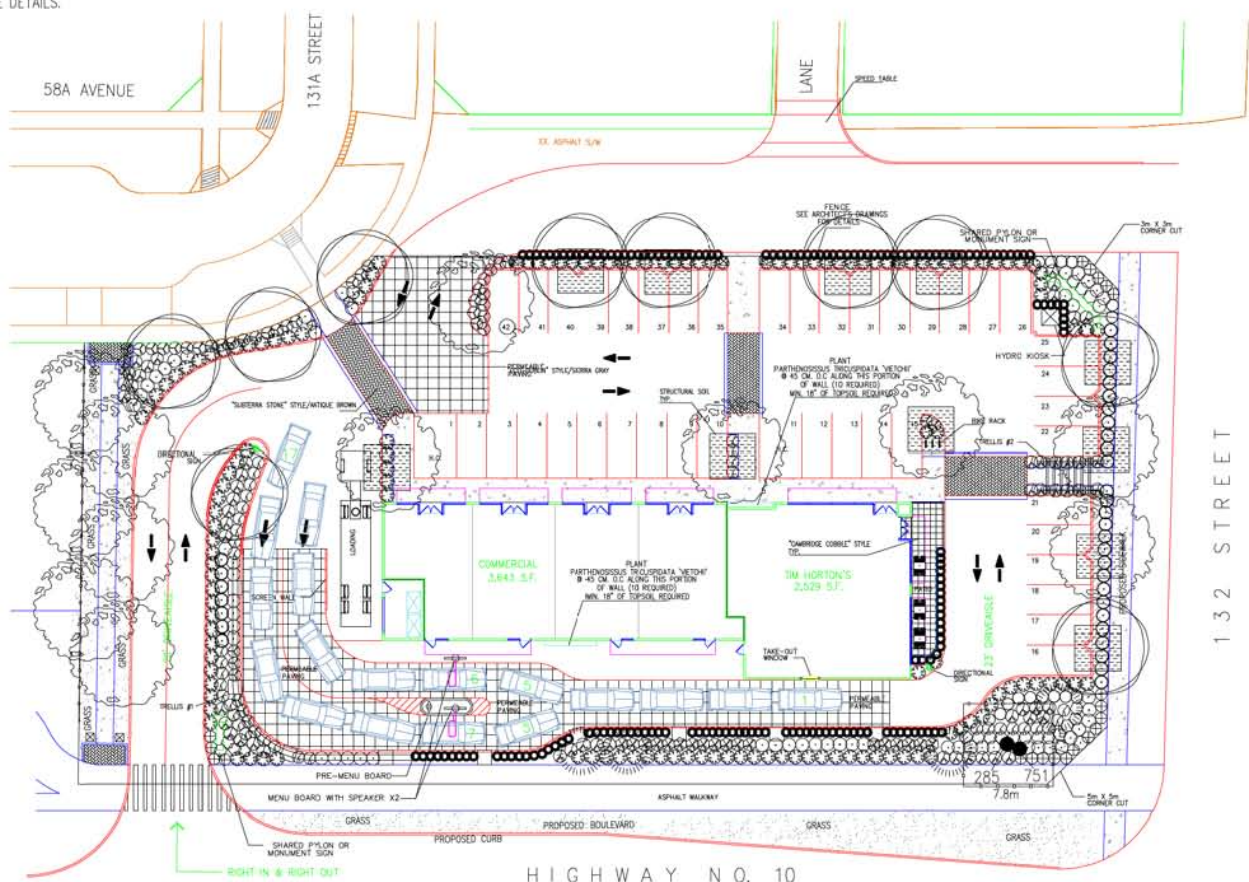
C. KAVOLINAS & ASSOCIATES INC.
BCSA CSIA
2443 JONQUIL COURT
VANCOUVER, B.C.
V6C 3B8
PHONE (604) 857-2376

CLIENT
MR. MIKE KOMPTER
TUB ENGINEERING INC.
SUITE #101
7445 - 132 STREET
SURREY, B.C.
PHONE (604) 572-4208

TITLE
PLAN VIEW
LANDSCAPE PLAN
PROPOSED
COMMERCIAL DEVELOPMENT
5829 - 132 STREET
SURREY, B.C.

SCALE	DATE
1:200	JUN/11
DRAWN	DATE
END	DATE
APPROVED	DATE

PROJECT
JOB NO.
DRAWING NO.
L-1



HIGHWAY NO. 10

PROPOSED SUBDIVISION OF LOT 16 PLAN 17740
 LOTS 15 AND 18 BOTH OF PLAN BCP47977
 ALL OF SECTION 8 TOWNSHIP 2 NEW WESTMINSTER DISTRICT

BCGS 92G.016
 CITY OF SURREY

SCALE 1:400



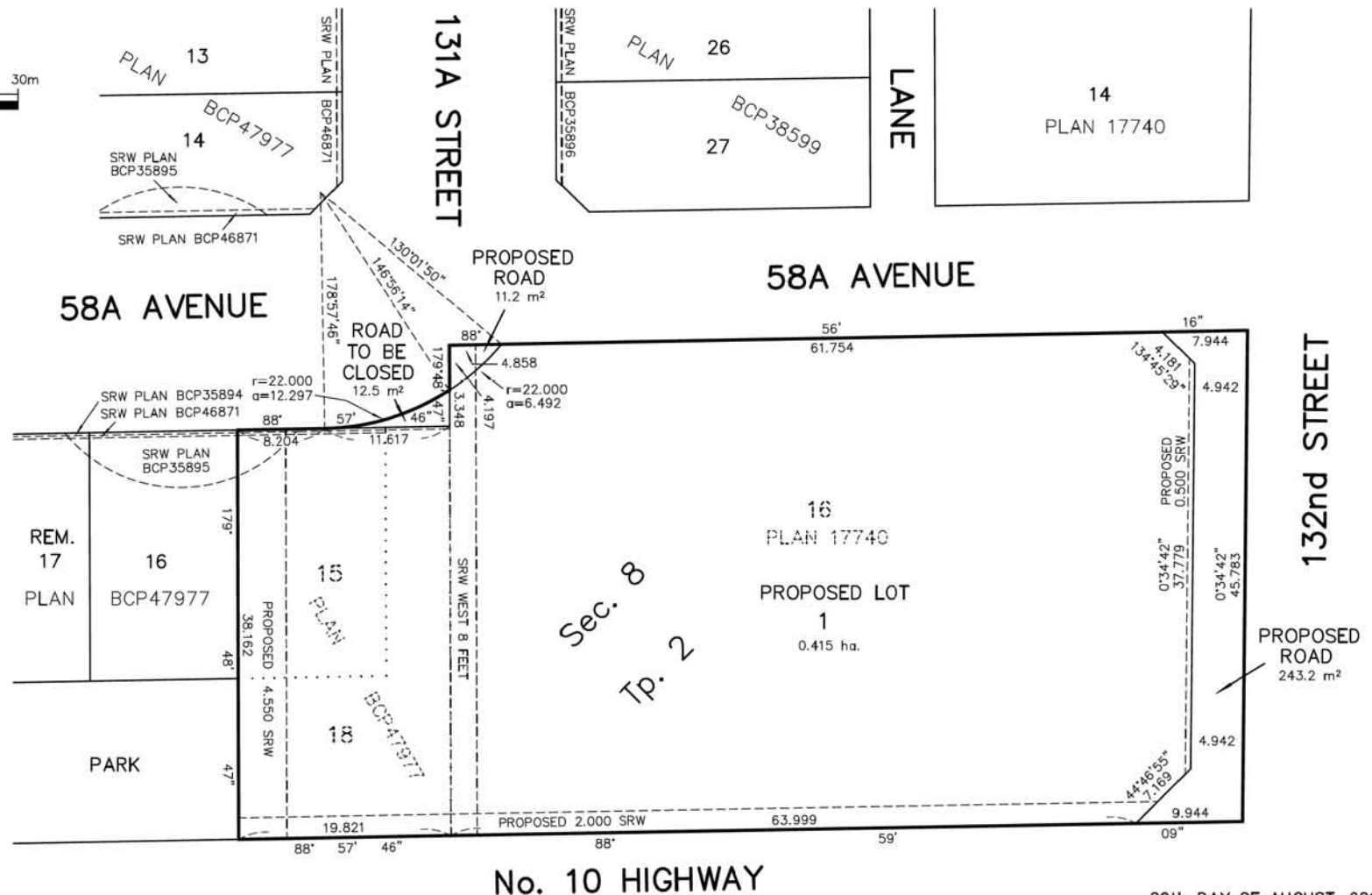
Notes:

All dimensions are in metres.

Property dimensions are derived from field survey.

Civic Addresses:

5829 132nd Street
 13150 58A Avenue
 13152 58A Avenue
 Surrey, B.C.



DHALIWAL & ASSOCIATES
 LAND SURVEYING INC.

121 - 13140 80th Avenue
 Surrey, B.C.
 V3W 3B2
 (ph) 604 501-6188
 (fx) 604 501-6189

FILE : 0508004-PS1.DWG

29th DAY OF AUGUST, 2012

INTER-OFFICE MEMO

TO: **Manager, Area Planning & Development
- South Surrey Division
Planning and Development Department**

FROM: **Development Services Manager, Engineering Department**

DATE: **May 22, 2012** PROJECT FILE: **7810-0237-00**

RE: **Engineering Requirements (Commercial/Industrial)
Location: 5829 132 St**

OCP AMENDMENT/NCP AMENDMENT

There are no engineering requirements relative to the OCP Amendment/NCP Amendment.

REZONE/SUBDIVISION

Property and Right-of-Way Requirements

- dedicate 4.942 metres fronting 132 Street.
- dedicate varied width to complete 131A Street.
- dedicate 3.0m x 3.0m corner cut at the intersection of the lane and 132 Street.
- dedicate 5.0m x 5.0m corner cut at the intersection of Highway 10 and 132 Street.
- provide varied width SROW for multi-use path along Highway 10.
- provide 0.5 metre SROW fronting 138 Street.

Works and Services

- construct an 8.0 metre commercial lane.
- construct a RI/RO access from Highway 10.
- construct a deceleration lane on Highway 10.
- construct 4 m multi-use path along Highway 10
- complete construction at south end of 131A Street
- construct storm and sanitary sewers and water mains complete with services to the lot.
- pay Latecomer Charges.

A Servicing Agreement is required prior to Rezone/Subdivision.

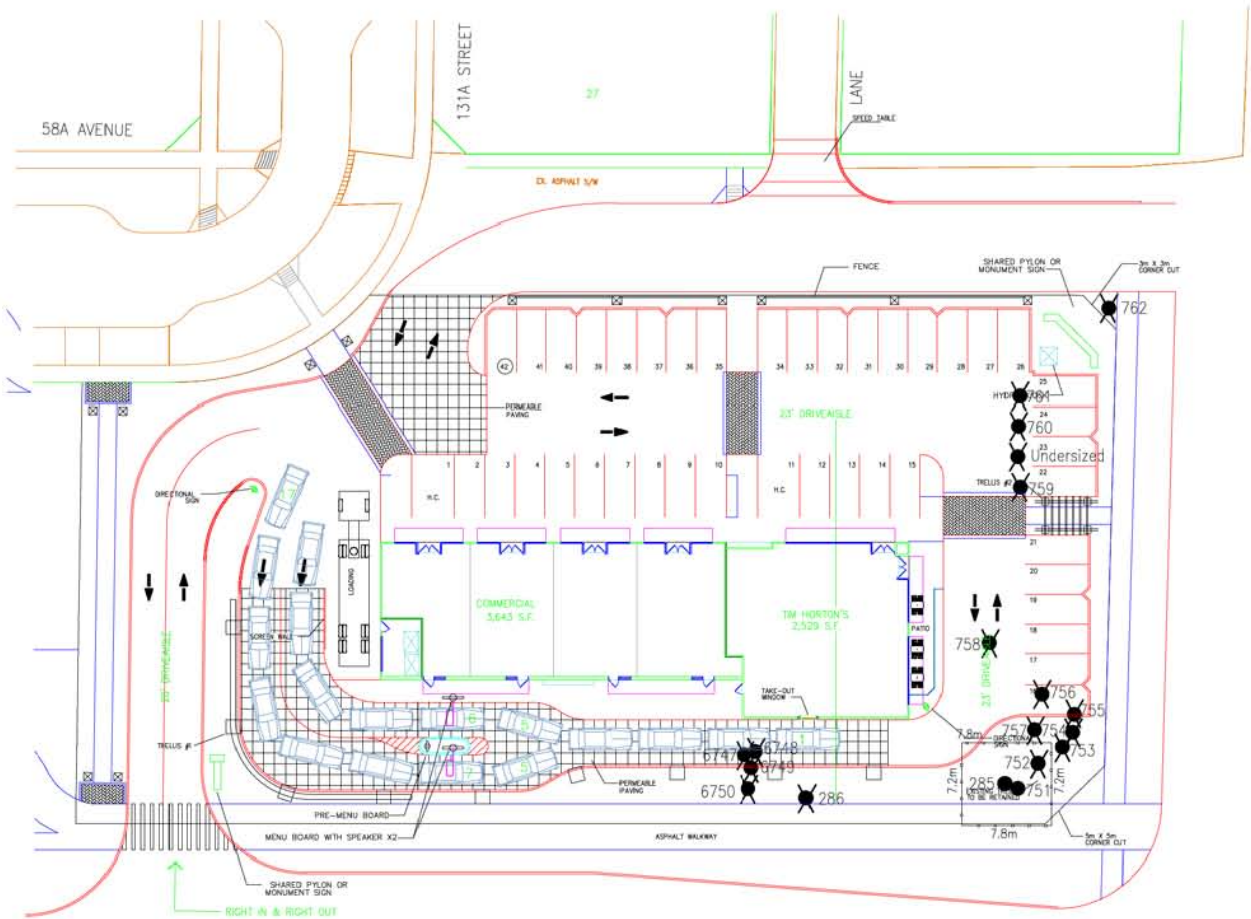
DEVELOPMENT PERMIT

There are no engineering requirements relative to issuance of the Development Permit.



Rémi Dubé, P.Eng.
Development Services Manager

LR



LEGEND

- = TREES TO BE RETAINED
- ✱ = TREES TO BE REMOVED
- = PROTECTION BARRIER

REV	DESCRIPTION	DATE
1	REVISED SITE PLAN	NOV/11
2	REVISED SITE PLAN	FEB/12
3	REVISED SITE PLAN	APR/12
4	REVISED SITE PLAN/ODP	MAY/12
5	REVISED SITE PLAN	MAY/12
6	REVISED SITE PLAN	JUN/12
7	CITY OF SURREY REQUEST	AUG/12

C. KAVOLINAS & ASSOCIATES INC.

BCSIA CISA

2482 JONQUIL COURT
ABOYSGROVE, B.C.
V3G 3C8

PHONE (604) 857-2378

CLIENT

MR. MICHAEL KRAMER

KUB ENGINEERING INC.

SUITE #101

7485 - 130 STREET

SURREY, B.C.

PHONE (604) 572-4328

TITLE

PLAN VIEW

TREE LOCATION PLAN
TREE RETENTION PLAN
COMMERCIAL DEVELOPMENT
5829 - 132 STREET
SURREY, B.C.

SCALE	1:200	DATE	JUN/11
DATE	DATE	DATE	DATE
DATE	DATE	DATE	DATE
DATE	DATE	DATE	DATE

PRINTED	JOB NO.	DATE
TR-1		



Advisory Design Panel Minutes

PRC1
City Hall
14245 - 56 Avenue
Surrey, B.C.
THURSDAY, APRIL 19, 2012
Time: 4:15 pm

Present:

Chair - L. Mickelson

Panel Members:

R. Ciccozzi
T. Wolf
B. Shigetomi
D. Lee
S. Vincent
M. Searle
J. Makepeace

Guests:

Lance Barnett, Barnett Dembek Architects
Clark Kavolinas, C. Kavolinas & Associates Ltd.
Paul Takhar, Takhar Enterprises Ltd.
Fariba Gharaei, Urban Design Group
Gerry Blonski, Gerry Blonski Architect
Xuedong Zhao, Zhao XD Architect
Rebecca Colter, PMG Landscape Architects

Staff Present:

T. Ainscough, City Architect - Planning & Development
H. Bello, Senior Planner - Planning & Development
M. Rondeau, Senior Planner - Planning & Development
H. Dmytriw, Legislative Services

A. RECEIPT OF MINUTES

It was

Moved by L. Mickelson

Seconded by D. Lee

That the minutes of the Advisory Design

Panel meeting of March 22, 2012 be received.

Carried

B. SUBMISSION

1. 4:00 PM -

File No.:

7910-0237-00

New

Description:

Rezoning, DP, OCP and NCP amendment for neighbourhood commercial, including drive through restaurant

Address:

5829 - 132 Street, Surrey

Developer:

Harminder Grewal, 0881113 BC Ltd.

Architect:

Lance Barnett, Barnett Dembek Architects

Landscape Architect:

Clark Kavolinas, C. Kavolinas & Associates Ltd.

Planner:

Helen Popple

Urban Design Planner:

Hernan Bello

The **Urban Design Planner** presented an overview of the proposed project and highlighted the following:

- West Newton Hwy 10 NCP was approved in 2004. At that time the area was pretty much undeveloped; a church and some houses. Now the area is substantially developed as per NCP in terms of this residential component. Majority of them small lots.

- Some houses have coach houses. This site is designated in the NCP as a Neighbourhood Commercial site.
- Another key component was to introduce an 8 acre park at the centre of this NCP, approximately 1 block to the west.
- The NCP call for a linkage at Hwy 10 and 131 Street and 132 Street to the Community Park at 130 Street and 131 Street.
- There are big trees on the corner of 132 Street and Hwy 10, some singled out for preservation.
- There is a signal light control box at the SE corner that will need to be dealt with in the future with the completion of multi use path.
- A concern was raised by the urban designer regarding height of corner) retaining wall at the south west corner of site (+/- 9 feet according to Sketchup submission). The submission did not show a required guard rail that will make this retaining wall look even higher.

The City Architect presented an overview of the project description:

- There will be a cricket pitch in the neighbourhood park to the west.
- Anticipate traffic from the park to neighbourhood commercial areas.
- The architect and applicant have struck a balance between the drive through traffic and pedestrian connections with landscape treatments, and entries from lane on northwest corner of 132 Street, opposite the coach houses. The Panel is asked to comment on this issue.

The Project Architect presented an overview of the site plan, building plans, elevations, cross sections, and streetscapes and highlighted the following:

- Provided a lane in anticipation that most traffic will enter from Hwy 10.
- Pedestrian connections from 132 Street and 58 Avenue.
- 17 staff parking stalls. Paved area at back as service corridor.
- Outdoor patio will seat approx. 30 (for use by patrons of Tim Hortons).
- Garbage enclosure at property edge.
- Screening and plantings along edge of parking lot to mitigate lights from cars.
- Retaining wall grade difference is only 6' and accommodates a shallow slope along edge. Planting and trellis detail to hide retaining wall. Preference is for a picket guardrail along retaining wall edge.
- Green wall between buildings for visual connection into site.
- Building has glazing on three sides and on east elevation of patio. Materials on elevations to break up mass of building and give strong expression to columns. A change in material on the columns with Hardie board capping.
- Colour board and renderings provided. Corporate colours of quiet adobe colours.
- Civil Engineers were involved with project from day one. Diagrams submitted to city to show traffic circulation and how loading would work.
- Tenant improvements done by others.

The Landscape Architect reviewed the landscape plans and highlighted the following:

- Were able to save large fir trees on corner. Will add hedge to soften wall and perimeter plantings for a neighbourhood feel. Arbour and trellis added at corner.
- Western edge will be grassed with open trees and a green wall is proposed at the north.

ADVISORY DESIGN PANEL STATEMENT OF REVIEW

5829 – 132 Street, Surrey

File No. 7910-0237-00

It was

Moved by R. Ciccozzi

Seconded by D. Lee

That the Advisory Design Panel (ADP)

recommends that the applicant address the following recommendations and revise and resubmit to the Planning staff.

Carried

STATEMENT OF REVIEW COMMENTS

Context and Site Plan

- Streetscapes at Hwy 10 with adjacent single family - elevation difference is significant. How do they relate to single family?
- Consider softening of the hard edge of drive through lane.
- Consider lowering the southwest corner if possible.
- Suggest moving commercial space back towards Hwy 10 by about 2 ft. to provide a more generous pedestrian walk in front of the commercial space.

Vehicle Circulation

- Separation from single family to west – provide fencing at drive through?
- Traffic noise/headlights issue due to elevation of drive through.
- Truck traffic all exits on to 132 Street?
- Vehicular circulation is tight, check turning radiuses. Radius is tight for bigger cars.
- If cars go to the end of the parking lot at the west how will they turn around?
- Suggest moving doors into commercial space back about 2 ft. to provide recesses into commercial space and more generous pedestrian flow.

Pedestrian Circulation

- Generally good pedestrian circulation.
- Impressed with quality of treatments. Site will benefit area.
- Does the sidewalk at west extend to street and avenue?
- Add trellis to southwest sidewalk.
- Greater clarity on pedestrian circulation. Consider consolidating the two northwest crosswalks into a single diagonal crossing possibly with an enhanced "outdoor room" at the elbow of 58A Avenue and 131A Street. This would be an offsite improvement that could be worked through with planting potential.

- Challenge in upper northwest corner to get pedestrian linkage. Consider pulling the building back from the drive through.
- Consider demarking midblock and corner crosswalks with concrete or painted banding to allow for greater visual clarity,
- Have an 8 ft. sidewalk in front of retail.
- Pedestrian circulation, clarity – clarify how people flow into site from northwest corner.

Form and Character

- Architectural form and expression is appropriate.
- Rooftop equipment – screening?
- High retaining walls, cover, detailing?
- Roof form – one panel member recommended more residential expression, more compatible with single family, e.g., sloped roofs.
- Signage identification on south elevation is appropriate and desired.
- A misalignment of curbs at that location; could two separate crossings be consolidated into one diagonal move? Possibly embolden the elbow as a place for border planting, and widen sidewalk.
- Crossings across street – demarcation for mid walk crossings.
- Back side of project facing highway. Signage used to mark it. Enhance the facade with shadow lines and trellis over doorways to create depth to soften the elevation.

CPTED

- Complexity of traffic flow around building prevents criminal elements. As area develops, treatments now will pay dividends in future.
- On facade along Hwy 10, use existing architectural features to diminish prominence of wall and use plantings to impede access to façade.

Landscaping

- Is there a fence at north? Headlights shining in at north is a concern.
- Buffer/fencing to west required.
- Green wall - doesn't show on landscaping drawings.
- Cover high retaining walls with climbing ivy. Drive through at 8-9 ft. high is a problem.
- Like the gestures of the trellises demarking the pedestrian entries.
- Demark all pedestrian entries with trellis (from street and avenue, access lane to north).
- Respond to perimeter of site and screening issues with southwest corner trellis.
- Storm water management/infiltration to be considered.
- Retaining wall hard edge – consider planting strip in front, and add score joints/pattern.
- Consider additional shading of outdoor patio with overhang or shade tree. Create a more comfortable space to sit at patio with plantings.
- Consider providing some landscaping at the outdoor patio.
- Provide additional screening at drive through.

- Circulation works. Can see people moving and controlling entrances around site. Like trellis entrances. See front open. Fir trees provide anchor. Strategically locate others along Hwy 10 to soften front.
- Storm water management with permeable pavers and rain gardens.

Accessibility

- Ensure seating is accessible for wheelchairs.
- Power doors at entrances (especially Tim Hortons).
- Washrooms to be accessible, suggest a unisex washroom.
- Number of disabled parking stalls is adequate. Move handicapped parking to other side away from shrubs or trees.
- Sidewalks minimum 6 ft. wide and provide letdowns.
- Inside counter to be wheelchair accessible (Tim Hortons).

Sustainability

- Consider greater level of permeable surfacing and/or curb cuts with soft landscaped rain gardens.
- Reduce the hard surfacing to introduce areas to allow rain water to permeate into the soil.
- Possibly allow permeable surfaces for pedestrian areas and add some additional permeable areas into the general paving areas.
- Size the southern awnings to optimize solar through the glazing in winter and reduce the solar load in summer.

The Project Architect made the following comments on the Statement of Review:

The comments were great and strongly agree with many of the comments, particularly with regards to circulation space on front of building and inseting the doors.

2. **5:00 PM** –

File No.:	7911-0092-00
	New
Description:	NCP Amendment, Rezoning, and Development Permit to facilitate the development of a neighborhood scale retail shopping centre.
Address:	6365 / 6355 / 6373 – 168 Street, Surrey
Developer:	Tony Singh, 581947 BC Ltd.
Architect:	Rick Jones, Urban Design Group Architects
Landscape Architect:	Clark Kavolinas, C. Kavolinas & Associations Inc.
Planner:	Shawn Low
Urban Design Planner:	Mary Beth Rondeau

The **Urban Design Planner** presented an overview of the proposed project and highlighted the following:

- Location is in Cloverdale, currently zoned low density residential and a retail centre is proposed.
- Commercial use creates walkability.

- Will design cedar slat benches with planters. Can also do free standing benches (design on page 12).
- Surface is permeable with crushed gravel and drainage with filters through drain tiles. Existing conditions will allow for percolation.

ADVISORY DESIGN PANEL STATEMENT OF REVIEW

6365 / 6355 / 6373 – 168 Street, Surrey

File No. 7911-0092-00

It was

Moved by T. Wolf

Seconded by J. Makepeace

That the Advisory Design Panel (ADP)

recommends that the applicant address the following recommendations and revise and resubmit to the Planning staff.

Carried

STATEMENT OF REVIEW COMMENTS

Site and Context

















- Generally a good layout with buildings close to corner.
- Building E could better address corner patio. Wrap patio around corner or open up end to acknowledge restaurant and outdoor seating.
- Would be better if garbage was located away from adjacent single family.

Form and Character

- Address ends of buildings visible to street. (e.g., SE/NE corners of Building B, SE corner of Buildings C, etc.) Use additional glazing.
- South elevation Building A and B – add detailing, trim, articulation, visual interest as these face S.F light fixtures.
- Windows should have realistic transparency with functionality of interior of unit. Encourage transparent windows in areas between buildings.

Landscaping

- Like the landscape; the planting is appropriate although seems to be a bit stark at the ground plane, i.e., could be more planting around the base of the trees rather than tree grate, which makes it feel very urban.
- Add variety of seats and planters along edges and buildings to soften. Take out tree grates and put in plantings to create a semi private condition and separation from street.
- More articulation of ground plane patterning, consideration of lighting style and type, banners, greater variety of seating/furnishing elements.
- Consideration of more contained planting that would separate patio from the street, and create a better outdoor room condition.
- Bio swales, permeable pavers, put in stepping stones to control crossing of parking lot at bio swales.
- Avoid light spread to adjacent residential (full cut off fixtures) with proposed motion activated lighting.

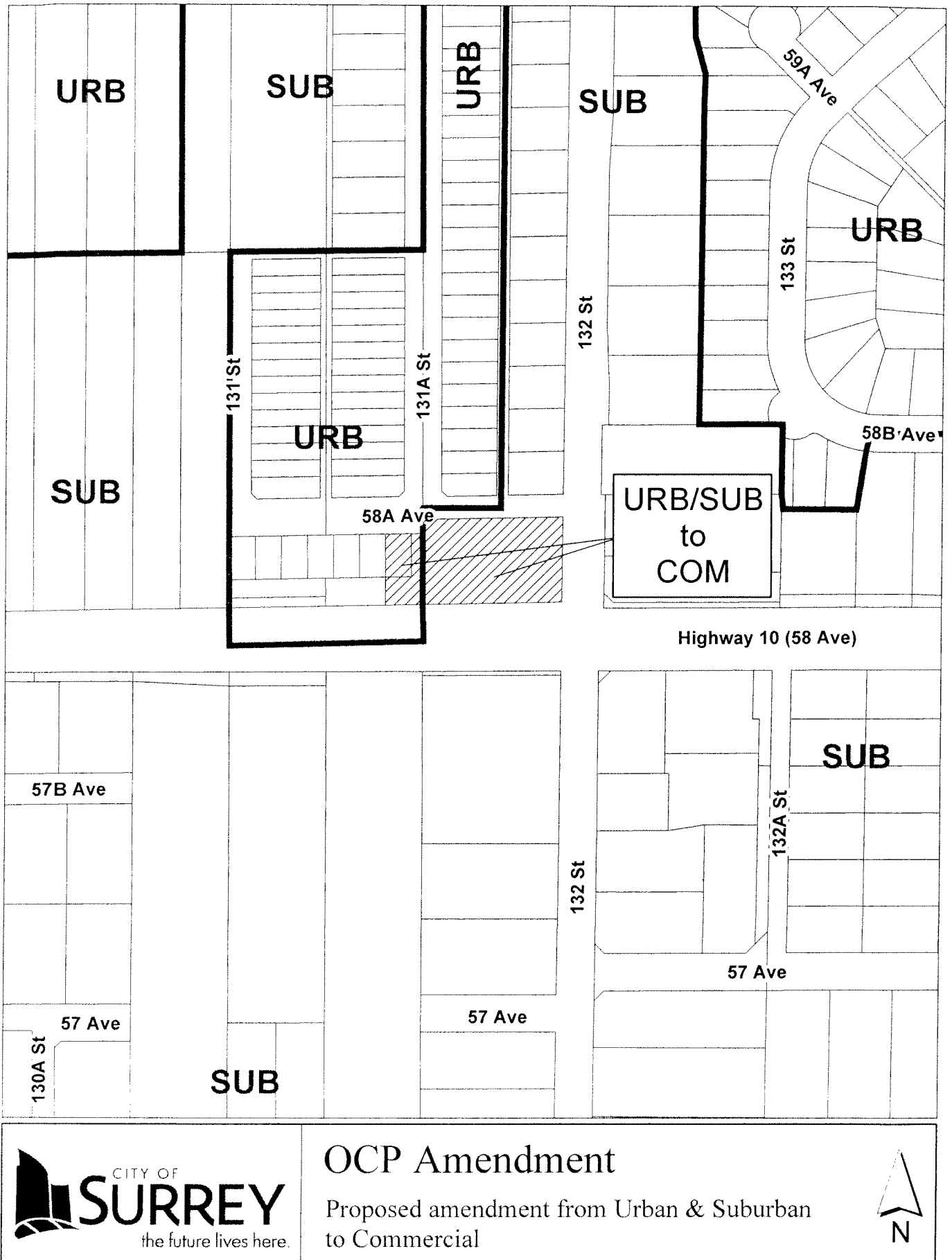
	EXISTING HALF ACRE LOTS		APPROVED CLUSTER HOUSING (10 UPA)		INSTITUTIONAL		PARKS
	SUBURBAN TRANSITION LOTS		SMALL LOT (10 UPA)		PROPOSED INSTITUTIONAL		WALKWAYS
	EXISTING SUBURBAN TRANSITION LOTS		SMALL LOT WITH LANE (13 UPA)		EXISTING LOCAL COMMERCIAL		MUNICIPAL R.O.W.
	PROPOSED SINGLE FAMILY (6 UPA)		ATTACHED HOUSING (MAX 20 UPA)		PROPOSED LOCAL COMMERCIAL		R.O.W. (BC HYDRO)
	EXISTING SINGLE FAMILY		SENIORS HOUSING (20 UPA)		SCHOOLS		

CITY OF SURREY - PLANNING & DEVELOPMENT DEPARTMENT

Adopted by Council Resolution July 28, 2004 Amended 18 May 2012



This map is provided as general reference only. The City of Surrey makes no warranties, express or implied, as to the fitness of the information for any purpose, or to the results obtained by individuals using the information and is not responsible for any action taken in reliance on the information contained herein.



CITY OF SURREYBY-LAW NO.

A by-law to amend Surrey Zoning By-law, 1993, No. 12000, as amended

THE CITY COUNCIL of the City of Surrey, in open meeting assembled, ENACTS AS FOLLOWS:

1. Surrey Zoning By-law, 1993, No. 12000, as amended, is hereby further amended, pursuant to the provisions of Section 903 of the Local Government Act, R.S.B.C. 1996 c. 323, as amended by changing the classification of the following parcels of land, presently shown upon the maps designated as the Zoning Maps and marked as Schedule "A" of Surrey Zoning By-law, 1993, No. 12000, as amended as follows:

(a) FROM: ONE- ACRE RESIDENTIAL ZONE (RA)

TO: COMPREHENSIVE DEVELOPMENT ZONE (CD)

Parcel Identifier: 010-294-767

Lot 16 Section 8 Township 2 New Westminster District Plan 17740

5829 - 132 Street

(b) FROM: SINGLE FAMILY RESIDENTIAL (12) ZONE (RF-12)

TO: COMPREHENSIVE DEVELOPMENT ZONE (CD)

Parcel Identifier: 028-577-400

Lot 15 Section 8 Township 2 New Westminster District Plan BCP47977

13150 - 58A Avenue

(c) FROM: SINGLE FAMILY RESIDENTIAL (12) ZONE (RF-12) and
 ONE- ACRE RESIDENTIAL ZONE (RA)

TO: COMPREHENSIVE DEVELOPMENT ZONE (CD)

Parcel Identifier: 028-577-434

Lot 18 Section 8 Township 2 New Westminster District Plan BCP47977

13152 - 58A Avenue

(hereinafter (a), (b) and (c) shall be referred to as the "*Lands*")

2. The following regulations shall apply to the *Lands*:

A. Intent

This Comprehensive Development Zone is intended to accommodate and regulate the development of a neighbourhood scale shopping node, where *density* bonus is provided.

B. Permitted Uses

The *Lands* and *structures* shall be used for the following uses only, or for a combination of such uses:

1. The following uses are permitted provided that the *gross floor area* of each individual business does not exceed 250 square metres [2,700 sq.ft.]:

(a) *Retail stores* excluding the following:

- i. *Adult entertainment stores*;
- ii. *Auction houses*; and
- iii. *Secondhand stores* and *pawnshops*;

(b) *Personal service uses* limited to the following:

- i. *Barbershops*;
- ii. *Beauty parlours*;
- iii. *Cleaning and repair of clothing*; and
- iv. *Shoe repair shops*;

(c) *Eating establishments* including *drive-through restaurants*;

(d) *Office uses* excluding the following:

- i. *Social escort services*; and
- ii. *Methadone clinics*; and

(e) *Indoor recreational facilities*.

C. Lot Area

Not applicable to this Zone.

D. Density

1. The maximum *density* shall not exceed a *floor area ratio* of 0.1 or a *building* area of 300 square metres [3,230 sq. ft.] whichever is smaller. The maximum *density* may be increased to a *floor area ratio* of 0.50 if amenities are provided in accordance with Schedule G of Surrey Zoning By-law, 1993, No. 12000 as amended.

E. Lot Coverage

The *lot coverage* shall not exceed 50%.

F. Yards and Setbacks

Buildings and *structures* shall be sited not less than 7.5 metres [25 ft.] from all *lot lines* (measurements to be determined as per Part 1 Definitions, of Surrey Zoning By-law, 1993, No. 12000 as amended).

G. Height of Buildings

Measurements to be determined as per Part 1 Definitions of Surrey Zoning By-law, 1993, No. 12000, as amended.

1. *Principal buildings*: The *building height* shall not exceed 9 metres [30 feet].
2. *Accessory buildings and structures*: The *building height* shall not exceed 4 metres [13 feet].

H. Off-Street Parking and Loading/Unloading

1. Refer to Table C.2, Part 5 Off-Street Parking and Loading/Unloading of Surrey Zoning By-law, 1993, No. 12000 as amended.
2. *Tandem parking* may be permitted for company fleet *vehicles*.

I. Landscaping

1. All developed portions of the *lot* not covered by *buildings*, *structures* or paved areas shall be landscaped including the retention of mature trees. This *landscaping* shall be maintained.
2. Along the developed sides of the *lot* which abut a *highway*, a continuous *landscaping* strip of not less than 1.5 metres [5 ft.] in width shall be provided within the *lot*.
3. The boulevard areas of *highways* abutting a *lot* shall be seeded or sodded with grass on the side of the *highway* abutting the *lot*, except at *driveways*.

4. Screen planting at least 1.5 metres [5 ft.] high in a strip at least 1.5 metres [5 ft.] wide and a solid decorative fence at least 1.5 metres [5 ft.] high shall be provided along all *lot lines* separating the developed portion of the *lot* from any *residential lot*.
5. Loading areas, garbage containers and *passive recycling containers* shall be screened from any adjacent *residential lot*, to a height of at least 2.5 metres [8 ft.] by *buildings*, a *landscaping* screen, a solid decorative fence, or a combination thereof.

J. Special Regulations

1. Garbage containers and *passive recycling containers* shall not be located within any required *setback* adjacent any *residential lot*.
2. The outdoor storage or display of any goods, materials or supplies is specifically prohibited, notwithstanding any other provision in this Zone.

K. Subdivision

Lots created through subdivision in this Zone shall conform to the following minimum standards:

<i>Lot Size</i>	<i>Lot Width</i>	<i>Lot Depth</i>
4,000 sq. m. [0.9 acre]	60 metres [200 ft.]	30 metres [100 ft.]

Dimensions shall be measured in accordance with Section E.21 of Part 4 General Provisions of Surrey Zoning By-law, 1993, No. 12000, as amended.

L. Other Regulations

In addition to all statutes, by-laws, orders, regulations or agreements, the following are applicable, however, in the event that there is a conflict with the provisions in this Comprehensive Development Zone and other provisions in Surrey Zoning By-law, 1993, No. 12000, as amended, the provisions in this Comprehensive Development Zone shall take precedence:

1. Definitions are as set out in Part 1 Definitions, of Surrey Zoning By-law, 1993, No. 12000, as amended.
2. Prior to any use, the *Lands* must be serviced as set out in Part 2 Uses Limited, of Surrey Zoning By-law, 1993, No. 12000, as amended and in accordance with the servicing requirements for the C-5 Zone as set forth in the Surrey Subdivision and Development By-law, 1986, No. 8830, as amended.
3. General provisions are as set out in Part 4 General Provisions of Surrey Zoning By-law, 1993, No. 12000, as amended.

4. Additional off-street parking requirements are as set out in Part 5 Off-Street Parking and Loading/Unloading of Surrey Zoning By-law, 1993, No. 12000, as amended.
5. Sign regulations are as set out in Surrey Sign By-law, 1999, No. 13656, as amended.
6. Special *building setbacks* are as set out in Part 7 Special Building Setbacks, of Surrey Zoning By-law, 1993, No. 12000, as amended.
7. *Building* permits shall be subject to the Surrey Building By-law, 1987, No. 9011, as amended.
8. *Building* permits shall be subject to Surrey Development Cost Charge By-law, 2012, No. 17539, as may be amended or replaced from time to time, and the development cost charges shall be based on the C-5 Zone.
9. Tree regulations are set out in Surrey Tree Protection By-law, 2006, No. 16100, as amended.
10. Development permits may be required in accordance with the Surrey *Official Community Plan*, 1996, By-law No. 12900, as amended.

3. This By-law shall be cited for all purposes as "Surrey Zoning By-law, 1993, No. 12000, Amendment By-law, _____, No. _____."

READ A FIRST AND SECOND TIME on the _____ th day of _____, 20__.

PUBLIC HEARING HELD thereon on the _____ th day of _____, 20__.

READ A THIRD TIME ON THE _____ th day of _____, 20__.

RECONSIDERED AND FINALLY ADOPTED, signed by the Mayor and Clerk, and sealed with the Corporate Seal on the _____ th day of _____, 20__.

MAYOR

CLERK