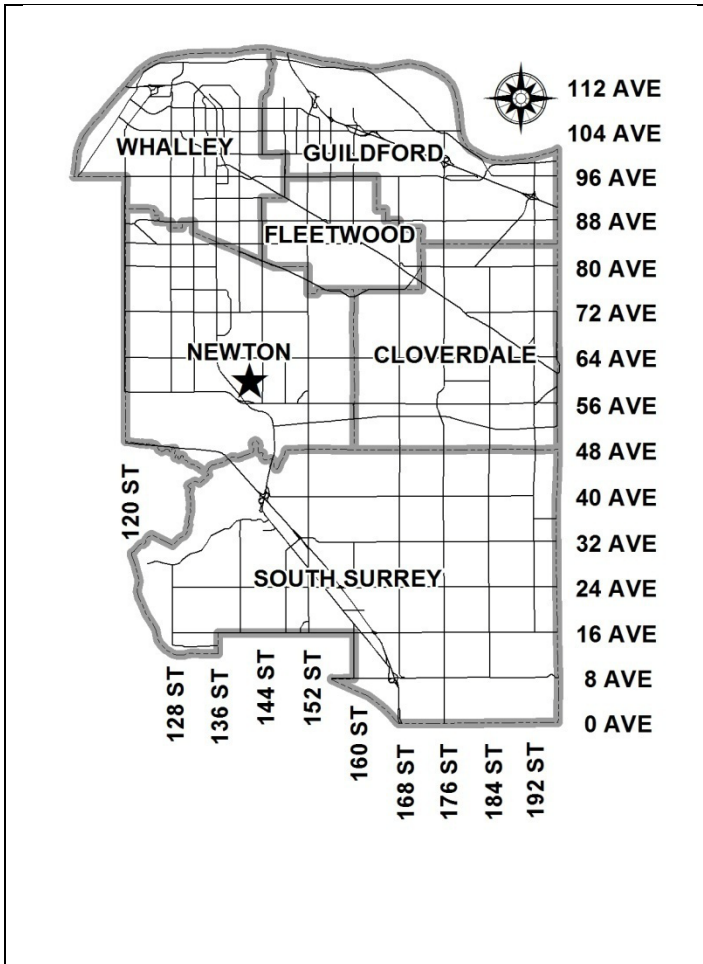


City of Surrey  
**PLANNING & DEVELOPMENT REPORT**

File: 7911-0147-00

Planning Report Date: January 23, 2012

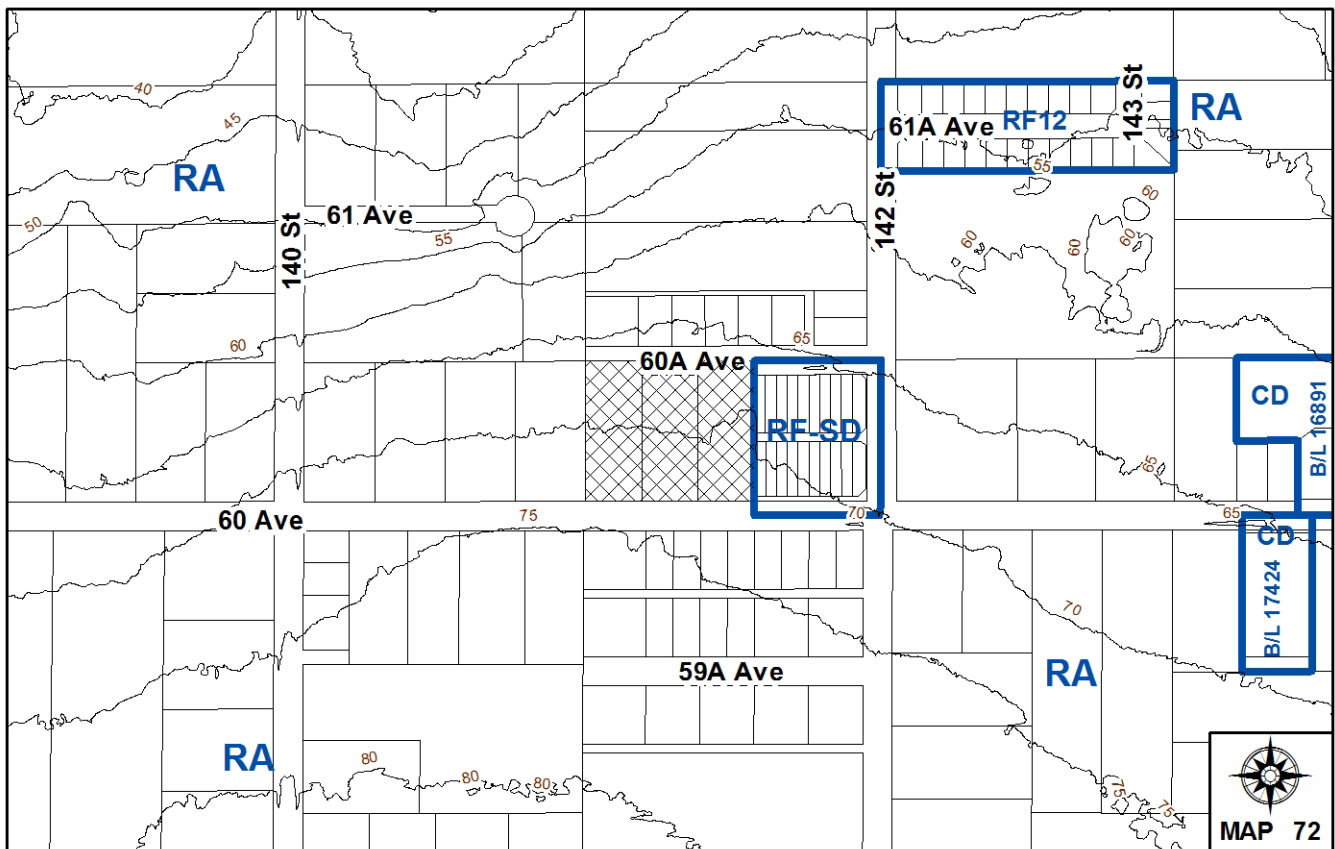


**PROPOSAL:**

- **Rezoning** from RA to RF and RF-9C
- **Development Variance Permit**

in order to allow subdivision into three RF lots and fifteen RF-9C lots as well as vary the minimum parking requirements to permit tandem parking and vary the minimum rear yard setback to retain an existing house.

**LOCATION:** 14133, 14135 and 14143 – 60 Avenue  
**OWNERS:** James K. Lamb, Sylvia R. Tymos et al.  
**ZONING:** RA  
**OCP DESIGNATION:** Urban  
**NCP/LAP DESIGNATION:** Single Family Small Lots, Single Family Residential Flex (6 – 14.5 upa) and Greenway



### RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for Rezoning.
- Approval for Development Variance Permit to proceed to Public Notification.
- Staff be directed to continue negotiation with the owner of the adjacent approved development to redesign the parking, sidewalk and multi-use pathway along 60 Avenue in order to retain some significant trees at the southeast corner of this development.

### DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- The applicant is proposing to vary the minimum rear yard setback for the existing dwelling to be retained from 7.5 metres (25 ft.) to 4.8 metres (15.7 ft.) for proposed Lot 17.
- The applicant is proposing to vary the minimum parking requirements to permit tandem vehicle parking on the proposed RF-9C lots thereby providing additional on-site parking.

### RATIONALE OF RECOMMENDATION

- Complies with OCP Designation.
- Complies with NCP Designation.
- The proposed subdivision layout provides a suitable transition from single family small lots along 60 Avenue toward single family residential flex (6-14.5 u.p.a.) north of 60 Avenue and from the RF-SD lots currently under development to the east.
- The proposed setback variance is required in order to retain the existing dwelling on proposed Lot 17. Any future dwelling constructed on this lot will have to comply with the setback requirements outlined in the RF-9C Zone.
- The proposed variance will permit tandem vehicle parking, accessed from the rear lane, on the proposed RF-9C lots and provide additional on-site parking for residents, tenants and visitors thereby reducing vehicle congestion often associated with small lot residential developments.
- In order to retain a number of significant trees at the southeast corner of the site, further changes to the parking, sidewalk and multi-use pathway design of the adjacent approved development to the east, along 60 Avenue, is needed. However, the works and services along 60 Avenue have not been installed.

RECOMMENDATION

The Planning & Development Department recommends that:

1. **a By-law be introduced to rezone Block A of the subject site on the attached Survey Plan (Appendix X) from “One-Acre Residential Zone (RA)” (By-law No. 12000) to “Single Family Residential Zone (RF)” (By-law No. 12000) and Block B of the subject site from “One-Acre Residential Zone (RA)” (By-law No. 12000) to “Single Family Residential (g) Coach House Zone (RF-9C)” (By-law No. 12000) and a date be set for Public Hearing.**
2. Council approve Development Variance Permit No. 7911-0147-00 (Appendix VIII) varying the following, to proceed to Public Notification:
  - (a) to reduce the minimum rear yard setback of the RF-9C Zone from 7.5 metres (25 ft.) to 4.8 metres (15.7 ft.) for proposed Lot 17; and
  - (b) to vary the minimum parking requirements in order to permit tandem parking, accessed from the rear lane, for the proposed RF-9C lots (Lot 1 – 14, 16 and 18).
3. City staff be directed to continue discussion/negotiation with the adjacent property owner at 14192 – 60A Avenue (File No. 7910-0067-00) to redesign the parking, sidewalk and multi-use pathway along 60 Avenue in order to retain on-site trees at the southeast corner of 14143 – 60 Avenue.
4. 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) approval from the Ministry of Transportation & Infrastructure;
  - (d) final approval from B.C. Hydro regarding the temporary lane outlet proposed through the B.C. Hydro right-of-way currently registered on 14133 – 60 Avenue;
  - (e) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
  - (f) submission of a finalized Building Scheme which addresses issues relating to interface concerns and coach house design to the satisfaction of City staff;
  - (g) the applicant submit a finalized lot grading plan to the satisfaction of City staff;
  - (h) the applicant address the shortfall in tree replacement;
  - (i) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department;
  - (j) registration of a Section 219 Restrictive Covenant (No Build) for on-site tree preservation;

- (k) registration of a Section 219 Restrictive Covenant (No Build) on proposed Lot 15 and Lot 17 until future subdivision; and
- (l) completion of an agreement with Realty Services Division for the City purchase of proposed Lot 11 for the future South Newton Greenway, as per the NCP.

### REFERRALS

**Engineering:** The Engineering Department has no objection to the project subject to the completion of Engineering servicing requirements as outlined in Appendix III.

**School District:** **Projected number of students from this development:**

6 Elementary students at Woodward Hill Elementary School  
3 Secondary students at Sullivan Heights Secondary School

The applicant has advised that the dwelling units in this project are expected to be constructed and ready for occupancy by January 1, 2013.

(Appendix IV)

**Parks, Recreation & Culture:** The Parks, Recreation & Culture Department (PRC) will accept 5% cash-in-lieu of parkland dedication and acquire the encumbered portion of the B.C. Hydro right-of-way required for completion of the South Newton Greenway, as per the NCP. In addition, PRC will construct the road frontage on 60 Avenue and 60A Avenue fronting future parkland. The applicant is required to construct the full lane and frontage crossing the future parkland. PRC is willing to support a temporary lane outlet to 60A Avenue which will be converted to a greenway upon completion of the lane further west through the B.C. Hydro corridor. The applicant is required to provide a 2.7 metre right-of-way and construct the greenway along 60 Avenue as part of road frontage works.

**Ministry of Transportation & Infrastructure (MOTI):** No Concerns.

**B.C. Hydro:** B.C. Hydro has no objection, in principle, to the proposed rezoning and subdivision application pending final approval from B.C. Hydro on the subdivision plans. In order to protect hydro poles within the B.C. Hydro corridor, the applicant is required to provide concrete highway barriers along the temporary laneway proposed within the statutory right-of-way. The applicant is required to obtain separate written approval for intended uses or development within the right-of-way on proposed Lot 11 prior to construction.

SITE CHARACTERISTICS

Existing Land Use: Single family residential

Adjacent Area:

Direction	Existing Use	OCP/NCP Designation	Existing Zone
North (Across 60A Avenue):	One-acre residential.	Urban/Single Family Residential Flex (6-14.5 u.p.a.) & Greenway	RA
East:	RF-SD subdivision currently under construction (File No. 7910-0067-00).	Urban/Single Family Small Lots & Single Family Residential Flex (6-14.5 u.p.a.)	RF-SD
South (Across 60 Avenue):	One-acre residential.	Urban/Single Family Small Lots & Greenway	RA
West:	One-acre residential.	Urban/Single Family Small Lots & Single Family Residential Flex (6-14.5 u.p.a.)	RA

DEVELOPMENT CONSIDERATIONSBackground

- The subject property is 1.1 hectares (2.7 acres) in area and located on the north side of 60 Avenue between 140 Street and 142 Street.
- The property is designated "Urban" in the Official Community Plan (OCP). The northern portion of the subject property is designated "Single Family Residential Flex (6 – 14.5 u.p.a.)" while the southern portion is designated "Single Family Small Lots" and the western portion (the B.C. Hydro corridor) is designated "Greenway" in the South Newton Neighbourhood Concept Plan (NCP).
- The property is currently zoned "One-Acre Residential (RA)". The applicant proposes to rezone the subject properties in order to permit subdivision into three "Single Family Residential (RF)" and fifteen "Single Family Residential (9) Coach House (RF-9C)" lots.
- A development application was recently completed at 14192 – 60A Avenue to rezone from "One-Acre Residential Zone (RA)" to "Semi-Detached Residential Zone (RF-SD)" in order to create 20 semi-detached dwellings (File No. 7910-0067-00). The semi-detached residential dwellings are presently under construction.

Proposed Land Use

- The proposed subdivision layout is generally consistent with the "Single Family Small Lots" and "Single Family Residential Flex (6 – 14.5 u.p.a.)" and "Greenway" designation in the South Newton NCP.

### Subdivision Layout

- All proposed lots conform to the minimum requirements of the RF and RF-9C Zone in terms of lot area, width and depth. The RF lots (Lot 15 and Lot 17) are 699 square metres (7,524 sq. ft.) and 1,142 square metres (12, 292 sq. ft.) in area with widths of 18 metres (59 ft.) and 29.3 metres (96 ft.), respectively. In contrast, the RF-9C lots range in size from 348 square metres (3,745 sq. ft.) to 456 square metres (4,908 sq. ft.) with widths of 9 metres (29.5 ft.) to 11.4 metres (37.4 ft.).
- The applicant is proposing to retain the dwelling on Lot 15 and Lot 17. A Section 219 Restrictive Covenant (no build) will be registered on title to ensure that future single family dwellings will ultimately conform to the RF-9C Zone in order to complete the subdivision pattern established under the current development application.
- The proposed RF-9C dwellings will each have a two-car garage with vehicle access provided from the rear lane. The applicant will provide three additional parking spaces on each lot. Two parking spaces are located directly in front of the garage (i.e. tandem parking stalls). In contrast, the third parking stall includes a permeable surface and located adjacent to the outdoor tandem spaces. The provision of additional parking stalls will reduce the pressure on off-street/on-street parking within the surrounding neighbourhood as well as reduce the impact of existing on-site grade changes (Appendix VI).
- The RF-9C type lots will provide an appropriate interface with future Single Family Small Lots, directly south of 60 Avenue, as per the NCP. The proposed rezoning also provides an effective transition from single family small lots to the adjacent RF-SD type lots currently under development to the east (File No. 7910-0067-00).
- The City of Surrey will purchase proposed Lot 11, currently encumbered by a B.C. Hydro statutory right-of-way, for future completion of the South Newton Greenway, as per the South Newton NCP.

### Road Dedication

- The applicant is proposing to dedicate 1.942 metres (6.4 ft.) on 60 Avenue as well as dedicate 10.058 metres (33 ft.) and Parcel 2 Reference Plan 35608 By-law No. 2964 for completion of 60A Avenue.
- In addition, the applicant will provide a 2.7 metre (9 ft.) wide statutory right-of-way on 60 Avenue for the future South Newton multi-use pathway and provide an additional 0.5 metre wide statutory right-of-way along 60A Avenue for municipal service connections.
- Furthermore, the applicant is proposing to dedicate a 6 metre (20 ft.) wide east-west lane in order to provide rear lane access for each residential lot.
- A statutory right-of-way will be registered on proposed Lot 11 for a temporary lane outlet to 60A Avenue until such time as 141 Street is dedicated and constructed along the west side of the B.C. Hydro corridor at 14097 – 60 Avenue.

### Building Design and Lot Grading

- The applicant has retained Mike Tynan of Tynan Consulting Ltd. as the Design Consultant. The Design Consultant conducted a character study of the surrounding neighbourhood and, based on this review, proposed a set of building design guidelines (Appendix V).
- The character study indicates that dwellings within the surrounding neighbourhood do not provide a suitable architectural reference point for future development standards. As a result, the proposed building design guidelines attempt to provide a standard for future development projects involving RF-9C type lots along 60 Avenue.
- The applicant has provided building design guidelines which include features that address interface concerns and coach house design in order to improve the appearance of the rear lane and minimize the impact of transitions between RF-SD and RF-9C type lots. Specific coach house design features include the following:
  - Installing additional landscaping to provide greater visual screening and enhanced privacy along the rear lane;
  - Clear-glazed windows along lane-facing façades;
  - Outdoor amenity features (e.g. upper-floor balconies or at-grade patios); and
  - Common gable projections, roof skirting as well as feature windows and/or cladding materials for coach houses located adjacent to parkland or RF-SD type lots.
- A preliminary Lot Grading Plan, submitted by Coastland Engineering & Surveying Ltd., has been reviewed by City staff and is considered generally acceptable. The Lot Grading Plan indicates that minimal amounts of fill are required along 60 Avenue for Lots 12 – 18 and moderate amounts of fill on 60A Avenue for Lots 1 – 10. The proposed fill is required to meet the ultimate road grade on 60 Avenue while achieving proper drainage as well as in-ground basements. The proposed lot grading will also ensure a suitable transition between the subject property and adjacent RF-SD lots under construction to the east.

### Tree Preservation

- The applicant has worked with City staff in order to maximize on-site tree preservation. In particular, City staff have targeted two separate tree stands on 60 Avenue for possible retention. The first stand is located along the southern boundary of 14133 – 60 Avenue while the other tree stand is located on the southeast boundary of 14143 – 60 Avenue. A total of eight on-site trees are proposed for retention which include six (6) by-law sized Douglas-fir and two (2) Western Red Cedar in good overall health.
- In order to maximize on-site tree preservation and promote attractive streetscapes along 60 Avenue, the long-term preservation of these eight by-law sized trees is considered important. However, City staff will need to make further changes to the parking, sidewalk as well as multi-use pathway design previously established for the adjacent site to the east (14192 – 60A Avenue) (File No. 7910-0067-00) in order to retain the on-site trees shown along the southeast boundary of 14143 – 60 Avenue.
- It is recognized that the existing parking, sidewalk and multi-use pathway design established for the adjacent site to the east (14192 – 60A Avenue) was finalized after much negotiation was conducted to obtain extra road dedication to accommodate additional on-street parking, provide a bus bay as well as address safety issues related to the 142 Street/60 Avenue intersection. It is reasonable to assume the adjacent developer now expects additional on-street parking will be available. However, the

proposed additional changes are considered viable given the works and services required under File No. 7910-0067-00 have not been installed along 60 Avenue.

- As a result, it is requested that staff be directed to negotiate with the adjacent property owner at 14192 – 60A Avenue to redesign the parking, sidewalk and multi-use pathway along 60 Avenue in order to maximize on-site tree retention at the southeast corner of 14143 – 60 Avenue (Appendix IX).
- Clark Kavolinas of Kavolinas & Associates prepared the Arborist Report and Tree Preservation/Replacement Plans (Appendix VII). These have been reviewed by the City’s Landscape Architect and deemed generally acceptable.
- The Arborist Report indicates there are 93 mature by-law sized trees on the subject properties. The applicant is proposing to remove 85 trees on-site because they are located either within proposed building envelopes, the laneway or driveways or are assessed as hazardous. Tree retention is further challenged given the cutting and filling required to meet the ultimate road grades on 60 Avenue and 60A Avenue. As a result, the applicant is proposing a total of 21 replacement trees on-site, providing an average of 1.6 trees per lot.

Tree Species	Number of Existing Trees	Number of Trees Proposed for Removal	Number of Trees Proposed for Retention
Red Alder	12	12	0
Black Cottonwood	1	1	0
Apple Species	1	1	0
Bigleaf Maple	4	4	0
Cherry/Plum	1	1	0
Douglas-Fir	49	43	6
Eastern Red Cedar	2	2	0
Eastern White Cedar	2	2	0
English Oak	1	1	0
Hawthorn	2	2	0
Lombardy Poplar	6	6	0
Monkey Puzzle	1	1	0
Vine Maple	1	1	0
Western Flowering Dogwood	1	1	0
Western Red Cedar	9	7	2
<b>Total</b>	<b>93</b>	<b>85</b>	<b>8</b>

- Under the recently approved new Tree Protection By-law, tree replacement is required at specific ratios. Protected trees are to be replaced at a ratio of 2:1, while alder and cottonwood trees are to be replaced at a ratio of 1:1. As 13 alder trees/cottonwood trees and 72 other trees are proposed to be removed, a total of 157 replacement trees would be required for this application. The applicant is proposing 21 replacement trees. Under the requirements of the new Tree Protection By-law, this would result in a tree replacement deficit of 136 trees. As such, under the new By-law, monetary compensation for the remaining 136 trees would be \$40,800 based on \$300/tree.



PRE-NOTIFICATION

Pre-notification letters were sent out on October 20, 2011. However, no responses were received from area residents.

BY-LAW VARIANCE AND JUSTIFICATION

## (a) Requested Variance:

- To reduce the minimum rear yard setback of the RF-9C Zone from 7.5 metres (25 ft.) to 4.8 metres (15.7 ft.) on proposed Lot 17.
- To vary the minimum parking requirements to permit tandem parking, accessed from the rear lane, for the proposed RF-9C lots (Lot 1 – 14, 16 and 18).

## Applicant's Reasons:

- The reduced setbacks will enable the applicant to retain the existing dwelling on proposed Lot 17.
- The proposed variance will permit tandem vehicle parking which provides greater flexibility by increasing the number of on-site parking spaces available to homeowners.

## Staff Comments:

- The existing dwelling on proposed Lot 17 is in good condition and satisfies the minimum by-law requirements in terms of front yard and side yard setbacks.
- The proposed variance for rear yard setback on proposed Lot 17 will only apply to the existing dwelling. Any new dwelling constructed in future will have to comply with the minimum setback requirements of the RF Zone.
- The proposed variance will permit tandem vehicle parking, accessed from the rear lane, on all RF-9C lots which provides additional on-site parking for residents, tenants and visitors thereby reducing vehicle congestion often attributed to small lot residential developments.
- Staff, therefore, support the proposed variances.

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
Appendix III.	Engineering Summary
Appendix IV.	School District Comments
Appendix V.	Building Design Guidelines Summary
Appendix VI.	Coach House and Laneway Design

- Appendix VII. Summary of Tree Survey and Tree Preservation  
Appendix VIII. Development Variance Permit No. 7911-0147-00  
Appendix IX. Proposed changes to parking, sidewalk and multi-use pathway design for File No.  
7910-0067-00  
**Appendix X. Block Plan**

*original signed by Nicholas Lai*

Jean Lamontagne  
General Manager  
Planning and Development

MRJ/kms

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## SUBDIVISION DATA SHEET

**Proposed Zoning: RF-9C**

Requires Project Data	Proposed	
<b>GROSS SITE AREA</b>		
Acres	2.68 ac.	
Hectares	1.08 ha.	
<b>NUMBER OF LOTS</b>		
Existing	3	
Proposed	18	
<b>SIZE OF LOTS</b>		
Range of lot widths (metres)	18 m. – 29.3 m. (RF) 9 m. – 11.3 m. (RF-9C)	
Range of lot areas (square metres)	698.7 sq. m. – 1,142.2 sq. m. (RF) 348.5 sq. m. – 456.2 sq. m. (RF-9C)	
<b>DENSITY</b>		
Lots/Hectare & Lots/Acre (Gross)	2.78 upha/1.12 upa (RF) 13.9 upha/5.6 upa (RF-9C)	
Lots/Hectare & Lots/Acre (Net)		
<b>SITE COVERAGE (in % of gross site area)</b>	Lot 15	Lot 17
Maximum Coverage of Principal & Accessory Building		
Estimated Road, Lane & Driveway Coverage		
Total Site Coverage	19.7%	19%
<b>PARKLAND</b>		
Area (square metres)	N/A	
% of Gross Site	N/A	
	<b>Required</b>	
<b>PARKLAND</b>		
5% money in lieu	YES	
<b>TREE SURVEY/ASSESSMENT</b>	YES	
<b>MODEL BUILDING SCHEME</b>	YES	
<b>HERITAGE SITE Retention</b>	NO	
<b>BOUNDARY HEALTH Approval</b>	NO	
<b>DEV. VARIANCE PERMIT required</b>		
Road Length/Standards	NO	
Works and Services	NO	
Building Retention	YES	





INTER-OFFICE MEMO

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

FROM: **Development Project Engineer, Engineering Department**

DATE: **January 3, 2012** PROJECT FILE: **7811-0147-00**

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RE: **Engineering Requirements  
Location: 14133/35/43 60 Ave**

**REZONE/SUBDIVISION**

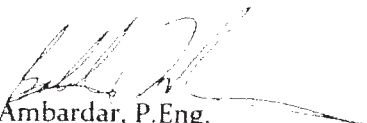
***Property and Right-of-Way Requirements***

- Dedicate 1.942 metres on 60 Avenue for a total of 24.000 metres;
- Dedicate 10.058 metres on 60A Avenue for a total of 20.000 metres;
- Dedicate as road Parcel 2 Reference Plan 35608 By-Law number 2964 on a road dedication or subdivision plan;
- Provide 2.700 metres wide statutory right-of-way along 60 Avenue for multi-use pathway and the City service connections;
- Provide 0.500 metres wide statutory right-of-way along 60A Avenue for the City service connections;
- Register Statutory Right-of-Way over lot 11 for temporary lane outlet to 60A Avenue;
- Dedicate 6.0 metres for east-west lane

***Works and Services***

- Construct north side of 60 Avenue to the Major Collector standard;
- Construct south side of 60A Avenue to Neo-Traditional Through Local standard;
- Construct curb extension at future 141 Street location;
- Construct 6.0 metre lane to residential standard;
- Construct 60 Avenue and 60A Avenue roadwork's fronting the Park under DCW;
- Construct temporary lane outlet to 60A Ave. including drainage;
- Construct sanitary sewer, storm sewer and water mains to service the development;
- Provide restrictive covenant for on-site detention;
- Provide cash-in-lieu for removal of the temporary lane; and
- Provide cash-in-lieu for speed table at future greenway crossing.

A Servicing Agreement is required prior to Rezone/Subdivision.



Bob Ambaradar, P.Eng.  
Development Project Engineer  
HB

NOTE: Detailed Land Development Engineering Review available on file



Friday, October 28, 2011  
**Planning**

**THE IMPACT ON SCHOOLS**

**APPLICATION #:** 11 0147 00

**SUMMARY**

The proposed 17 Single family lots are estimated to have the following impact on the following schools:

**Projected # of students for this development:**

Elementary Students:	6
Secondary Students:	3

September 2011 Enrolment/School Capacity

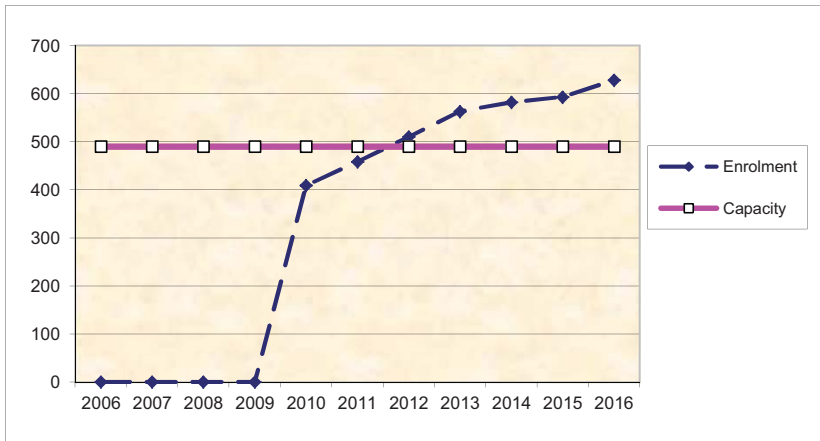
<b>Woodward Hill Elementary</b>	
Enrolment (K/1-7):	66 K + 390 = 456
Capacity (K/1-7):	40 K + 450 = 490
<b>Sullivan Heights Secondary</b>	
Enrolment (8-12):	1127
Nominal Capacity (8-12):	1000
Functional Capacity*(8-12);	1080

**School Enrolment Projections and Planning Update:**

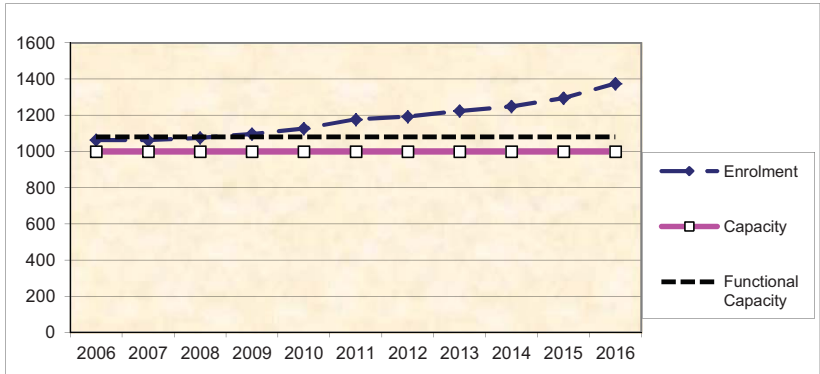
The following tables illustrate the enrolment projections (with current/approved ministry capacity) for the elementary and secondary schools serving the proposed development.

A new elementary school (#212 Woodward Hill Elementary) opened in spring 2010. Regular and Early French enrolment from McLeod Road moved to the new Woodward Hill Elementary. McLeod Road Elementary was seismically upgraded and now accommodates a District K-7 Traditional Program. A new elementary school on Site #211 in the South Newton NCP Area, on 146 Street east of Sullivan Heights Secondary, is the #2 priority for funding in the 2010-2014 Five Year Capital Plan submitted to the province. The Capital plan also includes a proposed addition to Panorama Ridge Secondary (#4 priority in the plan). The school district will also be considering various measures to address projected overcrowding at Sullivan Heights Secondary (i.e. possible enrolment moves or program change considerations). The proposed development will not have an impact on these projections.

**Woodward Hill Elementary**



**Sullivan Heights Secondary**



# BUILDING GUIDELINES SUMMARY

Surrey Project no: 7911-0147-00  
Project Location: 14133, 14135, 14143 - 60 Avenue Surrey, B.C  
Design Consultant: Tynan Consulting Ltd., (Michael E. Tynan)

The draft Building Scheme proposed for this Project has been filed with the City Clerk. The following is a summary of the Residential Character Study and the Design Guidelines which highlight the important features and form the basis of the draft Building Scheme.

## 1. Residential Character

### 1.1 General Description of the Existing and/or Emerging Residential Character of the Subject Site:

Ninety five percent of homes in this area were constructed in the 1960's or earlier, and five percent were constructed in the 1970's. These homes have massing designs, construction components, and trim and detailing features that were common to this construction era.

Fifty seven percent of homes are "Cathedral Entry" or "Basement Entry" type. All are high mass, boxlike structures resulting from the economical practice of situating the upper floor directly above the lower floor on all sides of the structure, thus exposing the full wall area of the upper floor. The homes have a simple rectangular shape, with low-slope (1:12 – 4:12 pitch), single mass (no projections) common hip or common gable roof form. These homes have either a tar and gravel, or an interlocking tab type asphalt shingle roof surface. These homes are clad in cedar only, or in stucco only, or in stucco combined with cedar, or have been recently retrofitted with vinyl siding. None of these homes provide suitable architectural context for a year 2011 / 2012 RF9C zone development.

Nineteen percent of study area homes (4 of 21 homes surveyed) are Bungalows. These homes are low mass, low impact, simple rectangular or "L" shaped structures situated on large lots. The homes have simple common gable roof forms at slopes ranging from 4:12 to 5:12, with an asphalt shingle surface. Walls are clad in cedar. Trim and detailing features are minimal. These homes are not objectionable in any way. However, they are too small, too simple, and of an inappropriate form (Bungalow), to provide suitable architectural context for a year 2011 / 2012 RF9C zone development.

Fourteen percent of homes are Split Level type in the 2000 – 2500 sq.ft. size range. The homes have mid-scale massing characteristics, with one half of the home appearing as a single storey element. Although these homes arguably have some of the best massing designs, the homes are more than double the width of those proposed for the new RF-9C lots, and therefore cannot be considered "context homes".

There is one 1 ½ storey home with a desirable mid-scale massing design in which most of the upper floor walls are concealed by a roof system extending up from the main floor. This home however, is too wide to provide suitable context for the proposed RF-9C lots,



and a 1 ½ storey home type cannot provide sufficient floor area on a 9m wide lot. Therefore, the 1 ½ storey home at 14135 – 60 Avenue should not be considered a context home.

There is one 3000+ sq ft "Queen Anne" style Two-Storey home; a high mass, 60 foot wide structure with 12:12 slope common gable roof with a metal surface. This home is three times the width of the proposed RF-9C zone homes and therefore does not provide suitable architectural context.

## **1.2 Prevailing Features of the Existing and Surrounding Dwellings Significant to the Proposed Building Scheme:**

- 1) Context Homes: None of the homes in this area provide suitable architectural context for a year 2011 / 2012 RF-9C zone development. Therefore, a new character theme will be proposed.
- 2) Style Character : Existing homes do not provide suitable style context for the subject site. A new style range in the "Traditional", "Neo-Traditional", "Heritage", "Neo-Heritage" style range is recommended.
- 3) Home Types : There are a wide variety of home types in this area. Only 5 percent of existing homes are Two-Storey type. However, it is expected that 100 percent of new homes constructed at this site will be Two-Storey type.
- 4) Massing Designs : No existing homes provide suitable massing design context. Therefore massing designs should meet or exceed the most current standards for 9m wide compact lots.
- 5) Front Entrance Design : Front entrance porticos range from one to 1 ½ storeys in height. However, RF-9 type structures are of a scale that requires a single storey high front entrance to achieve proportionality in the design. Therefore a one storey high entrance is recommended.
- 6) Exterior Wall Cladding : A wide variety of wall cladding materials have been used in this area and a wide variety of wall surface materials can therefore be permitted.
- 7) Roof surface : There are a wide range of roof surface materials including asphalt shingles, tar and gravel, metal, and cedar shingles. The roof surface is not a defining characteristic of this area, and so some flexibility is warranted.
- 8) Roof Slope : Roof pitch 1:12 to 20:12.

**Exterior Treatment /Materials:** Homes are clad in cedar only, or in stucco only, or in a stucco/cedar combination, or have been retrofitted with vinyl siding.

**Roof Pitch and Materials:** A variety of roof surface materials have been used in this area including Wood shakes / shingles, Asphalt shingles, Tar and Gravel, and Metal roofing

**Window/Door Details:** Rectangular dominant.

**Streetscape:** This is an old urban neighbourhood primarily populated with 40-50 year old box-like Basement Entry and Cathedral Entry type homes. The next most common structures are small 60-70 year old Bungalows. Roof slope ranges from 1:12 to 20:12; however most homes have a 4:12 roof slope. Roof surfaces include asphalt shingles, cedar, and metal. Wall cladding materials include cedar, stucco, and vinyl. Homes are modestly trimmed. Landscaping is "old urban" comprised of sod, mature shrubs, and some mature trees. Most homes have either an asphalt or gravel driveway.

## 2. Proposed Design Guidelines

### 2.1 Specific Residential Character and Design Elements these Guidelines Attempt to Preserve and/or Create:

- the new homes are readily identifiable as one of the following styles: "Neo-Traditional", "Neo-Heritage", "Craftsman-Heritage", or "Traditional". Note that the proposed style range is not contained within the building scheme, but is contained within the residential character study which forms the basis for interpreting building scheme regulations.
- a new single family dwelling *constructed* on any *lot* meets year 2000's design standards, which include the proportionally correct allotment of mass between various street facing elements, the overall balanced distribution of mass within the front facade, readily recognizable style-authentic design, and a high trim and detailing standard used specifically to reinforce the style objectives stated above.
- trim elements will include several of the following: furred out wood posts, articulated wood post bases, wood braces and brackets, louvered wood vents, bold wood window and door trim, highly detailed gable ends, wood dentil details, stone or brick feature accents, covered entrance verandas and other style-specific elements, all used to reinforce the style (i.e. not just decorative).
- the development is internally consistent in theme, representation, and character.
- the entrance element will be limited in height (relative dominance) to one storey.

### 2.2 Proposed Design Solutions:

**Interfacing Treatment with existing dwellings)**

No existing neighbouring homes provide suitable context for the proposed RF-9 type homes at the subject site. Interfacing treatments are therefore not contemplated.

**Exterior Materials/Colours:**

Stucco, Cedar, Vinyl, Hardiplank, Brick, and Stone.

"Natural" colours such as browns, greens, clays, and other earth-tones, and "Neutral" colours such as grey, white, and cream are permitted. "Primary" colours in subdued tones such as navy blue, colonial red, or forest green can be considered providing neutral trim colours are used, and a comprehensive colour scheme is approved by the consultant. "Warm" colours such as pink, rose, peach, salmon are not permitted. Trim colours: Shade variation of main colour, complementary, neutral, or subdued contrast only.

**Roof Pitch:** Minimum 8:12.

**Roof Materials/Colours:** Cedar shingles, shake profile concrete roof tiles, shake profile asphalt shingles with a raised ridge cap and new environmentally sustainable roofing products providing that aesthetic properties of the new materials are equal to or better than that of the traditional roofing products. Grey, black, or brown only.

**In-ground basements:** Permitted, subject to determination that service invert locations are sufficiently below grade. Basements will appear underground from the front.

**Treatment of Corner Lots:** Not applicable - there are no corner lots

**Landscaping:** *Moderate modern urban standard:* Tree planting as specified on Tree Replacement Plan plus minimum 12 shrubs of a minimum 3 gallon pot size. Sod from street to face of home. Driveways: exposed aggregate, interlocking masonry pavers, or stamped concrete.

**Interface with park to west:** Lots 11 and 12 at the subject site are located adjacent to a B.C. Hydro Right of Way, which is accessible to the public. Therefore CPTED principles will apply. A 1.2m high transparent (wire mesh) fence with 20 low level shrubs will be required along the west lot line. A minimum of 40 sq.ft. of unobstructed window area is required on the west building face. Skirt roofing is required along the entire building face, and one west facing articulated common gable projection is required. Windows and doors on the west side are to be trimmed with 1x4 or larger trim.

**Parking:** Garages to be set 6.0m from the lane, which will result in two parking spaces inside the garage plus two parking spaces on the 6.0m long driveway between the garage and the lane, plus one parking space on a pad beside the driveway (a total of 5 parking spaces). The area beside the garage/coach house is to be an amenity area for the coach house resident. A planting area is to be provided between the garage and the lane, along the common side lot line to provide a pleasing visual break between properties.

**Compliance Deposit:** \$5,000.00

**Summary prepared and submitted by:** Tynan Consulting Ltd. Date: October 31, 2011

**Reviewed and Approved by:**  Date: October 31, 2011

FRONTING STREET

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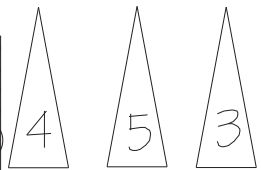
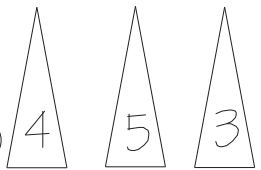
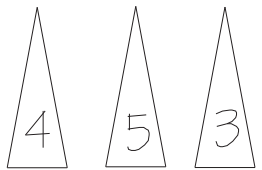
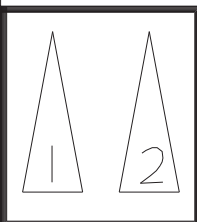
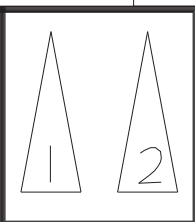
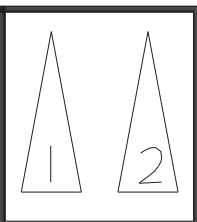
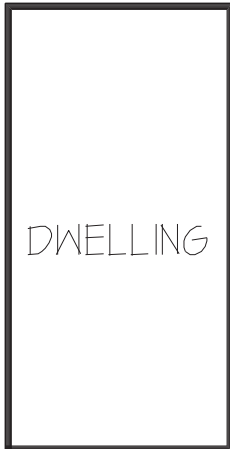
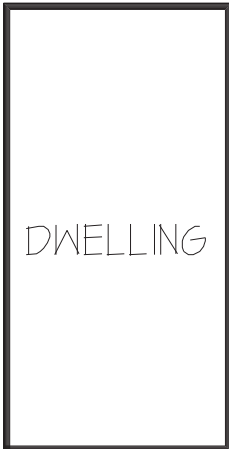
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MIN.

DRAWN:  
MICHAEL E. TYNAN  
JANUARY 3, 2012

AMENITY  
AREA FOR  
COACH  
HOUSE  
RESIDENT

RAISED  
PLANTING  
BED. TREE  
PLUS SHRUBS

LANE

**TREE PRESERVATION SUMMARY**

Surrey Project No.: 7911-0147-00  
 Project Location: 14133, 14135 and 14143 60<sup>th</sup> Avenue, Surrey BC  
 Registered Arborist: Trevor Cox, MCIP  
 ISA Certified Arborist (PN1920A)  
 Certified Tree Risk Assessor (43)  
 BC Parks Wildlife and Danger Tree Assessor

Detailed Assessment of the existing trees of an Arborist's Report is submitted on file. The following is a summary of the tree assessment report for quick reference.

1. General Tree Assessment of the Subject Site:

2. Summary of Proposed Tree Removal and Placement:

€ The summary will be available before final adoption.

Number of Protected Trees Identified		<u>93</u>	(A)
Number of Protected Trees declared high risk due to natural causes			(B)
Number of Protected Trees to be removed		<u>85</u>	(C)
Number of Protected Trees to be Retained	(A-B-C)	<u>8</u>	(D)
Number of Replacement Trees Required	(C-B) x 2	<u>157</u>	(E)
Number of Replacement Trees Proposed		<u>21</u>	(F)
Number of Replacement Trees in Deficit	(E-F)	<u>136</u>	(G)
Total Number of Protected and Replacement Trees on Site	(D+F)	<u>29</u>	(H)
Number of Lots Proposed in the Project		<u>18</u>	(I)
Average Number of Trees per Lot	(H / I)	<u>1.6</u>	

3. Tree Survey and Preservation / Replacement Plan

Tree Survey and Preservation / Replacement Plan is attached

This plan will be available before final adoption

Summary prepared and submitted by:

Arborist

January 16 ,  
2012

Date

(the "City")

**DEVELOPMENT VARIANCE PERMIT**

NO.: 7911-0147-00

Issued To: JAMES K. LAMB  
SYLVIA R. TYMOS

Address: 14133 – 60 Avenue  
Surrey, BC  
V3X 2N2

Issued To: 0775372 B.C. LTD.

Address: 7134 King George Boulevard, Unit #200  
Surrey, BC  
V3W 5A3

Issued To: GRAHAM K. VOTH  
KIMBERLY N. VOTH

Address: 7737 – 147A Street  
Surrey, BC  
V3S 8Z4

(collectively referred to as the "Owner")

1. This development variance permit is issued subject to compliance by the Owner with all statutes, by-laws, orders, regulations or agreements, except as specifically varied by this development variance permit.
2. This development variance permit applies to that real property including land with or without improvements located within the City of Surrey, with the legal description and civic address as follows:

Parcel Identifier: 009-816-356  
Lot "A" Section 9 Township 2 New Westminster District Plan 13493

14133 – 60 Avenue

Parcel Identifier: 009-816-381  
Lot "B" Except: Parcel "2" (Reference Plan 35608); Section 9 Township 2 New Westminster District Plan 13493

14135 – 60 Avenue

Parcel Identifier: 002-605-724  
Lot "C" Section 9 Township 2 New Westminster District Plan 13493

14143 - 60 Avenue

(the "Land")

3. (a) As the legal description of the Land is to change, the City Clerk is directed to insert the new legal description for the Land once titles have been issued, as follows:

Parcel Identifier:

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- (b) If the civic addresses change, the City Clerk is directed to insert the new civic addresses for the Land, as follows:
- 

4. Surrey Zoning By-law, 1993, No. 12000, as amended is varied as follows:

- (a) In Section F of Part 16 Single Family Residential Zone (RF) the minimum rear yard setback is reduced from 7.5 metres (25 ft.) to 4.8 metres (15.7 ft.) for proposed Lot 17.
- (b) In Section H of Part 17D Single Family Residential (9) Coach House Zone the on-site parking requirement is varied to permit tandem parking, accessed from the rear lane, either in a garage, carport or outside on a parking pad for Lots 1 - 14, 16 and 18.

5. The landscaping and the siting of buildings and structures shall be in accordance with the drawing numbered 7911-0147-00 (A) (the "Drawing") which are attached hereto and form part of this development variance permit.

6. This development variance permit applies to only that portion of the buildings and structures on the Land shown on Schedule A which is attached hereto and forms part of this development variance permit. This development variance permit does not apply to additions to, or replacement of, any of the existing buildings shown on attached Schedule A, which is attached hereto and forms part of this development variance permit.

7. The Land shall be developed strictly in accordance with the terms and conditions and provisions of this development variance permit.

8. This development variance permit shall lapse unless the subdivision, as conceptually shown on Schedule A which is attached hereto and forms part of this development variance permit, is registered in the New Westminster Land Title Office within three (3) years after the date this development variance permit is issued.

9. The terms of this development variance permit or any amendment to it, are binding on all persons who acquire an interest in the Land.
  
10. This development variance permit is not a building permit.

AUTHORIZING RESOLUTION PASSED BY THE COUNCIL, THE      DAY OF      , 20 .  
ISSUED THIS      DAY OF      , 20 .

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Mayor – Dianne L. Watts

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City Clerk – Jane Sullivan







