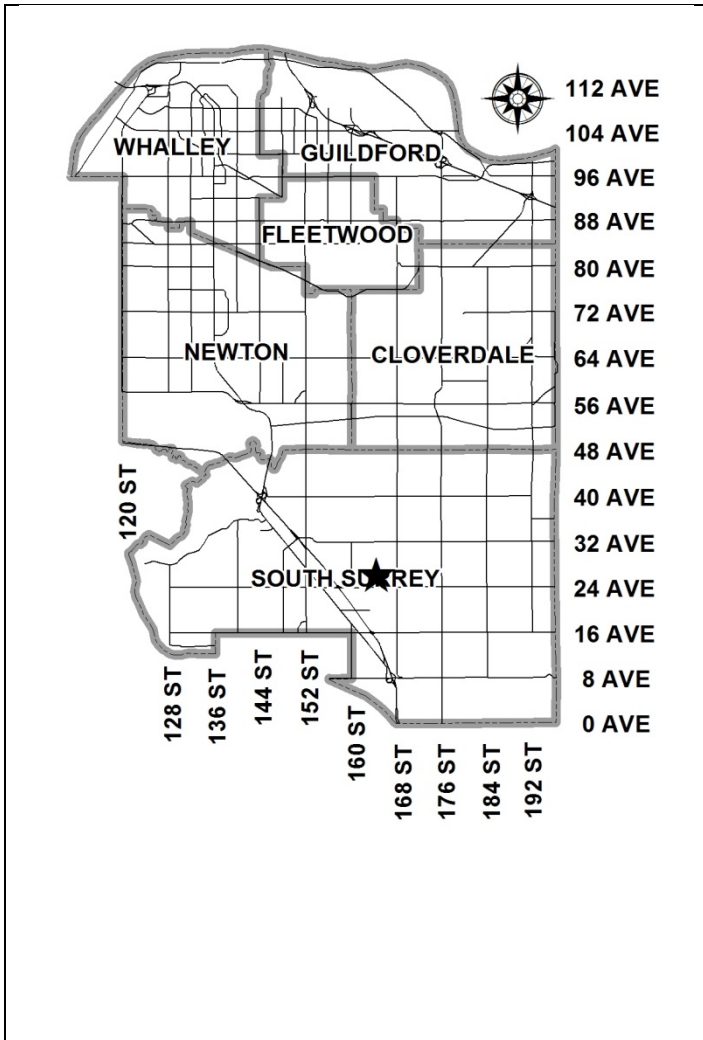


City of Surrey
PLANNING & DEVELOPMENT REPORT

File: 7912-0323-00

Planning Report Date: July 7, 2014



PROPOSAL:

- **OCP amendment** from Suburban to Urban
- **NCP amendment** to remove a portion of 25A Avenue, to adjust the transition landscape buffer, to reduce the depth of 3 large single family lots, and to permit 4 driveways on 26 Avenue
- **Rezoning** from RA to RF-10, RF-12 and CD (based on RF)
- **Development Variance Permit**

in order to allow subdivision into 7 large single family lots and 24 small single family lots.

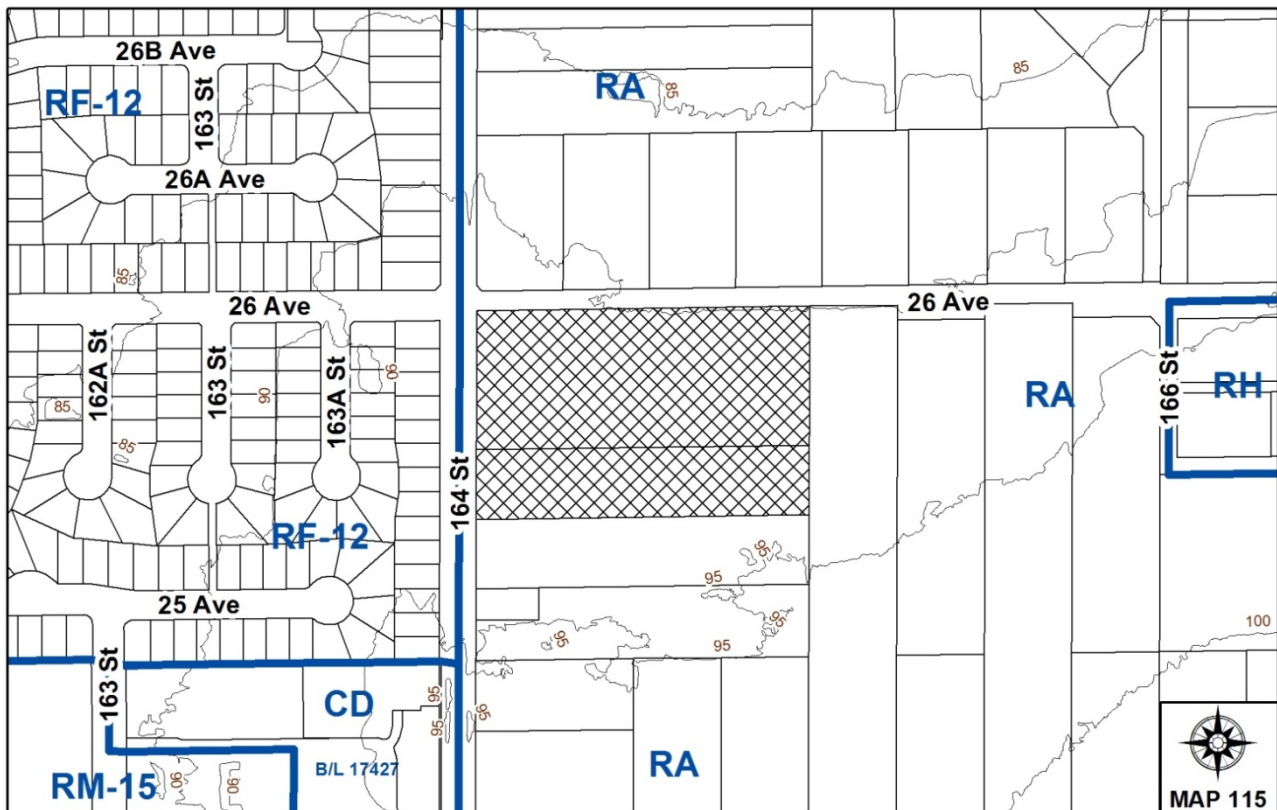
LOCATION: 2552 and 2580 - 164 Street

OWNER: 0782717 BC Ltd.
 0771355 BC Ltd.

ZONING: RA

OCP DESIGNATION: Suburban

NCP DESIGNATION: Large Lot Single Family or Large Lot Duplex (2-10 upa), Small Lot Single Family w/wo Coach House (10-15 upa) and Transition Landscape Buffer



RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for:
 - OCP Amendment; and
 - Rezoning.
- Approval for Development Variance Permit to proceed to Public Notification.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Proposed amendment to the Official Community Plan (OCP) from Suburban to Urban.
- Proposed amendments to the Orchard Grove Neighbourhood Concept Plan (NCP) to remove a portion of 25A Avenue between 164 Street and 164A Street, to adjust the transition landscape buffer on 26 Avenue, to reduce the depth of three (3) large single family lots on 26 Avenue, and to permit four (4) driveways on 26 Avenue.
- Proposed Development Variance Permit (DVP) to reduce the lot width and area, and the side yard setback on a flanking lane of proposed Lot 7.

RATIONALE OF RECOMMENDATION

- The proposed OCP amendment was anticipated as part of the normal approval process for applications in the Orchard Grove NCP in order to achieve the approved land use designations and density.
- The proposed Orchard Grove NCP amendment to remove a portion of 25A Avenue between 164 Street and 164A Street responds to concerns raised by area residents. The proposed NCP amendment to adjust the landscape transition buffer on 26 Avenue is minor and the proposed dwelling units will still be located 10 metres (33 ft.) from the property line of 26 Avenue. The proposed amendment to reduce the depth of three (3) large single family lots on 26 Avenue has been requested to maximize site efficiency, and the proposed amendment to permit four (4) driveways on 26 Avenue has been requested to increase marketability of these lots by providing future home owners choice of where to locate their driveways. The four (4) proposed driveways on 26 Avenue match the number of existing driveways that provide access to the one (1) acre lots on the opposite side of 26 Avenue. Overall, the proposed amendments to the NCP are minor and can be supported.
- The proposed DVP has been requested in order to retain the development potential of the site, and is needed as a result of the corner cut road dedication required at the intersection of the lanes. The applicant has demonstrated that the livability of proposed Lot 7 will not be compromised and that three (3) off-street parking stalls can be accommodated.

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to amend the OCP by redesignating the subject site in Development Application No. 7912-0323-00 from "Suburban" to "Urban" 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 a portion of the subject site in Development Application No. 7912-0323-00 shown as Block A from "One-Acre Residential Zone (RA)" (By-law No. 12000) to "Comprehensive Development Zone (CD)" (By-law No. 12000) and a date be set for Public Hearing.
4. a By-law be introduced to rezone a portion of the subject site in Development Application No. 7912-0323-00 from "One-Acre Residential Zone (RA)" (By-law No. 12000) to "Single Family Residential (12) Zone (RF-12)" (By-law No. 12000) shown as Block B, and to "Single Family Residential (10) Zone (RF- 10)" (By-law No. 12000) shown as Block C and a date be set for Public Hearing.
5. Council approve Development Variance Permit No. 7912-0323-00 (Appendix X) varying the following, to proceed to Public Notification:
 - (a) to reduce the minimum lot width of the RF-10 Zone from 10.5 metres (34 ft.) to 9 metres (30 ft.) for proposed Lot 7;
 - (b) to reduce the minimum lot area of the RF-10 Zone from 363 square metres (3,910 sq.ft.) to 311 square metres (3,348 sq. ft.) for proposed Lot 7; and
 - (c) to reduce the minimum side yard on flanking lane of the RF-10 Zone from 2.7 metres (9 ft.) to 1.2 metres (4 ft.) for proposed Lot 7.
6. 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) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
 - (d) submission of a landscaping plan and landscaping cost estimate for the transitional landscape buffer including gateway features to the specifications and satisfaction of the Planning and Development Department;

- (e) submission of a finalized lot grading plan to the satisfaction of the Planning and Development Department;
 - (f) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department;
 - (g) registration of a Section 219 Restrictive Covenant for tree preservation;
 - (h) registration of a Section 219 Restrictive Covenant for the transition landscape buffer on 26 Avenue; and
 - (i) the applicant adequately address the shortfall in tree replacement.
7. Council pass a resolution to amend the Orchard Grove NCP to remove a portion of 25A Avenue between 164 Street and 164A Street, to adjust the transition landscape buffer on 26 Avenue, to reduce the depth of three (3) large single family lots on 26 Avenue and to permit four (4) driveways on 26 Avenue (Appendix VII).

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:**
- 13 Elementary students at Pacific Heights Elementary School
6 Secondary students at Earl Marriott Secondary School
- The applicant has advised that the dwelling units in this project are expected to be constructed and ready for occupancy by late 2015 or early 2016.
- (Appendix IV)
- Parks, Recreation & Culture: No concerns.

SITE CHARACTERISTICS

Existing Land Use: Single family homes on large lots.

Adjacent Area:

| Direction | Existing Use | OCP/NCP Designation | Existing Zone |
|---------------------------|--|---|---------------|
| North (Across 26 Avenue): | Single family homes on one (1) acre lots | Suburban/ Suburban Residential (1-2 upa) | RA |
| East: | Single family homes on large lots | Suburban/ Large Lot Single Family or Large Lot Duplex (2-10 upa), Small Lot Single Family with/without Coach House (10-15 upa), and Transition Landscape Buffer | RA |
| South: | Single family homes on large lots | Suburban/ Small Lot Single Family with/without Coach House (10-15 upa) | RA |
| West (Across 164 Street): | Small single family lots in the Morgan Heights NCP | Urban/ Low Density (6-10 upa) | RF-12 |

JUSTIFICATION FOR PLAN AMENDMENTS

- The site is designated "Suburban" in the Official Community Plan (OCP) and "Large Lot Single Family or Large Lot Duplex (2-10 upa)", "Small Lot Single Family with/without coach house (10-15 upa)" and "Transition Landscape Buffer" in the Orchard Grove Neighbourhood Concept Plan (NCP).
- An OCP amendment from "Suburban" to "Urban" is required to accommodate this proposal (Appendix VIII). In accordance with the NCP, applications in this NCP are required to be accompanied by an OCP amendment to redesignate the lands in order to comply with the NCP.
- The proposal includes an amendment to the Orchard Grove NCP to:
 - remove a portion of 25A Avenue between 164 Street and 164A Street;
 - adjust the landscape transition buffer on 26 Avenue;
 - to reduce the depth of three (3) large single family lots on 26 Avenue; and
 - to permit four (4) driveways on 26 Avenue.

Each of these proposed amendments is addressed in turn below.

Remove a Portion of 25A Avenue:

- The proposed Orchard Grove NCP amendment to remove a portion of 25A Avenue between 164 Street and 164A Street responds to concerns raised by the area residents on the West side

of 164 Street in the Morgan Heights neighbourhood. A petition signed by 14 households was submitted to the City requesting the elimination of 25A Avenue between 164 Street and 164A Street. The Engineering Department assessed this request and determined that this portion of 25A Avenue is not required.

Adjust Transition Landscape Buffer:

- The NCP shows a 10 metre (33 ft.) transition landscape buffer and a 2.5 metre (8.2 ft.) amenity connector (enhanced sidewalk) requiring a statutory right-of-way on private property. The proposed NCP amendment to adjustment the transition landscape buffer will include:
 - a 10 metre (33 ft.) setback from the property line consisting of a 2 metre (6.6 ft) area for the front treatment of the home and an 8 metre (26 ft.) landscape buffer area requiring a no-build restrictive covenant; and
 - road right-of-way dedication for the 3 metre (10 ft.) enhanced sidewalk on 26 Avenue and an approximately 3 metre (10 ft.) boulevard area for street tree planting providing an approximately 16 metre (52 ft.) separation between the curb and the proposed dwelling units.
- Overall, the proposed NCP amendment to adjust the landscape transition buffer on 26 Avenue is minor and the proposed dwellings units will still be located 10 metres (33 ft.) from the property line of 26 Avenue and approximately 16 metres (52 ft.) from the curb.

Reduce Depth of 3 Large Lots:

- The NCP requires a minimum lot depth of 35 metres (115 ft.), plus 10 metres (33 ft.) statutory right-of-way for the transition landscape buffer for lots fronting 26 Avenue. The applicant is proposing to reduce the lot depth to 31 metres (102 ft.) including the landscape buffer for three (3) lots facing 26 Avenue (Lots 29-31). The proposed NCP amendment has been requested to maximize site efficiency. The proposed streetscape, landscape buffer and appearance of the homes will be consistent with the proposed four (4) large single family lots on 26 Avenue East of 164A Street that generally comply with the NCP (Lots 25-28). The applicant has also confirmed that the liveability of these three (3) lots will not be compromised as a result of the reduced depth and that each lot will still maintain functional outdoor space.

Permit 4 Driveways on 26 Avenue:

- In order to minimize disruption to the transition landscape buffer, the Orchard Grove NCP does not permit driveway accesses to 26 Avenue. The applicant is proposing four (4) driveways onto 26 Avenue for proposed Lots 25, 26, 27 and 30 in order to increase the marketability of these large urban lots by providing future home owners choice of where to locate their driveways. Although the Engineering Department would prefer that driveway access be provided from the lane, the Engineering Department has confirmed that the proposed four (4) driveways can be supported on 26 Avenue. The proposed planting in the landscape buffer adjacent to any proposed driveways will need to be assessed to determine that adequate site lines are maintained. It is noted that the RA Zoned lots on the North side of 26 Avenue also have four driveways on 26 Avenue.
- Overall, the proposed amendments to the NCP are minor and can be supported.

DEVELOPMENT CONSIDERATIONS

- The site is currently zoned "One-Acre Residential Zone (RA)". The applicant proposes to rezone the site to "Comprehensive Development Zone", "Single Family Residential (12) Zone (RF-12)" and "Single Family Residential (10) Zone (RF-10)" shown as Blocks A, B and C in Appendix II respectively, in order to permit the development of 7 large single family lots and 24 small single family lots.
- Proposed lots 1 to 6 (Block B) range in size between 382 sq.m. (4,112 sq.ft.) and 394 sq.m. (4,241 sq.ft.) and comply with the requirements of the proposed RF-12 Zone. These lots are generally larger than the existing lots on the West side of 164 Street which range in size between 341 sq.m. (3,671 sq.ft.) and 364 sq.m. (3,918 sq.ft.). As such, the proposed lots on 164 Street provide an appropriate transition to the existing lots on the East side of the street.
- Proposed lots 7 to 24 (Block C) range in size between 311 sq.m. (3,348 sq.m.) and 405 sq.m. (4,359 sq.ft.). All of these proposed lots, except for Lot 7 comply with the requirements of the proposed RF-10 Zone. A Development Variance Permit (DVP) is required for proposed Lot 7 and is discussed later in this report.
- Proposed lots 25 to 31 (Block A) range in size between 757 sq.m. (8,149 sq.m.) and 1,080 sq.m. (11,625 sq.ft.). The proposed zoning for these lots is a "Comprehensive Development Zone (CD)" based on the RF Zone. The proposed CD Zone is discussed later in this report.
- The form, character and density of the proposed development generally complies with the Orchard Grove NCP, except where noted that an NCP amendment is required. The proposed density on 26 Avenue is 4.3 upa, which is on the low end of the permitted density in this land use designation that permits development up to 10 units per acre.
- Table 1 outlines the Orchard Grove NCP requirements pertaining to this site and how the applicant has addressed these requirements.

Table 1: Summary of Orchard Grove NCP

| | | NCP Requirements | Proposed Development |
|--|-----------------------------|---|--|
| Large Lot Single Family or Large Lot Duplex | Density | 2 to 10 upa net density | 4.3 upa net density |
| | Form & Character | Large Lot Single Family or Large Lot Duplex (with Development Permit) with a minimum lot width of 24 metres (79 ft.) (or 12 metres (39 ft.) + 12 metres (39 ft.)) for duplex) and minimum lot depth of 35 metres (115 ft.) + 10 metre (33 ft.) SROW for landscape transition buffer | <ul style="list-style-type: none"> - Seven (7) large single family lots - All proposed lots meet the minimum lot width requirement of 24 metres (79 ft.) thus yielding a consistent streetscape on 26 Avenue. - Four (4) of the proposed lots generally meet the minimum lot depth requirements. - Three (3) proposed lots have a reduced lot depth of 31 metres (102 ft.) requiring an NCP Amendment. |

| | | NCP Requirements | Proposed Development |
|---|-----------------------------|---|--|
| | | Access not permitted to 26 Avenue. | Four (4) driveways are proposed to 26 Avenue requiring an NCP Amendment. |
| Small Lot Single Family w/wo Coach House | Density | 10-15 upa net density | 11.3 upa net density overall (10.3 upa for proposed RF-12 lots and 11.6 upa for proposed RF-10 lots) |
| | Form & Character | Small Lot Single Family lots with a minimum lot width of 9 metres (30 ft.) and a minimum lot depth of 35 metres (115 ft.) | <ul style="list-style-type: none"> - Small Lot Single Family lots - Six (6) of the proposed lots adjacent to 164 Street have a minimum lot width of 12 metres (39 ft.) and the proposed zoning is RF-12 to match the development on the West side of the street. - Remaining 18 lots have a minimum lot width of 9 metres (30 ft.) and lot depth ranging between 36 metres (118 ft.) and 39 metres (128 ft.). |
| | | Access from rear lanes | Rear lane access is proposed |

Building Design Guidelines and Lot Grading:

- Mike Tynan of Tynan Consulting prepared a Neighbourhood Character Study and Building Scheme. The Character Study involved reviewing a number of existing homes in the neighbourhood in order to establish suitable design guidelines for the proposed large urban lots on 26 Avenue and the small single family lots on 164 Street, 164A Street and 25A Avenue. A summary of the design guidelines is attached (Appendix V).
- A preliminary lot grading plan was prepared and submitted by Citiwest Consulting Limited. and has been reviewed by City staff. The plan shows area with fill greater than 0.5 metres (1.6 ft.) on the proposed site. These areas are minimal and are necessary to accommodate existing roads, in-ground basements and to facilitate proper lot drainage. A final lot grading plan will be required before final approval of this project.

Comprehensive Development Zone:

- Seven (7) larger transitional lots are proposed fronting 26 Avenue (proposed Lots 25-31) shown as Block A in Appendix II. These lots are proposed to be zoned "Comprehensive Development Zone (CD)" based on the "Single Family Residential Zone (RF)". The proposed CD Zone for these transitional lots provided for larger lot sizes and a maximum density of 5 upa in accordance with the requirements of the Orchard Grove NCP. The following table outlines the differences between the RF Zone and the proposed CD Zone:

Table 2: Comparison of the RF Zone and Proposed CD Zone:

| | RF Zone | CD Zone |
|---------------------------------------|---|--|
| Permitted Uses | One single family dwelling which may contain one (1) secondary suite | One single family dwelling which may contain one (1) secondary suite |
| Density | 6 upa | 5 upa |
| Maximum Floor Area Ratio (FAR) | 0.60 for first 560 sq.m. (6,000 sq.ft.), than 0.35 for the remaining lot area in excess of 560 sq.m. (6,000 sq.ft) | Block A- 0.60 Block B- 0.49 |
| Maximum Lot Coverage | Sliding Scale- between 18-40% depending on lot size | Block A- 36% Block B- 38% |
| Minimum Setbacks | Front yard: 7.5 m. (25 ft.) Rear yard: 7.5 m. (25 ft.) Side yard: 1.8 m. (6 ft.) Side yard on Flanking Street: 3.6 m. (12 ft.) | Front yard (26 Avenue): 10 m. (33 ft.) Rear yard: Block A- 6 m. (20 ft.) Block B- 7.5 m. (25 ft.) Side yard: 2.4 m. (7.9 ft.) Side yard on Flanking Street: 3 m. (10 ft.) |
| Maximum Building Height | 9 m. (30 ft.) | 9 m. (30 ft.) |
| Minimum Lot Size | 560 sq.m. (6,000 sq.ft.) | Block A-750 sq.m. (8,073 sq.ft.) Block B-1,000 sq.m. (10,764 sq.ft.) |
| Minimum Lot Dimensions | Lot Width- 15 m. (50 ft.) Lot Depth- 28 m. (90 ft.) | Block A- Lot Width- 24 m. (80 ft.) Lot Depth- 30 m. (98 ft.) Block B- Lot Width- 24 m. (80 ft.) Lot Depth- 43 m. (141 ft.) |

- The proposed uses and maximum building height are consistent with the RF Zone.
- The proposed maximum unit density is less than that permitted in the RF Zone.
- The proposed maximum floor area ratio (FAR) of 0.60 and 0.49 permit larger homes compared to the RF Zone; however, in keeping with the estate home appearance required in the NCP, this increase in floor area is appropriate for this location.
- Although on the high end of the scale, the proposed lot coverage of 36% and 38% is within the range of the RF Zone.
- The proposed front and side yard setbacks are greater than required in the RF Zone in an effort to ensure an adequate transition on 26 Avenue.
- The proposed reduced rear yard setback for proposed lots 29-31 in Block A is minor and is required to ensure that a liveable floor plan can be accommodated on these lots. The applicant has confirmed that these three (3) lots will still maintain functional and liveable outdoor areas.

- The proposed reduced side yard on a flanking street setback is only 0.6 metres (2 ft.) and has been requested to utilize the site more efficiently. The proposed reduced setback affects only three (3) lots, and will not impact the outdoor areas of the proposed lots.
- Finally, the proposed minimum lot size and minimum lot dimensions are substantially greater than the RF Zone.

Transportation Network:

- The following transportation network improvements are required for this proposal:
 - 1.942 m. (6.4 ft.) road dedication for the widening of 164 Street;
 - 11.75 m. (38.5 ft.) road dedication for the widening of 26 Avenue including the construction of the 3 m. (10 ft.) enhanced concrete sidewalk;
 - 20 m. (66 ft.) road dedication for the construction of 25A Avenue East of 164A Street;
 - 20 m. (66 ft.) road dedication for the construction of 164A Street including the construction of a 2.5m (8.2 ft.) enhanced sidewalk on the West side of the street; and
 - 6 m. (20 ft.) road dedication and construction of lanes required for rear lane access.
- The proposed vehicular accesses conform to the requirements of the Engineering Department.

Landscape Transition Buffer & Gateway Features:

- The Orchard Grove NCP requires a 10 metre (33 ft.) transition landscape buffer on 26 Avenue in order to provide an adequate transition to the existing one (1) acre lots on the North side of 26 Avenue. As discussed earlier in this report, an NCP amendment is proposed to adjust the transition landscape buffer in order to accommodate a wider sidewalk and to ensure that the entire enhanced sidewalk is located on City lands. As such, the proposed transition landscape buffer is proposed to be 8 metres (26 ft.) statutory right-of-way and 1.2 metre (4 ft.) road right-of-way dedication. Within the landscape buffer area, a staggered double row of fruiting trees and flowering shrubs will be planted.
- As part of the place making for the Orchard Grove NCP, a gateway has been identified at the corner of 26 Avenue and 164 Street in order to clearly define the entrance to the neighbourhood, to reinforce community identity, and to create a sense of place in the NCP. The details of the proposed gateway features and landscaping in the transition buffer will be co-ordinated with the Parks, Recreation and Culture Department and will be finalized before final approval of this project. The applicant will also be required to register a Section 219 Restrictive Covenant and a statutory right-of-way for the transition landscape buffer on 26 Avenue.

PRE-NOTIFICATION AND PUBLIC CONSULTATION

Pre-notification:

- Pre-notification letters were sent on August 1, 2013 to 124 households within 100 m. (328 ft.) of the site. As a result of the pre-notification letters, City staff received a combination of approximately 20 e-mails and letters from 11 households concerning this proposal with residents expressing the following concerns:
 - Too dense;
 - Concerned about the proposal to amend the NCP from Large Lot Single Family or Large Lot Duplex to Small Lot Single Family w/wo Coach House in order to increase the density between 164 Street and 164A Street;
 - Proposal does not complement the existing development on 26 Avenue;
 - Many families have 3 vehicles, this needs to be taken into consideration when designing the homes facing 26 Avenue;
 - Concerned about the proposed lane exiting onto 26 Avenue;
 - The proposed lots on 26 Avenue should be oriented to face 26 Avenue;
 - The proposed lots between 164 and 164A Street should be the same size and width as those lots across the street in Morgan Heights;
 - Concerned about the proposed quality of housing and want to ensure that it is consistent with the existing development in the area;
 - Concerned about the reduced buffer adjacent to the Small Lot Single Family lots and concerns that it would not achieve an adequate buffer to the one acre lots north of 26 Avenue;
 - Concerned about lack of existing park space in the neighbourhood;
 - Opposed to street parking on 26 Avenue;
 - Concerned about the traffic on 26 Avenue and would request traffic calming on this street; and
 - Request the elimination of 25A Avenue between 164 and 164A Street.

Public Information Meeting:

- As a result of the responses to the pre-notification, the applicant held a public information meeting on April 2, 2014 to obtain more feedback from the area residents. Approximately 25 area residents attended the meeting with similar concerns as indicated above as a result of the pre-notification process. Five (5) comment sheets were submitted with three (3) respondents in support of the proposal and two (2) against.

Petition from Residents on 164 Street in Morgan Heights:

- After the public information meeting, a petition signed by 14 households on the West side of 164 Street in Morgan Heights was submitted to the City requesting:
 - the elimination of 25A Avenue between 164 Street and 164A Street;
 - that parking only be permitted on the East side of 164 Street, however, if parking is permitted on the West side of 164 Street, that it should be designated as "Resident Only" parking ;

- a decrease in density for the lots adjacent to 164 Street with a minimum lot width of 12 metres (39 ft.) in order to more closely mirror the residential development in Morgan Heights; and
- that sidewalks be installed next to the street curb on the West side of 164 Street in order to provide more room for off-street parking.

In addition, the area residents expressed safety concerns about backing out of their driveways onto the busy 164 Street due to poor visibility and high levels of traffic on this road.

- The Transportation section in the Engineering Department provided the following responses to the transportation related concerns raised in the petition by the residents on the West side of 164 Street:

- Elimination of 25A Avenue between 164 Street and 164A Street:

The Engineering Department assessed this request and determined that this portion of 25A Avenue is not required and can be eliminated.

- Driveways and Street Safety:

164 Street is classified as a collector road which has the dual purpose of distributing neighbourhood traffic between Arterials, other Collectors, and Local roads as well as providing direct access to lots. This situation of direct access to Collector roads is common throughout the City, which includes the need to reverse (back-out) of driveways. This is a legitimate activity and reversing out of a driveway is considered a legal movement under both the City's Highway & Traffic By-law 13007 and the BC Motor Vehicle Act. Additional roads and intersections do not necessarily compromise this activity.

- Parking on West Side of 164 Street:

On-street parking is already permitted on the West side of 164 Street. The City's experience with removal of on-street parking for Collector roads is that residents become accustomed to having the flexibility for available on-street curb space near their property. As a result of these resident concerns, the City officially changed the Collector standard in 2010 to accommodate parking on both sides of all Collector roads not already widened to their ultimate condition. Therefore the City will not be removing the ability to park on the West side of 164 Street.

The City has had many requests for resident only parking throughout different neighbourhoods. The City's practice is that resident only parking programs are appropriate in areas where there is competing demand for parking between residents and other uses such as commercial or outside of the neighbourhood traffic such that parking for residents is impacted. Resident only parking programs in wholly residential areas are not intended to provide priority parking for some residents over other residents. Therefore, the City will not be installing resident only parking on 164 Street.

- Sidewalks on the West Side of 164 Street:

As part of the City's Design Criteria Manual, the standard design for roads of all classifications is to have the sidewalk located away from the curb. Locating the sidewalk away from the curb is a Transportation industry standard that helps to provide a pedestrian corridor free of obstructions such as trees or utility poles, and provides a more comfortable and aesthetically pleasing pedestrian environment. Most importantly, there are safety benefits by having the sidewalk located away from the curb as it reduces the probability of collisions between errant vehicles and pedestrian entering into the opposing users space. Additionally, pedestrians are more visible from vehicles entering and exiting the roadway where there is separation from the curb.

This increase to safety is consistent with the City's Walking Plan and Transportation Strategic Plan which prioritize increasing pedestrian safety. As such the City will continue to maintain the 2 metres (6.6 ft.) offset planned for the 164 St that was originally planned as part of the Morgan Heights Neighbourhood Concept Plan.

It is recognized that a portion of the road allowance that is currently being utilized by some residents for driveway parking will be compromised. Based on the typical driveway widths and setbacks, each house has the ability to achieve the standard parking spaces required under the RF-12 zone of two (2) spaces in the garage and two (2) in the driveway.

Residents on the North Side of 26 Avenue:

- In addition to the petition, approximately an additional ten (10) letters were submitted expressing concerns about the proposed development. Majority of the concerns were raised by the area residents on the North side of 26 Avenue. These residents expressed the following concerns:
 - Opposed to the proposal to amend the NCP from Large Lot Single Family or Large Lot Duplex to Small Lot Single Family w/wo Coach House in order to increase the density between 164 Street and 164A Street;
 - Suggested that the landscape buffer should include more planting than just deciduous trees;
 - Opposed to the East-West orientation of lots on 26 Avenue between 164A and 164 Street; recommend that all lots face 26 Avenue;
 - Opposed to the lane outlet on 26 Avenue;
 - Opposed to small lot single family or duplex lots on 26 Avenue since these types of lots do not provide an adequate transition to the estate residential lots on the North side of 26 Avenue;
 - Request the applicant to consider large lot single family at 2 upa which would permit four (4) half acre lots on the South side of 26 Avenue. These lots would be approximately 48 metres (157 ft.) wide and 43 metres (141 ft.) deep;
 - Opposed to 164A Street connecting to 26 Avenue since this would disrupt the enhanced sidewalk on 26 Avenue and pose safety concerns to users of the sidewalk;
 - Request to have no parking on 26 Avenue;
 - Request that adequate parking be provided for residents on the proposed lots instead of on the street.

- The Transportation section in the Engineering Department provided the following response to the transportation related concerns raised by the residents on the North side of 26 Avenue:
 - No Parking on 26 Avenue:

26 Avenue is designated as a Collector road, and parking will be permitted on the South side of 26 Avenue as per City standards. Parking on Collector roads provide additional parking spaces for visitors and surplus parking for residents. While the City appreciates concerns that on-street parking may compromise the appearance of the street, at this time, the City will continue to maintain the requirement to provide parking on the South side of 26 Avenue.
 - Elimination of 164A Street:

As part of the planning and public consultation process for the Orchard Grove NCP, 164A Street has always been shown to intersect at 26 Avenue, and the road was approved as part of the Orchard Grove NCP by City Council in January 2012. Furthermore, the Engineering Department has determined that the proposed intersection at 26 Avenue and 164A Street will not pose any safety concerns to the users of the enhanced sidewalk on the South side of 26 Avenue.
 - Adequate Parking on Proposed Lots:

All single family and multi-family residential developments are required to meet the off-street parking provisions outlined in Part 5 of the Zoning By-law. This typically includes spaces for two (2) vehicles per unit in a garage and a visitor parking provision (0.2 stalls per unit) for multi-family residences. In the case of the proposed development, the applicant has confirmed that all the proposed lots can accommodate at least three (3) parking spaces on each lot. Unfortunately, the City cannot control the private use of garages as storage, since the owners are making a conscience decision to not utilize the parking provided for them. The City continues to educate home owners, where appropriate, to use their provided parking spaces and the Transportation section is undertaking a review of the Zoning By-law requirements to ensure that adequate and appropriate off-street parking is being provided.

Second Information Meeting:

- In response to the concerns raised by the area residents, the applicant scheduled a second information meeting with the area residents on June 3, 2014 to receive feedback on a revised proposal with the following changes:
 - Removal of the small lots on 26 Avenue between 164 and 164A Street and revised proposal for duplexes in accordance with the Orchard Grove NCP;
 - Increase the width of the lots on 164 Street from 9 metres (30 ft.) to 12 metres (39 ft.);
 - Change the orientation of lots to face 26 Avenue in accordance with the requirements of the NCP;
 - Change the orientation of the lane to exit onto 164 Street in accordance with the requirements of the NCP; and
 - Elimination of 25A Avenue between 164 and 164A Street.

- Two (2) area residents from the West side of 164 Street attended the meeting and eight (8) area residents representing five (5) households from the North side of 26 Avenue attended the meeting.
- As a result of the proposed changes by the applicant to the proposed development, majority of the concerns expressed by the residents on the West side of 164 Street have been addressed. The City received a second petition signed by 9 households on the West side of 164 Street in Morgan Heights indicating support for the revised proposal including the elimination of 25A Avenue between 164 and 164A Street and the increase in lot widths on 164 Street from 9 metres (30 ft.) to 12 metres (39 ft.). The remaining concern of three (3) households on 164 Street is the proposed lane exiting onto 164 Street due to site line and safety concerns. In response, the Engineering Department indicated that the proposed lane was approved in the Orchard Grove NCP and the Engineering Department has assessed the safety and site lines of the proposed lane outlet. The conclusion of the Engineering Department is that the proposed lane exiting on 164 Street will not pose any site line or traffic safety concerns.
- The area residents on the North side of 26 Avenue remain concerned about the proposed density on 26 Avenue and reiterated their request for the applicant to consider large lot single family at 2 upa which would consist of four (4) half acre lots on the South side of 26 Avenue. The residents recommended that the appropriate size of lots on 26 Avenue would be approximately 48 metres (157 ft.) wide and 43 metres (141 ft.) deep.
- After the second information meeting, an additional three (3) letters were submitted requesting the applicant to consider half acre lots on 26 Avenue as an appropriate interface with the estate residential lots on the North side of 26 Avenue.
- In response to the concerns raised at the second information meeting and the follow up letters, the applicant revised the proposal by reducing the density on 26 Avenue from approximately 9 upa to 4.3 upa by eliminating the duplex lots on 26 Avenue and revising the proposal to include seven (7), 24 metre (79 ft.) wide large lot single family lots.
- The area residents on the North side of 26 Avenue indicated that the proposed changes to the proposal are a step in the right direction, but the proposed density is still not an appropriate transition to the existing one(1) acre lots on the North side of 26 Avenue. These residents are also concerned about the reduced depth of the proposed three (3) lots on 26 Avenue and the four (4) driveways proposed onto 26 Avenue. In keeping with the current NCP, these residents request that access to all the lots on 26 Avenue be required from the lane. The Engineering Department has confirmed that the four (4) proposed driveways on 26 Avenue are acceptable. Furthermore, the four (4) driveways match the number of driveways that currently service the one (1) acre lots on the opposite side of 26 Avenue. City staff is of the opinion that the revised proposal is generally in keeping with the Orchard Grove NCP that was approved by City Council in January 2012 and that as part of the NCP process, there was a comprehensive public consultation process where area residents had the opportunity to provide input on land uses.

PUBLIC CONSULTATION PROCESS FOR OCP AMENDMENT

Pursuant to Section 879 of the Local Government Act, it was determined that it was not necessary to consult with any persons, organizations or authorities with respect to the proposed OCP amendment, other than those contacted as part of the pre-notification process.

TREES

- Peter Mennel, ISA Certified Arborist of Mike Fadum and Associates Ltd. prepared an Arborist Assessment for the subject property. The table below provides a summary of the tree retention and removal by tree species:

Table 3: Summary of Tree Preservation by Tree Species:

| Tree Species | Existing | Remove | Retain |
|--|-----------|--------------------|----------|
| Alder and Cottonwood Trees | | | |
| Alder | 48 | 48 | - |
| Cottonwood | 4 | 4 | - |
| Deciduous Trees (excluding Alder and Cottonwood Trees) | | | |
| Birch, Paper | 1 | 1 | - |
| Cherry | 3 | 3 | - |
| Dogwood, Pacific | 4 | 4 | - |
| Holly | 5 | 5 | - |
| Maple, Bigleaf | 1 | 1 | - |
| Maple, Norway | 2 | 1 | 1 |
| Walnut | 1 | 1 | - |
| Willow, Weeping | 1 | 1 | - |
| Coniferous Trees | | | |
| Cedar, Western Red | 8 | 7 | 1 |
| Douglas Fir | 9 | 9 | - |
| Fir, Grand | 1 | 1 | - |
| Larch, Western | 1 | 1 | - |
| Spruce | 1 | 1 | - |
| Spruce, Norway | 2 | 2 | - |
| Total (excluding Alder and Cottonwood Trees) | 40 | 38 | 2 |
| Total Replacement Trees Proposed (excluding Boulevard Street Trees) | | 45 | |
| Total Retained and Replacement Trees | | 47 | |
| Contribution to the Green City Fund | | \$24,900.00 | |

- The Arborist Assessment states that there are a total of 40 protected trees on the site, excluding Alder and Cottonwood trees. 52 existing trees, approximately 57 % of the total trees on the site, are Alder and Cottonwood trees. It was determined that two (2) trees can be

retained as part of this development proposal. The proposed tree retention was assessed taking into consideration the location of services, building footprints, road dedication and proposed lot grading. A No-Build restrictive covenant will be required to identify the tree preservation areas.

- For those trees that cannot be retained, the applicant will be required to plant trees on a 1 to 1 replacement ratio for Alder and Cottonwood trees, and a 2 to 1 replacement ratio for all other trees. This will require a total of 128 replacement trees on the site. Since only 45 replacement trees can be accommodated on the site, the deficit of 83 replacement trees will require a cash-in-lieu payment of \$24,900.00, representing \$300 per tree, to the Green City Fund, in accordance with the City's Tree Protection By-law.
- In addition to the replacement trees, boulevard street trees will be planted on 164 Street, 164A Street, 26 Avenue and 25A Avenue. This will be determined at the servicing agreement stage by the Engineering Department.
- In summary, a total of 47 trees are proposed to be retained or replaced on the site with a contribution of \$24,900.00 to the Green City Fund.

SUSTAINABLE DEVELOPMENT CHECKLIST

The applicant prepared and submitted a sustainable development checklist for the subject site on November 23, 2012. The table below summarizes the applicable development features of the proposal based on the seven (7) criteria listed in the Surrey Sustainable Development Checklist.

| Sustainability Criteria | Sustainable Development Features Summary |
|--|---|
| 1. Site Context & Location (A1-A2) | <ul style="list-style-type: none"> • The site is located within walking distance to community amenities including: <ul style="list-style-type: none"> ○ a planned neighbourhood park; ○ a planned commercial area; ○ the future Grandview Aquatic Centre; and ○ an elementary school. |
| 2. Density & Diversity (B1-B7) | <ul style="list-style-type: none"> • The proposed density complies with the Orchard Grove NCP. |
| 3. Ecology & Stewardship (C1-C4) | <ul style="list-style-type: none"> • The applicant is proposing the following Low Impact Development Standards (LIDS) on the site: <ul style="list-style-type: none"> ○ Absorbent soils; and ○ Disconnected roof leaders that direct roof runoff to splash pads. |
| 4. Sustainable Transport & Mobility (D1-D2) | <ul style="list-style-type: none"> • The site is located adjacent to the enhanced sidewalk on 26 Avenue and 164A Street, and is also located within walking distance of 24 Avenue which has transit service. It is anticipated that the level of transit service will increase as the area develops. |
| 5. Accessibility & Safety (E1-E3) | <ul style="list-style-type: none"> • Crime Prevention Through Environmental Design (CPTED) principles have been incorporated in the following manner: <ul style="list-style-type: none"> ○ Units are oriented to streets with porches and habitable rooms facing streets promoting natural surveillance; and ○ Low fencing to enhance visibility. |

| | |
|----------------------------------|---|
| 6. Education & Awareness (G1-G4) | <ul style="list-style-type: none"> The community has had an opportunity to provide input on the proposal during the public notification process. |
|----------------------------------|---|

BY-LAW VARIANCE AND JUSTIFICATION

(a) Requested Variances:

- to reduce the minimum lot width of the RF-10 Zone from 10.5 metres (34 ft.) to 9 metres (30 ft.) for proposed Lot 7;
- to reduce the minimum lot area of the RF-10 Zone from 363 square metres (3,910 sq.ft.) to 311 square metres (3,348 sq. ft.) for proposed Lot 7; and
- to reduce the minimum side yard on flanking lane of the RF-10 Zone from 2.7 metres (9 ft.) to 1.2 metres (4 ft.) for proposed Lot 7.

Justification for Variances:

- The proposed Development Variance Permit (DVP) for proposed Lot 7 has been requested in order to retain the development potential of the site, and is needed as a result of the corner cut road dedication required at the intersection of the lanes. The applicant has demonstrated that the livability of proposed Lot 7 will not be compromised and that three (3) off-street parking stalls can be accommodated on the lot.

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. | Survey Plan, Proposed Subdivision Layout |
| Appendix III. | Engineering Summary |
| Appendix IV. | School District Comments |
| Appendix V. | Building Design Guidelines Summary |
| Appendix VI. | Summary of Tree Survey and Tree Preservation |
| Appendix VII. | Proposed Amendment to the Orchard Grove NCP |
| Appendix VIII. | OCP Redesignation Map |
| Appendix IX. | Proposed CD By-law |
| Appendix X. | Development Variance Permit |

original signed by Nicholas Lai

Jean Lamontagne
General Manager
Planning and Development

CL/da

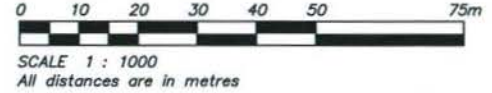
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SUBDIVISION DATA SHEET

Proposed Zoning: Block A- CD based on RF,
Block B- RF-12, and
Block C- RF-10

| Requires Project Data | Proposed | | |
|--------------------------------------|-----------------------|---------------------|---------------------|
| NET SITE AREA | | | |
| Acres | 3.75 acres | | |
| Hectares | 1.52 ha | | |
| NUMBER OF LOTS | | | |
| Existing | 2 | | |
| Proposed | 31 | | |
| SIZE OF LOTS | | | |
| | CD | RF-12 | RF-10 |
| Range of lot widths (metres) | 24 m | 12 m | 9 to 10.5 m |
| Range of lot areas (square metres) | 757 to 1,051 sq.m. | 382 to 394 sq.m. | 311 to 405 sq.m. |
| DENSITY | | | |
| Lots/Acre (Net) | 4.3 | 10.3 | 11.6 |
| SITE COVERAGE | | | |
| Total Site Coverage | 38% | 52% | 52% |
| PARKLAND | | | |
| Area (square metres) | Cash in lieu proposed | | |
| % of Gross Site | | | |
| | Required | | |
| PARKLAND | | | |
| 5% money in lieu | YES | | |
| TREE SURVEY/ASSESSMENT | YES | | |
| MODEL BUILDING SCHEME | YES | | |
| HERITAGE SITE Retention | NO | | |
| BOUNDARY HEALTH Approval | NO | | |
| DEV. VARIANCE PERMIT required | | | |
| Road Length/Standards | NO | | |
| Works and Services | NO | | |
| Building Retention | NO | | |
| Others | YES- Lot 7 | | |

**SURVEY PLAN TO ACCOMPANY CITY OF SURREY REZONING
BYLAW NO. _____ OF LOT 1, PLAN 14965 AND THE
NORTH 264 FEET OF THE NORTH HALF OF THE WEST HALF
LEGAL SUBDIVISION 2, EXCEPT: WEST 33 FEET:
BOTH OF SECTION 24, TOWNSHIP 1, NWD**



City of Surrey
B.C.G.S. 92G.007

26th AVENUE

89°12'05"
192.897

BLOCK A
1.022 ha.

N. 264' N. 1/2
W. 1/2 L.S. 2

164th STREET

0°07'38"
45.697

0°07'38"
75.010

BLOCK B
0.284 ha.

89°12'41" 86.864

37.862

49.002

0°09'02"
75.010

0°09'02"
13.007

89°12'41"
78.259

92°57'38"
27.784

60.556

0°09'02"

68
Plan EPP36954

BLOCK C
1.022 ha.

1
Plan 14965

60.186

0°09'02"

37.831
89°12'41"

155.016
89°12'41"

2
Plan 14965

Cameron Land Surveying Ltd.
B.C. Land Surveyors
Unit 206 - 16055 Fraser Highway
Surrey, B.C. V4N 0G2
Phone: 604-597-3777
Fax: 604-597-3783

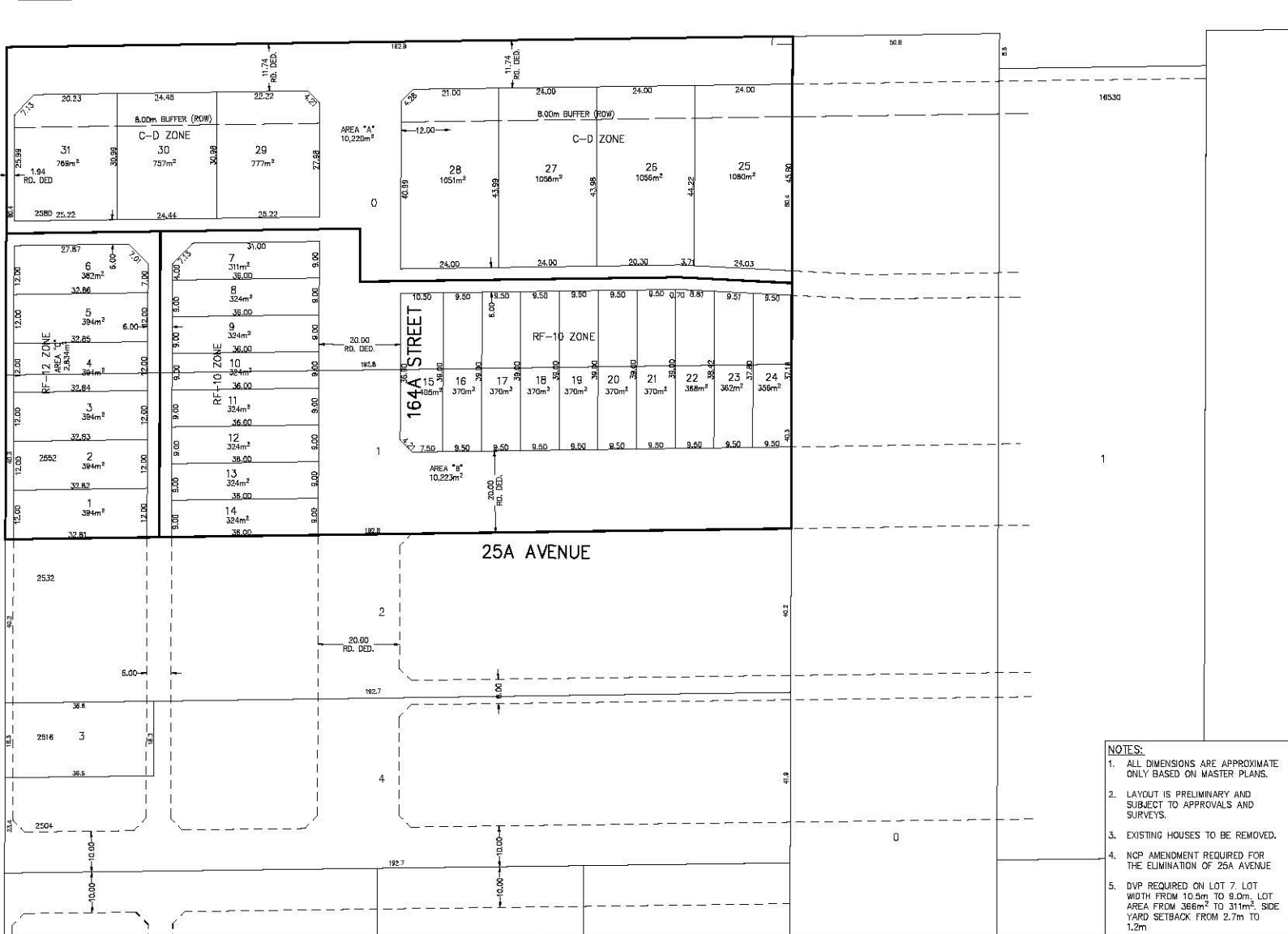
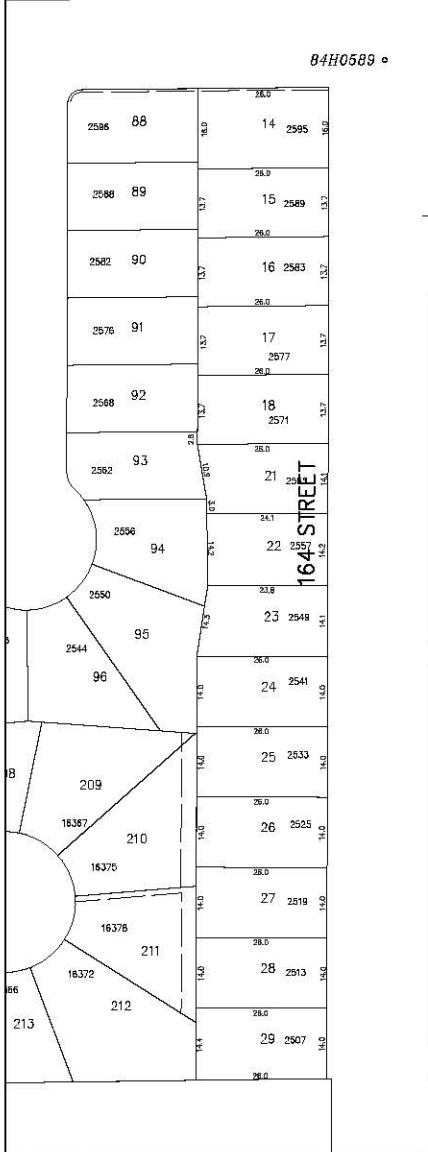
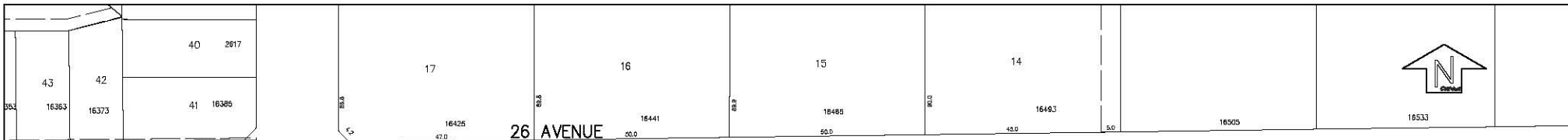
This plan lies within the Greater Vancouver Regional District



Certified correct this 13th day of
June, 2014.

Sean Costello
Sean Costello, B.C.L.S.

File: 5092-ZONING 1



- NOTES:**
1. ALL DIMENSIONS ARE APPROXIMATE ONLY BASED ON MASTER PLANS.
 2. LAYOUT IS PRELIMINARY AND SUBJECT TO APPROVALS AND SURVEYS.
 3. EXISTING HOUSES TO BE REMOVED.
 4. NCP AMENDMENT REQUIRED FOR THE ELIMINATION OF 25A AVENUE
 5. DVP REQUIRED ON LOT 7. LOT WIDTH FROM 10.5m TO 9.0m. LOT AREA FROM 366m² TO 311m². SIDE YARD SETBACK FROM 2.7m TO 1.2m

| No. | Date | Revision | Dr | Ch |
|-----|----------|--|-----|----|
| 3 | 14/06/11 | SINGLE FAMILY LOTS ALONG 26 AVENUE, INSTEAD OF DUPLEX LOTS | JW | RJ |
| 2 | 14/03/16 | LOTS 1 TO 13 REVISED | TWD | RJ |
| 1 | 14/05/14 | LOTS 1 TO 13 & LOTS 21 TO 30 REVISED | TWD | RJ |

CitiWest Consulting Ltd.
 No.101-9030 KING GEORGE BLVD., SURREY, BC, V3V 7Y3
 TELEPHONE 604-591-2213 FAX 604-591-5518
 E-MAIL: office@citiwest.com



0782717 BC LTD. (INC. NO. 0782717)
 #204 - 6450 - 148 STREET, SURREY, BC, V3S 707 CELL: 604-783-0466 FAX: 604-591-3770

PRELIMINARY LOT LAYOUT
 SUBDIVISION AT 2552/2580 - 164 STREET, SURREY, BC

Scale: 1:1000
 Drawn: LC/JW
 Designed: RJ
 P.W. P.U.
 Approved:

Mun. Proj. No. 7912-0323-00
 Mun. Dwg. No.
 Job No. 12-2975
 Date JUN/2014

Dwg. No. **A8**
 Revision 3

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

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

DATE: **June 30, 2014**

PROJECT FILE: **7812-0323-00**

RE: **Engineering Requirements
Location: 2552 & 2580 - 164 Street**

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 12.0 metres fronting 26 Avenue for an ultimate 26 m collector road.
- dedicate 1.942 metres fronting 164 Street for an ultimate 23 m collector road.
- dedicate 5.0m x 5.0m corner cut at the intersection of 26 Avenue and 164 Street.
- dedicate 20.00 metres for 164A Street and 25A Avenue.
- dedicate 3.0m x 3.0m corner cut at the intersection of 25A Avenue and 164A Street
- dedicate 3.0m x 3.0m corner cuts at the intersection of 164A Street and 26 Avenue.
- dedicate 6.0 metre north/south lane and east/west lane.
- dedicate 5.5 metre corner cuts at the intersection of the north/south lane and the east/west lane.
- provide 0.5 SROWs fronting all roads.

Works and Services

- construct 26 Avenue and 164 Street to a collector standard.
- construct 25A Avenue and 164A Street to through local standard.
- construct north/south and east/west lanes.
- construct storm and sanitary sewers to service the development.
- construct water mains to service the development.
- pay Latecomers on 5805-0126-00-1 and 5812-0029-00-1.
- pay Development Works Agreement (DWA 8613-0071-00-1).

A Servicing Agreement is required prior to Rezone/Subdivision.

DEVELOPMENT PERMIT/DEVELOPMENT VARIANCE PERMIT

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



Rémi Dubé, P.Eng.
Development Services Manager

LR

NOTE: Detailed Land Development Engineering Review available on file



Wednesday, October 30, 2013
Planning

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.

Pacific Heights Elementary opened in 2006. Grandview Heights Elementary and Kensington Prairie Elementary were closed in June 2006 and the enrolment shifted to Pacific Heights Elementary. A new replacement school (Sunnyside Elementary) opened in September 2013. The School District has also approved boundary moves to the new Sunnyside Elementary (new location) from Pacific Heights Elementary to help address the projected overcrowding. A new elementary school site has also been purchased south of 24th Avenue - Site #206 on Edgewood Drive. The school district has also completed purchase of land for a new secondary school site in the Grandview Area adjoining the City of Surrey land assembly for a future Aquatic Centre and Recreation facilities. The School District has submitted a proposal for a new Grandview Area secondary school as a high priority project to the Ministry of Education. The proposed secondary school is #3 priority (funding year is 2015 - yr. 3) in the districts 2013-2017 Five Year Capital Plan. A proposed addition to Pacific Heights Elementary is also included in the capital plan, currently as priority #15 (year 4) but is not scheduled to be considered in the funding year of the submitted plan. The provision of services and residential growth projections (including NCP #2) are included in the enrolment projections below. The projections may be affected by timing of development approvals, housing growth, demographic changes and market factors. The timing of a new elementary school in NCP #2 neighbourhood is beyond five years, but could move up in capital plan prioritization in the next few years, with accelerated growth in this area.

THE IMPACT ON SCHOOLS

APPLICATION #: 7913 0323 00

SUMMARY

The proposed 38 single family lots are estimated to have the following impact on the following schools:

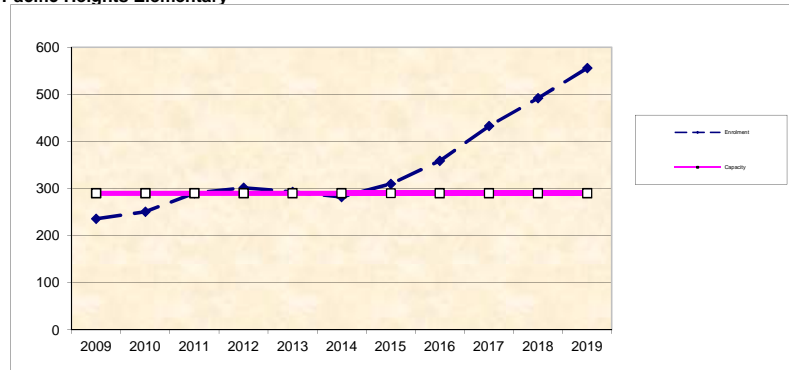
Projected # of students for this development:

| | |
|----------------------|----|
| Elementary Students: | 13 |
| Secondary Students: | 6 |

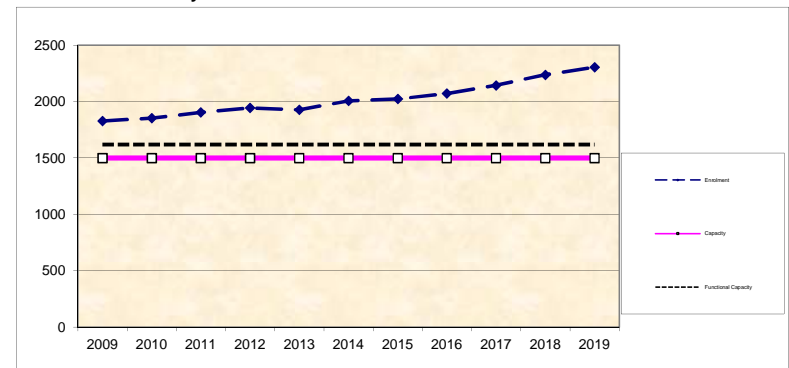
September 2013 Enrolment/School Capacity

| | |
|-----------------------------------|------------|
| Pacific Heights Elementary | |
| Enrolment (K/1-7): | 39 K + 254 |
| Capacity (K/1-7): | 40 K + 250 |
| Earl Marriott Secondary | |
| Enrolment (8-12): | 1927 |
| Nominal Capacity (8-12): | 1500 |
| Functional Capacity*(8-12): | 1620 |

Pacific Heights Elementary



Earl Marriott Secondary



*Functional Capacity at secondary schools is based on space utilization estimate of 27 students per instructional space. The number of instructional spaces is estimated by dividing nominal facility capacity (Ministry capacity) by 25.

BUILDING GUIDELINES SUMMARY

Surrey Project no: 7912-0323-00
Project Location: 2552 and 2580 - 164 Street, 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:

The subject site is located at the southeast corner of the intersection of 26 Avenue and 164 Street. There are three identifiable character areas surrounding the subject site, which can be identified as "north side of 26 Avenue 16400 block", "2500 block of east side of 164 Street", and "2500 and 2600 blocks of west side of 164 Street".

The first of these areas (north side of 26 Avenue) is comprised of 4500 square meter "RA" zoned properties with estate sized dwellings including a 4000 sq.ft. "Traditional English" style Two-Storey, a 3000 sq.ft. "Rural Heritage" style Bungalow, a 3000 sq.ft. Stucco-clad Bungalow, and two "Traditional Cape Cod" style 1½ Storey structures; one approx 2900 sq.ft. and the other over 3500 sq.ft. The homes are 30-40 years old, and all are considered to have desirable massing designs. These homes will provide architectural context for the proposed large urban RF lots 25-31 at the north side of the subject site.

Homes in the 2500 block on the east side of 164 Street consist of the existing subject site homes (all of which are to be demolished), and a few small simple 50-60 year old "Old Urban" Bungalows which do not provide suitable context for the subject site.

The third area (west side of 164 Street opposite the subject site) is located along the eastern boundary of the area-defining 360 lot single family residential development identified as Surrey project 7905-0126-00, bounded by 25A Avenue to the South, 28 Avenue to the north, 160 Street to the west, and 164 Street to the east. The 360 lot site is built out, and there have been numerous other new developments over the past few years which were constructed on or near the exterior boundaries of the 360 lot site, all of which were based on building scheme regulations that are producing a similar outcome (continuity) to improvements in the 360 lot site.

There is no opportunity to introduce a "new character area" due to the overwhelming influence of the 360 lot development. "Regulations context" for the subject site should be derived from the building schemes of the 360 lot site, and those of similar nearby sites including 7912-0068-00, 7910-0066-00, 7912-0057-00, 7910-0020-00, 7910-0254-00, 7911-0153-00, 7912-0112-00, 7910-0057-00. All homes at the 360 lot site are Two-storey type, ranging in size between 2600 sq. ft and 2800 sq.ft. including garage. The style of all of the homes can be classified as "Classical Modern", "Neo-Traditional", or "Neo-Heritage". Ninety percent of these homes have a roof slope of 10:12 or greater, and all homes have a dark charcoal grey/black 40 year or better

shake profile asphalt shingle roof with raised ridge cap. Homes are clad in Hardiplank (dominant) or stucco, and all have generous quantities of stone. Vinyl has not been used on any of these homes. Yards are landscaped to a high standard. These homes provide good style and finishing context for the subject site. However, they cannot be used for specific context because the proposed RF10 homes on the east side will be smaller (2335 sq.ft versus 2800 sq.ft.), will be narrower (21'-8" wide versus 37 feet wide), and the subject homes will have a rear lane access garage versus the front access double garage found on all homes on the west side of 164 Street.

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

- 1) **Context Homes:** The emerging character of this area has been clearly defined by the new and aesthetically desirable housing stock located within the aforesaid 360 lot site. There are no opportunities to introduce a new style-character into this area. This is an infill situation in which new homes at the subject site should be similar in theme, representation, and character with the context homes described above, though as previously stated, there will be differences due to the RF-12 zoning within the 360 lot site, and the RF10, RF-12, and RF zonings at the subject site.
- 2) **Style Character :** Styles recommended for this site include "Classical Modern", "Neo-Traditional" and "Neo-Heritage", as derived from the 360 lot site. Note that style range is not restricted in the building scheme. However, the consultant refers to the character study when reviewing plans for meeting style-character intent.
- 3) **Massing Designs :** New homes at the 360 lot site provide desirable massing context. However, as previously stated, the context homes at the 360 lot site are wider and have front access garages whereas the proposed homes on the east side of 164 Street will be narrower, with rear garages. Therefore, the proposed homes will not be a specific emulation. Rather, the new homes will be subject to a consultant design review which will require the new homes to be similarly well balanced, correctly proportioned, and aesthetically pleasing. A further requirement of the 360 lot site is that the rear facades of the homes have an acceptable non-box-like massing design, and so rear walls exceeding a height of 1½ storeys that are not broken by a roof will not be permitted. Existing homes on the north side of 26 Avenue are large, estate sized structures. To provide a reasonable interface, wide (24m+) RF zoned properties are proposed, with homes located behind a densely treed 8.0m wide buffer.
- 4) **Front Entrance Design :** All homes at the 360 lot site have a single storey high front entrance, which is appropriate given the proposed zoning at the subject site, except that the large urban RF zone homes at the north side of the site (proposed lots 25-31), and RF-12 zone lots 1-6 will be permitted to have a 1 ½ storey front entrance providing the front entrance is subdominant to other features on the front façade.
- 5) **Exterior Wall Cladding :** Vinyl has not been used in this area and is not recommended. Hardiplank, cedar, Hardipanel, brick, and stone have been used. Brick and stone have been used generously.
- 6) **Roof surface :** Roof surfaces at the 360 lot site are all charcoal grey / black shake profile asphalt shingles with a raised ridge cap. The shingles are of a minimum 40 year warranty.
- 7) **Roof Slope :** Roof pitch 8:12 or higher on all new homes at the 360 lot site, and a majority of homes have a 10:12 or steeper slope.

Streetscape: Homes on the north side of 26 Avenue are 30-40 year old 2900-3500 sq.ft. Bungalows, 1 ½ Storey Cape Cod type and Two-Storey Traditional English suburban estate homes situated on large lots. Homes along the east side of 164 Street are small simple 50-60 year old Bungalows. Homes on the west side of 164 Street are 2600 - 2800 sq.ft. "Classical Modern", "Neo-Traditional" and "Neo-Heritage" style Two-Storey type. The homes west of 164 Street have mid-scale massing designs with mass allocations distributed in a proportionally correct and balanced manner across the façade. Main roof forms are common hip or common gable at an 8:12 or steeper slope. All homes have common gable projections articulated with either cedar shingles or with Hardiboard and 1x4 vertical wood battens. All homes have a charcoal / black shake profile asphalt shingle roof. Homes are clad in Hardiplank (no vinyl) and homes are generously accented with stone and brick. The colour range includes natural, neutral and primary-derivative hues. Landscaping meets a high modern urban standard.

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", "Classical Modern", or "Neo-Heritage". 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.
- the new homes are constructed to a high architectural standard, substantially meeting or exceeding standards found in the aforesaid 360 lot context site to the west.
- a new single family dwelling *constructed* on any *lot* meets common or better year 2010 design standards (as interpreted by the consultant), 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 on the RF10 lots, and to 1 ½ storeys on the RF and RF-12 lots.

2.2 Proposed Design Solutions:

Interfacing Treatment with existing dwellings)

Homes on lots 1 - 24 inclusive will have a strong relationship with neighbouring context homes in the aforesaid 360 lot site to the west. Homes will therefore be in a compatible style range, including "Neo-Traditional", "Classical Modern", and "Neo-Heritage" styles (note however that style range is not specifically regulated in the building scheme). New homes will have similar or better massing designs (equal or lesser massing scale, consistent proportionality between various elements, and balance of volume across the façade). New homes will have similar roof types, roof slope and roofing materials to those of

the context homes. Wall cladding, feature veneers and trim treatments will meet or exceed standards found on the aforesaid context homes. Homes at the north side of the subject site will be similar in theme, representation and character to the existing suburban homes on the north side of 26 Avenue, subject to some updating of standards.

Exterior Materials/Colours:

Stucco, Cedar, Hardiplank, Brick, and Stone. Vinyl siding not permitted on exterior walls.

“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, with commonly used exceptions to prevent excessive ridge height where truss spans are large.

Roof Materials/Colours:

Only shake profile asphalt shingles with a pre-formed (manufactured) raised ridge cap. The asphalt shingles should have a minimum 40 year warranty, and be in a charcoal grey or black colour 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:

Significant, readily identifiable architectural features are provided on both the front and flanking street sides of the dwelling, resulting in a home that architecturally addresses both streets. One-storey elements on the new home shall comprise a minimum of 20 percent of the width of the front and flanking street elevations of the single family dwelling on the RF10 corner lot, and a minimum of 40 percent of the width of front and flanking street elevations on RF zone corner lots 28 and 29. The upper floor is set back a minimum of 0.6 metres [2'- 0"] from the one-storey elements.

Landscaping:

High modern urban standard: RF12 lots 1 - 6 inclusive shall have at least 17 shrubs of a 3 gallon pot size in the front yard, in addition to standard sod planting and tree planting requirements. RF10 lots 7 - 24 inclusive will have at least 12 shrubs of a minimum 3 gallon pot size. The large urban RF lots will have a minimum of 40 shrubs. Corner lots shall have an additional 10 shrubs of a 3 gallon pot size planted in the flanking street sideyard. Sod from street to face of home. Driveways: exposed aggregate, stamped concrete, interlocking masonry pavers, or broom finish concrete.

Driveways:

Only 4 lots will be permitted to have front access driveways from 26 Avenue (lots 25, 26, 27, 30). RF zone corner lots 28 and 29 must have driveway access either from the rear lane or from 164A Street. RF zone corner lot 31 must have driveway access either from the rear lane or from 164 Street. All other lots will have rear garages accessing a lane.

Compliance Deposit: \$5,000.00

Summary prepared and submitted by: Tynan Consulting Ltd. **Date:** June 12, 2014

Reviewed and Approved by:  **Date:** June 12, 2014

MIKE FADUM AND ASSOCIATES LTD.
VEGETATION CONSULTANTS

Tree Preservation Summary

Surrey Project No: 12-0323-00

Address: 2552 / 2580 - 164 Street, Surrey, BC

Registered Arborist: Peter Mennel

| On-Site Trees | Number of Trees |
|---|-----------------|
| Protected Trees Identified (on-site and shared trees, including trees within boulevards and proposed streets and lanes, but excluding trees in proposed open space or riparian areas) | 92 |
| Protected Trees to be Removed | 90 |
| Protected Trees to be Retained (excluding trees within proposed open space or riparian areas) | 2 |
| Total Replacement Trees Required: <ul style="list-style-type: none"> - Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio 52 X <u>one (1)</u> = 52 - All other Trees Requiring 2 to 1 Replacement Ratio 38 X <u>two (2)</u> = 76 | 128 |
| Replacement Trees Proposed | 45 |
| Replacement Trees in Deficit | 83 |
| Protected Trees to be Retained in Proposed [Open Space / Riparian Areas] | NA |

| Off-Site Trees | Number of Trees |
|---|-----------------|
| Protected Off-Site Trees to be Removed | 0 |
| Total Replacement Trees Required: <ul style="list-style-type: none"> - Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio X one (1) = 0 - All other Trees Requiring 2 to 1 Replacement Ratio X two (2) = 0 | 0 |
| Replacement Trees Proposed | 0 |
| Replacement Trees in Deficit | 0 |

Summary report and plan prepared and submitted by: Mike Fadum and Associates Ltd.

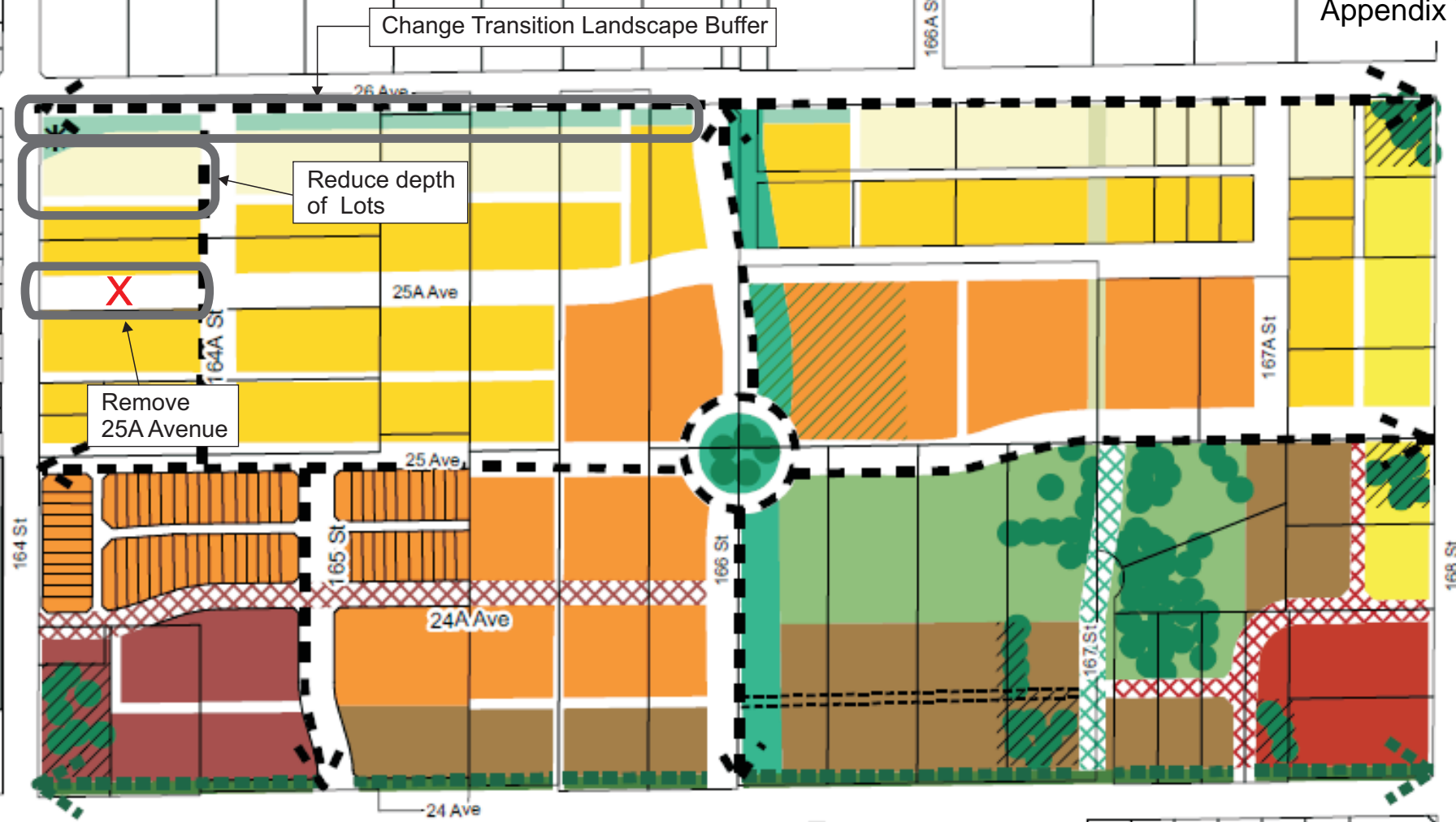
Signature of Arborist:

Date: June 13, 2014



Mike Fadum and Associates Ltd.
#105, 8277-129 Street, Surrey, BC, V3W 0A6
Phone 778-593-0300 Fax 778-593-0302





Orchard Grove - Grandview Heights 5A Neighbourhood Land Use Concept Plan

City of Surrey Planning & Development Department

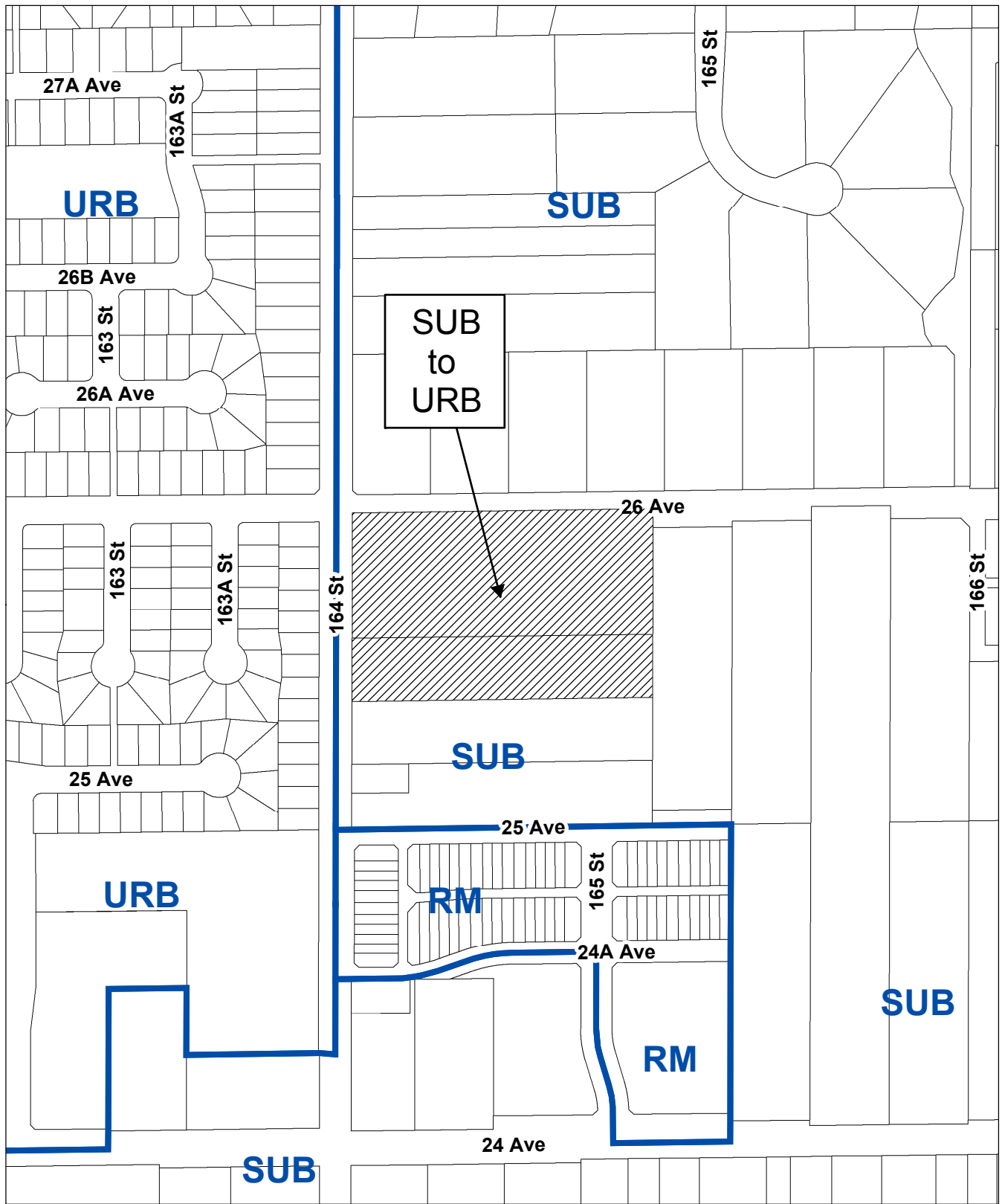
Legend

- Large Lot Duplex or Large Lot Single Family (2-10 upa)
- Small Lot Single Family w/wo Coach House (10-15 upa)
- Single Family (10 upa) or Townhouse with Tree Preservation (15 upa)
- Townhouse (15-30 upa)
- Townhouse (15 upa) or Multi-Family with Tree Preservation (30 upa)
- Multi-Family (30-45 upa)
- Mixed-Use Commercial/Residential (30-45 upa)
- Stormwater Detention Pond

- Park
- Walkway (10m)
- Habitat Corridor (20m SROW)
- Transition Landscape Buffer (10m SROW)
- Special Commercial Street
- Green Street
- Residential Flex Street 14m

- Amenity Connector
- Multi-Use Pathway (8m SROW)
- Proposed Green Connector
- Potential Orchard Preservation
- Tree Preservation Areas
- Tree Cluster
- Gateway Feature





OCP Amendment 7912-0323-00
Proposed amendment from Suburban to Urban



CITY OF SURREY

BY-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:

FROM: ONE-ACRE RESIDENTIAL ZONE (RA)
 TO: COMPREHENSIVE DEVELOPMENT ZONE (CD)

Portion of Parcel Identifier: 006-574-505
 North 264 Feet of the North Half of the West Half Legal Subdivision 2 Section 24
 Township 1 Except: West 33 Feet, New Westminster District as shown on the Survey Plan
 attached hereto and forming part of this By-law as Schedule A, certified correct by Sean
 Costello, B.C.L.S. on the 13th day of June, 2014, containing 1.022 hectares, called Block A.

Portion of 2580 - 164 Street
 (hereinafter 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 large *urban* lots, where *density* bonus is provided.

The *Lands* are divided into Blocks A and B as shown on the Survey Plan attached hereto and forming part of this Bylaw as Schedule B, certified correct by Sean Costello, B.C.L.S. on the 13th day of June, 2014.

B. Permitted Uses

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

- 1. One *single family dwelling* which may contain 1 *secondary suite*.

2. *Accessory uses* including the following:
 - (a) *Bed and breakfast* use in accordance with Section B.2, Part 4 General Provisions of Surrey Zoning By-law, 1993, No. 12000, as amended; and
 - (b) The keeping of *boarders* or *lodgers* in accordance with Section B.2, Part 4 General Provisions of Surrey Zoning By-law, 1993, No. 12000, as amended.

C. Lot Area

Not applicable to this Zone.

D. Density

1. The *unit density* shall not exceed 2.5 *dwelling units* per hectare [1 u.p.a.]. The maximum *unit density* may be increased to a maximum of 12.5 *dwelling units* per hectare [5 u.p.a.] if amenities are provided in accordance with Schedule G of Surrey Zoning By-law, 1993, No. 120000, as amended.
2. Block A:
 - (a) For building construction within a *lot*:
 - i. Block A: The *floor area ratio* shall not exceed 0.60, provided that, of the resulting allowable floor area, 39 square metres [420 sq. ft.] shall be reserved for use only as a garage or carport;
 - ii. Block B: The *floor area ratio* shall not exceed 0.49, provided that, of the resulting allowable floor area, 39 square metres [420 sq. ft.] shall be reserved for use only as a garage or carport;
 - (b) The maximum permitted floor area of a second storey for a *principal building* must not exceed 80% of the floor area of the main floor level including attached garage and that portion of any porch or veranda at the front that is covered by a sloped roof, but not including any portion of the *structure* located within 7.5 metres [25 ft.] of the *front lot line*. The reduced floor area of the second storey shall be accomplished by an offset at the second storey level from the wall at the main floor level from either the front or side walls or a combination thereof; and
 - (c) For the purposes of this Section and notwithstanding the definition of *floor area ratio* in Part 1 Definitions of Surrey Zoning By-law, 1993, No. 12000, as amended, the following must be included in the calculation of *floor area ratio*:

- (i) Covered area used for parking unless the covered parking is located within the *basement*;
- (ii) The area of an *accessory building* in excess of 10 square metres [105 sq. ft.];
- (iii) Covered outdoor space with a height of 1.8 metres [6 ft.] or greater, except for a maximum of 10% of the maximum allowable floor area of which 15 square metres [160 sq. ft.] must be reserved for a front porch or veranda; and
- (iv) Floor area with extended height, including staircases, must be multiplied by 2, where the extended height exceeds 3.7 metres [12 ft.] except for a maximum of 19 square metres [200 sq. ft.].

E. Lot Coverage

- 1. Block A: The *lot coverage* shall not exceed 38%.
- 2. Block B: The *lot coverage* shall not exceed 36%.

F. Yards and Setbacks

Buildings and structures shall be sited in accordance with the following minimum *setbacks*:

- 1. Block A:

| Use | Setback | <i>Front Yard (26 Avenue)</i> | <i>Rear Yard</i> | <i>Side Yard</i> | <i>Side Yard on Flanking Street</i> |
|---|----------------|---|----------------------|----------------------|---|
| <i>Principal Buildings</i> | | 10 m. [33 ft.] | 6.0 m. [20 ft.] | 2.4 m. [7.9 ft.] | 3.0 m. [10 ft.] |
| <i>Accessory Buildings and Structures</i> | | 18.0 m. [60 ft.] | 1.8 m [6 ft.] | 1.0 m [3 ft.] | 6.0 m. [20 ft.] |

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

2. Block B:

| Use | Setback | Front Yard (26 Avenue) | Rear Yard | Side Yard | Side Yard on Flanking Street |
|---|----------------|---|----------------------|----------------------|---|
| <i>Principal Buildings</i> | | 10 m. [33 ft.] | 7.5 m. [25 ft.] | 2.4 m. [7.9 ft.] | 3.0 m. [10 ft.] |
| <i>Accessory Buildings and Structures</i> | | 18.0 m. [60 ft.] | 1.8 m [6 ft.] | 1.0 m [3 ft.] | 6.0 m. [20 ft.] |

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 ft.].
2. *Accessory buildings and structures:* The *building height* shall not exceed 4 metres [13 ft.], except where the roof slope and construction materials of an *accessory building* are the same as that of the *principal building*, the *building height* of the *accessory building* may be increased to 5 metres [16.5 ft.].

H. Off-Street Parking

1. Resident and visitor *parking spaces* shall be provided as stated in Table C.6 of Part 5 Off-Street Parking and Loading/Unloading of Surrey Zoning By-law, 1993, No. 12000, as amended.
2. Outside parking or storage of *campers*, boats and *vehicles* including cars, trucks and *house trailers* ancillary to a residential use shall be limited as follows:
 - (a) A maximum of 2 cars or trucks;
 - (b) *House trailer, camper* or boat, provided that the combined total shall not exceed 1; and
 - (c) The total amount permitted under (a) and (b) shall not exceed 3.
3. *Vehicle* parking may be permitted in either the *front yard* or *side yard* subject to the following:

- (a) No off-street *parking space* shall be permitted within the required *front yard* or *side yard setback* except on a *driveway*;
 - (b) *Parking spaces* shall be located only on a *driveway* leading to a garage, carport or parking pad, in a garage, in a car port, or on a parking pad; and
 - (c) The total area surfaced or paved for a *driveway* shall be as follows:
 - i. Every *lot* may have one *driveway* with a uniform width of 6 metres [20 ft.] extending from the *lot line* to the garage, car port, or parking pad on the *lot*;
 - ii. The *driveway* width may be expanded provided that the total area of the *driveway* within the *front yard* or required *side yard* does not exceed 33% of the total area of the *front yard* or required *side yard* within which the *driveway* is located;
 - iii. Notwithstanding 3.(c) (ii) additional *driveway* width may also be allowed to provide access to additional *parking spaces* in a garage, carport or parking pad, where the garage, carport or parking pad has more than 2 side by side *parking spaces*, provided that such width is no more than 3 metres [10 ft.] times the number of adjacent side by side *parking spaces* measured at the required *front yard setback* and is uniformly tapered over the required *front yard* to a width of 6 m [20 ft.] at the *front lot line*; and
 - iv. Where the *driveway* is constructed in a *side yard* off a *flanking street* all references to *front yard* within this Section shall be read as *side yard*.
 - (d) The number of *vehicles* parked in a *driveway* within the *front yard* or *side yard* shall not exceed two.
4. No outside parking or storage of a *house trailer* or boat is permitted within the *front yard setback*, or within the required *side yards* adjacent the *dwelling unit*, or within 1 metre [3 ft.] of the *side lot line*, except as follows:
- (a) On *lots* which have no vehicular access to the *rear yard* or where access is not feasible through modification of *landscaping* or fencing or both, either 1 *house trailer* or 1 boat may be parked in the front *driveway* or to the side of the front *driveway* or in the *side yard*, but no closer than 1 metre [3 ft.] to a *side lot line* nor within 1 metre [3 ft.] of the *front lot line* subject to the residential parking requirements stated in Table C.6 of Part 5 Off-Street Parking and Loading/Unloading of this By-law.
 - (b) Notwithstanding Sub-section H.4(a), no outside parking or storage of a *house trailer* or boat is permitted on *corner lots* in an

area bounded by the intersecting *lot lines* at a street corner and a straight line joining points 9 metres [30 ft.] along the said *lot lines* from the point of intersection of the two *lot lines*; and

- (c) Adequate screening, as described in Section I.2 of this Zone is provided.
5. Where a detached garage is provided on the *lot*, such detached garage shall be located:
- (a) at the rear of the *lot*; and
 - (b) at a minimum of 7.5 metres [25 ft.] from the rear face of the *principal building*.

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. A minimum of 30% of the *lot* must be covered by porous surfaces.
3. The parking or storage of *house trailers* or boats shall be adequately screened by compact evergreen trees or shrubs at least 1.8 metres [6 ft.] in height and located between the said *house trailer* or boat and any point on the *lot line* within 7.5 metres [25 ft.] of the said *house trailer* or boat, in order to obscure the view from the abutting *lot* or street, except:
 - (a) on a *corner lot*, this required landscape screening shall not be located in an area bounded by the intersecting *lot lines* at a street corner and a straight line joining points 9 metres [30 ft.] along the said *lot lines* from the point of intersection of the 2 *lot lines*;
 - (b) where the *driveway* or the parking area is used for parking or storage of a *house trailer* or boat, the landscape screen is not required within the said *driveway*; and
 - (c) in the case of *rear yards*, this screening requirement may be provided by a 1.8 metre [6 ft.] high solid fence.

J. Special Regulations

1. Basement access and basement wells are permitted only between the *principal building* and the *rear lot line* and must not exceed a maximum area of 28 square metres [300 sq. ft.], including the stairs.
2. A *secondary suite* shall:
 - (a) Not exceed 90 square metres [968 sq. ft.] in floor area; and

- (b) Occupy less than 40% of the habitable floor area of the *building*.

K. Subdivision

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

1. Block A:

| <i>Lot Size</i> | <i>Lot Width</i> | <i>Lot Depth</i> |
|------------------------------|-----------------------|-----------------------|
| 750 sq. m. [8,073 sq.ft.] | 24 metres [80 ft.] | 30 metres [98 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.

2. Block B:

| <i>Lot Size</i> | <i>Lot Width</i> | <i>Lot Depth</i> |
|---------------------------------|-----------------------|------------------------|
| 1,000 sq. m. [10,764 sq.ft.] | 24 metres [80 ft.] | 43 metres [141 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 RF 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, 2012, No. 17850, as amended.
8. Subdivisions shall be subject to the applicable Surrey Development Cost Charge By-law, 2014, No. 18148, as may be amended or replaced from time to time, and the development cost charges shall be based on the RF Zone.
9. Tree regulations are set out in Surrey Tree Protection By-law, 2006, No. 16100, 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__ .

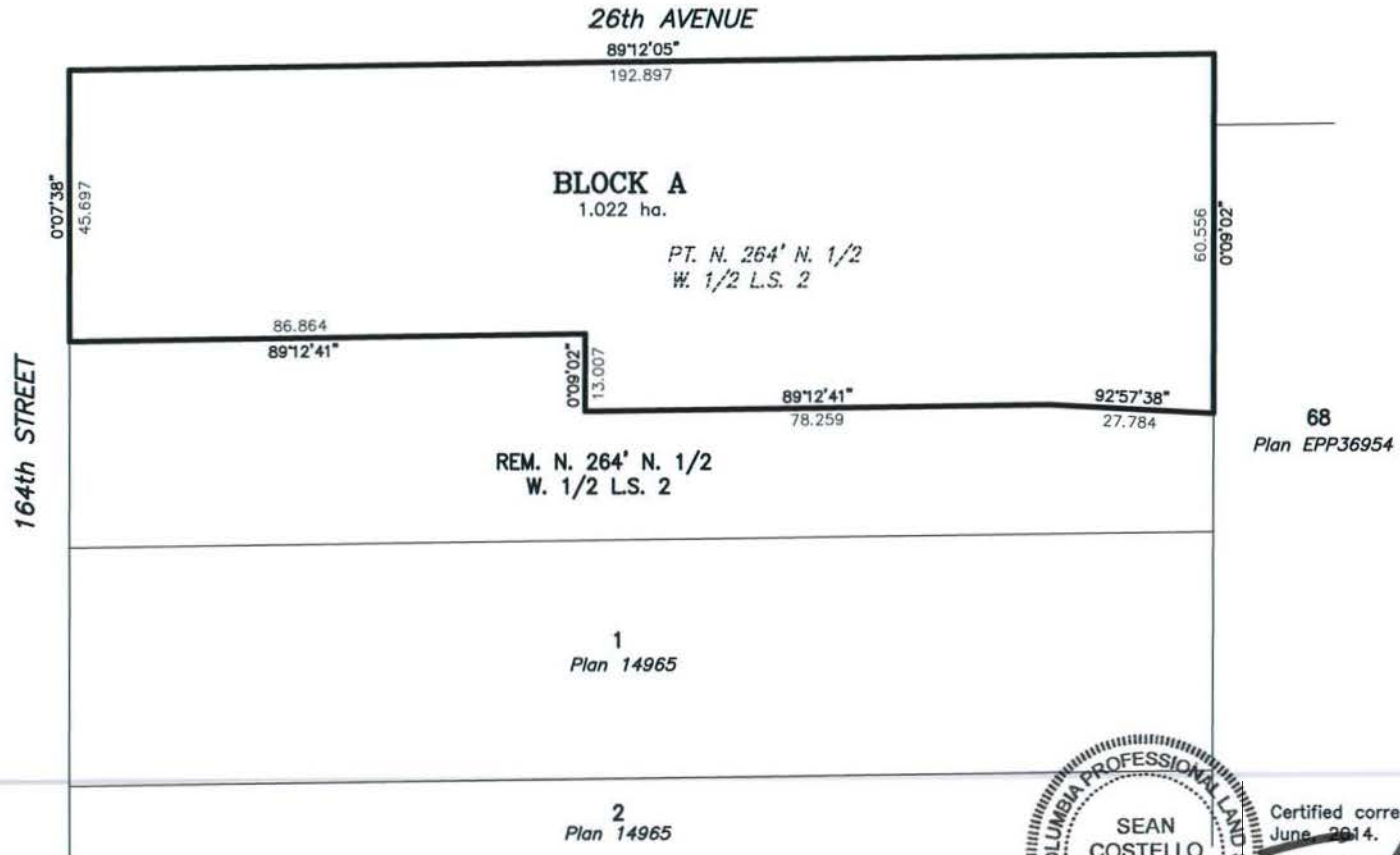
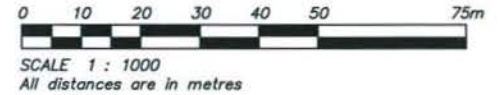
_____ MAYOR

_____ CLERK

**SURVEY PLAN TO ACCOMPANY CITY OF SURREY
REZONING BYLAW NO. _____ OF PART OF THE NORTH
264 FEET OF THE NORTH HALF OF THE WEST HALF
LEGAL SUBDIVISION 2, EXCEPT: WEST 33 FEET:
SECTION 24, TOWNSHIP 1, NWD**

Schedule A

City of Surrey
B.C.G.S. 926.007



Cameron Land Surveying Ltd.
B.C. Land Surveyors
Unit 206 - 16055 Fraser Highway
Surrey, B.C. V4N 0G2
Phone: 604-597-3777
Fax: 604-597-3783

This plan lies within the Greater Vancouver Regional District



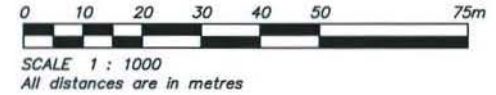
Certified correct this 13th day of June, 2014.

Sean Costello
Sean Costello, B.C.L.S.

File: 5092-ZONING 2

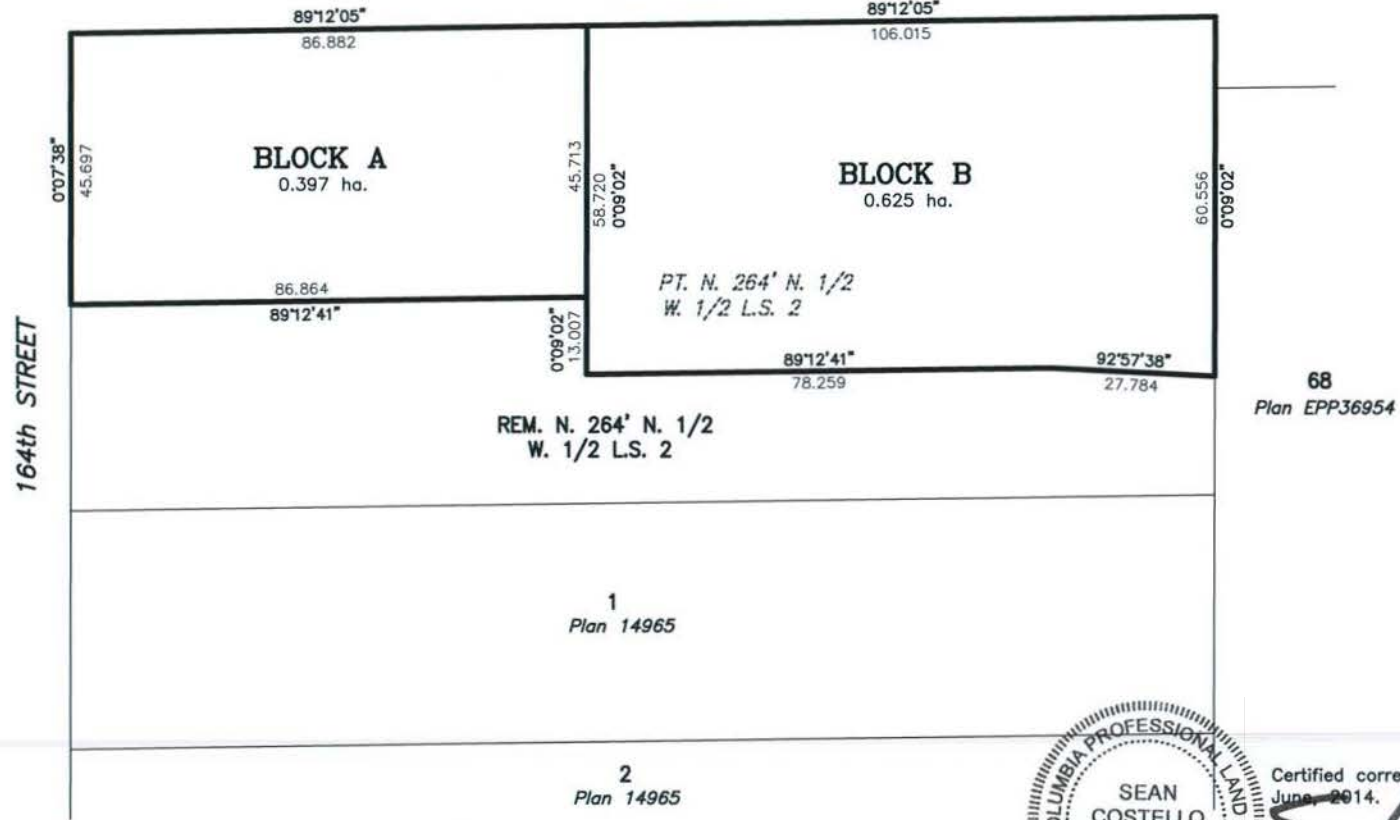
**SURVEY PLAN TO ACCOMPANY CITY OF SURREY
REZONING BYLAW NO. _____ OF PART OF THE NORTH
264 FEET OF THE NORTH HALF OF THE WEST HALF
LEGAL SUBDIVISION 2, EXCEPT: WEST 33 FEET:
SECTION 24, TOWNSHIP 1, NWD**

Schedule B



City of Surrey
B.C.G.S. 92G.007

26th AVENUE



Cameron Land Surveying Ltd.
B.C. Land Surveyors
Unit 206 - 16055 Fraser Highway
Surrey, B.C. V4N 0G2
Phone: 604-597-3777
Fax: 604-597-3783

This plan lies within the Greater Vancouver Regional District



Certified correct to this 13th day of
June, 2014.
Sean Costello
Sean Costello, B.C.L.S.

File: 5092-ZONING 3

(the "City")

DEVELOPMENT VARIANCE PERMIT

NO.: 7912-0323-00

Issued To: 0782717 BC LTD.
 0771355 BC LTD.

 ("the Owner")

Address of Owner: 6450 - 148 Street, Unit 204
 Surrey, BC V3S 7G7

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: 003-660-249
Lot 1 Section 24 Township 1 New Westminster District Plan 14965

2552 - 164 Street

Parcel Identifier: 006-574-505
North 264 Feet of the North Half of the West Half Legal Subdivision 2 Section 24
Township 1 Except: West 33 Feet, New Westminster District

2580 - 164 Street

(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 title(s) has/have been issued, as follows:

Parcel Identifier:

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

4. Surrey Zoning By-law, 1993, No. 12000, as amended is varied as follows:
 - (a) to reduce the minimum lot width of the RF-10 Zone from 10.5 metres (34 ft.) to 9 metres (30 ft.) for proposed Lot 7;
 - (b) to reduce the minimum lot area of the RF-10 Zone from 363 square metres (3,910 sq.ft.) to 311 square metres (3,348 sq. ft.) for proposed Lot 7; and
 - (c) to reduce the minimum side yard on flanking lane of the RF-10 Zone from 2.7 metres (9 ft.) to 1.2 metres (4 ft.) for proposed Lot 7.

5. This development variance permit applies to only the portion of 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.

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

7. 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.

8. The terms of this development variance permit or any amendment to it, are binding on all persons who acquire an interest in the Land.

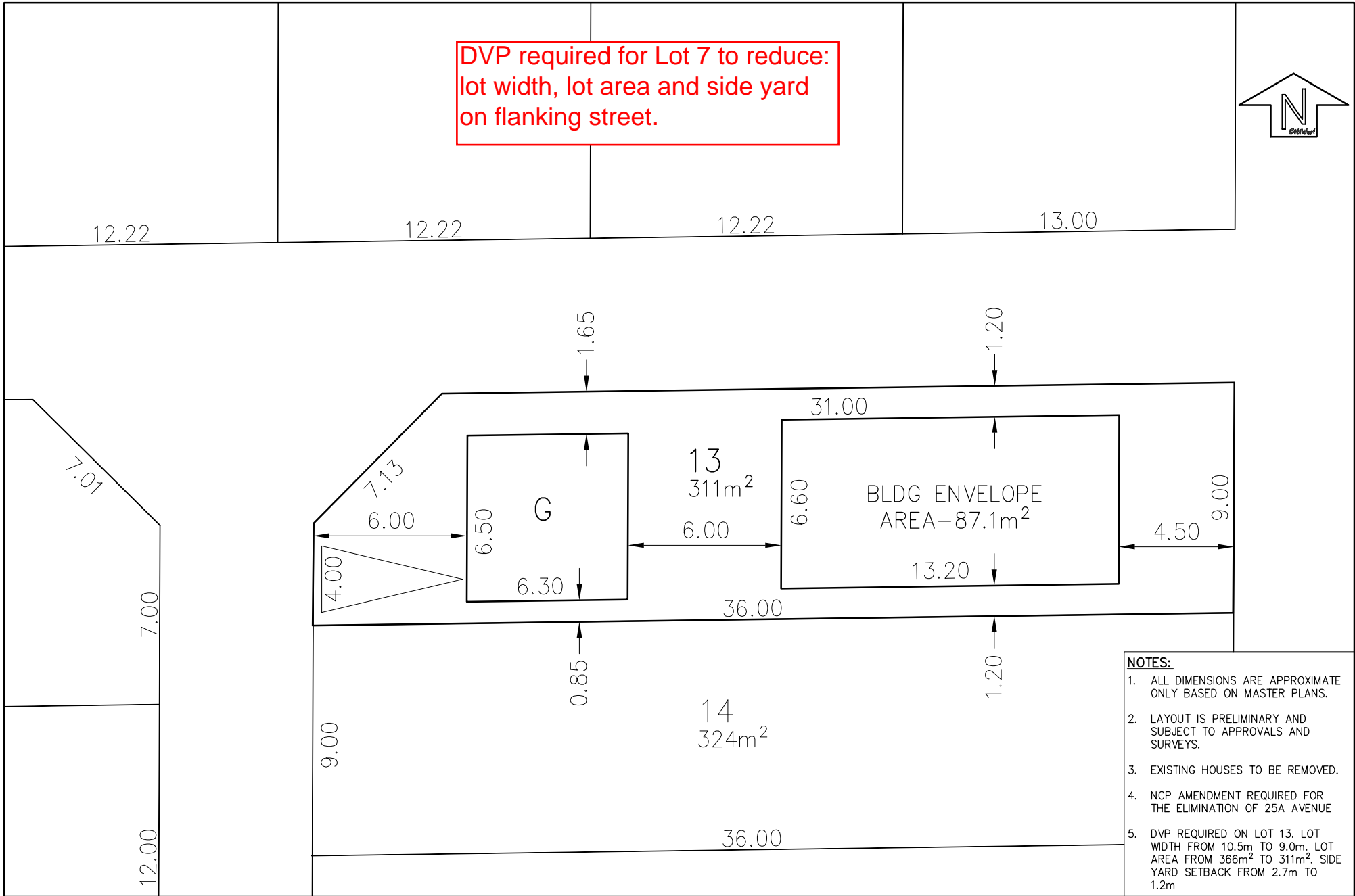
9. This development variance permit is not a building permit.

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

Mayor – Dianne L. Watts

City Clerk – Jane Sullivan

DVP required for Lot 7 to reduce:
lot width, lot area and side yard
on flanking street.



- NOTES:**
1. ALL DIMENSIONS ARE APPROXIMATE ONLY BASED ON MASTER PLANS.
 2. LAYOUT IS PRELIMINARY AND SUBJECT TO APPROVALS AND SURVEYS.
 3. EXISTING HOUSES TO BE REMOVED.
 4. NCP AMENDMENT REQUIRED FOR THE ELIMINATION OF 25A AVENUE
 5. DVP REQUIRED ON LOT 13. LOT WIDTH FROM 10.5m TO 9.0m. LOT AREA FROM 366m² TO 311m². SIDE YARD SETBACK FROM 2.7m TO 1.2m

| No | Date | Revision | Dr | Ch |
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CitiWest Consulting Ltd.
No.101-9030 KING GEORGE BLVD., SURREY, BC, V3V 7Y3
TELEPHONE 604-591-2213 FAX 604-591-5518
E-MAIL: office@citiwest.com



0782717 BC LTD. (INC. No. 0782717)
#204 - 6450 - 148 STREET, SURREY, BC, V3S 7G7 CELL: 604-783-0466 FAX: 604-591-3770
LOT 13 SITE PLAN
SUBDIVISION AT 2552/2580 - 164 STREET, SURREY, BC

| | | |
|--------------|-----------------------------|-------------|
| Scale: 1:200 | Mun. Proj. No. 7912-0323-00 | Dwg. No. A8 |
| Drawn: JW | Mun. Dwg. No. | |
| Designed: RJ | Job No. 12-2975 | Or |
| P.U. | Date JUN/2014 | Revision |
| Approved: | | |

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