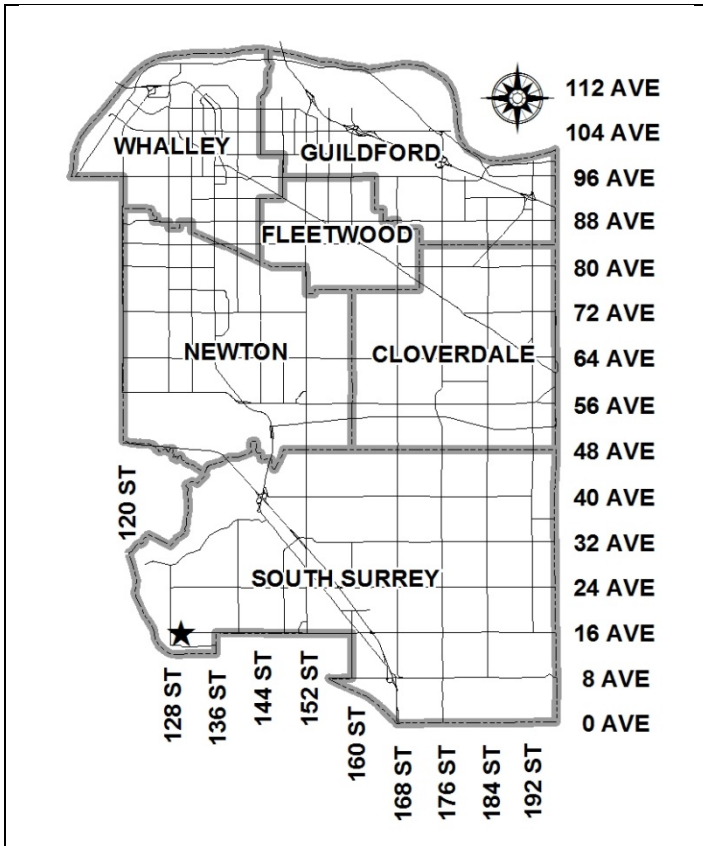


City of Surrey
PLANNING & DEVELOPMENT REPORT

File: 7913-0280-00

Planning Report Date: June 9, 2014

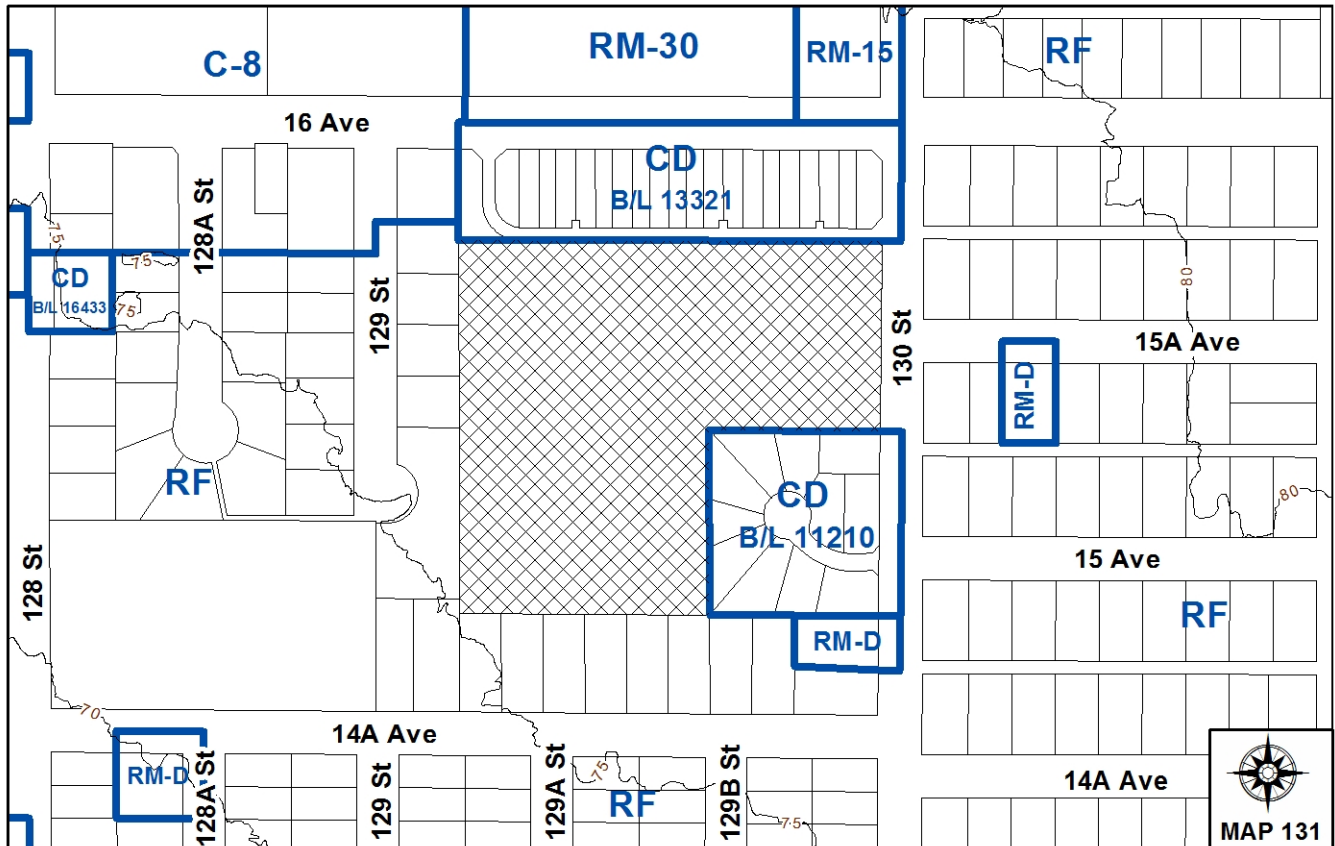


PROPOSAL:

- **Rezoning** from RF to RF-12 and RF-10
- **Development Variance Permit**

in order to allow subdivision into 49 single family small lots.

LOCATION: 1565 - 130 Street
OWNER: Hassell Construction Ltd
ZONING: RF
OCP DESIGNATION: Urban
LAP DESIGNATION: Urban Residential



RECOMMENDATION SUMMARY

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

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Seeking relaxation for two lots to take access off a road, even though a lane exists along the rear lot line or side lot line.
- Seeking relaxation for rear yard setback for the garages on three RF-10 lots to provide a more varied streetscape along the lane.
- Seeking relaxation for hutches, and bay or boxed windows on side yard on flanking street setback for three RF-12 lots to allow for greater home articulation.
- Seeking relaxation for garage setbacks on four RF-12 lots, facing 130 Street.

RATIONALE OF RECOMMENDATION

- Complies with OCP Designation.
- Complies with the Ocean Park Plan Review (Local Area Plan).
- The proposal provides an appropriate transition between existing smaller lots to the north, and single family lots to the south and west.
- Relaxations requested are supported, as they generally enhance the design of the subdivision. Variances are requested on 11 of the 49 proposed lots.

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to rezone the subject site as shown on the Rezoning Block Plan (Appendix II) as follows:
 - (a) Block A from "Single Family Residential Zone (RF)" (By-law No. 12000) to "Single Family Residential (10) Zone (RF-10)" (By-law No. 12000); and
 - (b) Block B from "Single Family Residential Zone (RF)" (By-law No. 12000) to "Single Family Residential (12) Zone (RF-12)" (By-law No. 12000).
2. Council approve Development Variance Permit No. 7913-0280-00 (Appendix VIII) varying the following, to proceed to Public Notification:
 - (a) to vary the requirement of the RF-12 Zone that all lots with a lane to take access from the lane, for proposed Lot 1 to have driveway access on 130 Street, and proposed Lot 17 to have driveway access on 15A Avenue;
 - (b) To vary the rear yard setback of the Type IV lot of the RF-10 Zone for the garages on proposed lots 6, 8 and 14 from 6 m [20 ft.] to 3 m [10 ft.];
 - (c) To vary the Setback Definition, to allow hutches and bay or boxed windows, to encroach onto the side yard on flanking street setback from 2.4 m [8 ft.] in horizontal length to 6 m [20 ft.] for proposed lots 24, 28 and 42, still complying with the maximum 0.6 m [2 ft.] encroachment; and
 - (d) To vary the front yard setback of the RF-12 Zone from 6 m [20 ft.] to 5.2 m [17 ft.] for the garage, on proposed lots 1, 2, 48 and 49.
3. 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) the applicant address issues relating to Fun Fun Park regarding additional parkland dedication, tree impact, servicing corridor and pathway alignment, and amenity contribution to the satisfaction of the General Manager, Parks, Recreation and Culture; and
 - (e) registration of a Restrictive Covenant on proposed Lots 6, 8 and 14 to prohibit secondary suites.

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:**

17 Elementary students at Ocean Cliff Elementary School
7 Secondary students at Elgin Park Secondary School

The applicant has advised that the dwelling units in this project are expected to be constructed and ready for occupancy by mid-2015.

(Appendix IV)

Parks, Recreation & Culture:

- Parks will accept the proposed parkland dedication, satisfying the subdivision dedication requirement, as outlined on Appendix II.
- Parks acknowledges the proposal for sanitary and storm water servicing through parkland, and the need for a statutory right-of-way over parkland. The applicant is required to refine the final alignment of the servicing corridor with Parks Planning & Design through the detailed design process.
- Parks requires a 2.5m gravel pathway installed over top of the proposed service corridor. The pathway may meander as a means to reduce impacts to trees. A let-down with removable bollards is required at both ends of the pathway for maintenance vehicle access.
- Any disturbed areas within the servicing corridor that is not re-surfaced as the 2.5m gravel pathway must be replanted to park standards. A planting plan is required for the re-naturalization of the servicing corridor. The applicant is required to submit the planting plan to Parks Planning and Design for review and approval.
- Parks and the applicant have agreed to an appropriate park amenity contribution. A portion of this contribution may be provided through developer-led improvements to the dedication parkland, such as a drainage system within the dedicated parkland, as well as a cash contribution towards improvements within the existing parkland. The applicant is required to refine the park grading and drainage plan with Parks Planning & Design through the detailed design process.
- Parks requires all private residential fencing adjacent to parkland to be permeable, located on the private property line, and not higher than 1.2 m.

SITE CHARACTERISTICSExisting Land Use: vacant lotAdjacent Area:

Direction	Existing Use	OCP/LAP Designation	Existing Zone
North (Across lane):	Single family residential on small lot	Urban / Multiple residential	CD (By-Law No. 13321)
East (Across 130 Street):	Single family residential	Urban / Urban residential	RF / CD (By-law No. 11210)
South:	Single family residential	Urban / Urban residential	RF
West:	Single family residential and Fun Fun Park	Urban / Urban residential and open space	RF

DEVELOPMENT CONSIDERATIONSBackground and proposal

- The subject site is 2.69 hectares [6.67 acres], designated Urban in the OCP, zoned RF, and it is currently vacant.
- The site is bounded by a lane and small lots to the north, 130 Street and 10 single family lots to the east, single family lots to the south, and Fun Fun Park and single family lots to the west. All of the adjacent developments were completed over 15 years ago.
- The site is designated Urban Residential in the Semiahmoo Peninsula Local Area Plan, and designated for 8 upa in the Ocean Park Plan review, presented to Council in 1991.
- The applicant is proposing to rezone to RF-10 and RF-12, and subdivide the site into 49 small single family lots (13 RF-10, and 36 RF-12 lots). The density proposed is 18 units per hectare [7.3 upa].
- The applicant is proposing to dedicate 5% of the site as parkland to extend Fun Fun Park, as per requirement for subdivision. The applicant is also proposing to make a contribution to improvements in the park that include drainage system within the dedicated parkland, as well as a cash contribution towards improvements within the existing parkland.
- All proposed lot areas and dimensions comply with the provisions of the proposed RF-10 and RF-12 zones.
- The 13 proposed RF-10 lots are along the north side, all with lane access, providing some street parking along the north side of the proposed 15A Avenue. Proposed Lot 16 (RF-12) is also proposed to have lane access.
- Proposed Lots 3 to 15 (RF-10) range in size from 325 m² [3,500 sq. ft.] to 365 m² [3,930 sq. ft.], meeting the minimum requirements for the RF-10 Zone. Some lots are Type I, and some are Type IV.

- The 36 proposed RF-12 lots range in size from 320 m² [3,445 sq. ft.] to 636 m² [6,846 sq. ft.], with an average lot size of 412 m² [4,435 sq. ft.], meeting the minimum requirements for the RF-12 Zone.
- The applicant is seeking a variance for proposed Lots 1 and 17, to allow access to their respective fronting roads, instead of lane access. Both lots have enough width for double garages facing the front road.
- Proposed Lots 1, 2, 48 and 49 are oversized RF-12 lots with generous lot widths (from 16.7 m to 18 m [55 ft. to 59 ft.]) and oriented to face 130 Street, which provides a good interface with existing RF lots on the east side of 130 Street.
- Proposed Lots 18, 19, 20 and 21 provide a good interface with the RF lots to the west, as each proposed lot will have only one neighbor to the west, minimizing the impact of the subdivision to the residents to the west. To the south, the existing 6 RF lots will interact with 6 proposed lots as well.
- The proposed extension of Fun Fun Park (1442 m² [15,522 sq. ft.]) will also provide a servicing corridor for the subdivision, and a pathway connecting proposed 15 Avenue and 129A Street to the existing park and 129 Street. This pathway will also provide emergency access to the proposed subdivision.
- A layout showing all the proposed variances can be seen on Appendix VII.

PRE-NOTIFICATION

Pre-notification letters were sent on December 19, 2013, and a Public Information Meeting was held on January 14, 2014. The Public Information Meeting (PIM) was attended by approximately 100 people (93 people signed the sign-in sheet). Staff received 11 phone calls, 11 emails or letters, and 57 forms from the Public Information Meeting. Overall, staff received comments from 73 different households:

- 5 were simply asking for more information;
- 31 supported the proposal; and
- 39 opposed or had concerns regarding the proposal.

Below is a summary of the comments:

- Coach houses
 - The majority of the concerns (33 responses) were regarding the proposed coach houses. Concerns included overcrowding of lane, demand on parking, and privacy (coach houses close to and overlooking backyards to the north). Some comments also included concerns for the loss of character in the neighbourhood by adding coach houses.

(The proposal shown at the PIM included some coach houses along the lane on the north side of the development. After the PIM, the proposal was modified to remove all proposed coach houses.)

- Density and/or lot sizes
 - The second most common concern was the density and the size of the lots (25 responses). Comments included requests to subdivide under existing RF Zone; and
 - 4 of these respondents were specifically concerned about property values and the character of the neighbourhood. One person also mentioned concerns with crime due to higher density.

(Density of development to the north is 10 upa, and the development to the southeast is 6.25 upa. Developments to the west and south are RF lots, typically developed at 6 upa. The subject site is identified as a transition area between the two, and a density of 7.35 is an appropriate transition. The proposed RF-10 lots would be to the north, and the RF-12 lots would serve as a transition to the existing RF and CD lots to the east, south, and west. After the PIM, the applicant reviewed the layout, and adjusted the proposed lot lines so that there would be no RF-10 lots on 130 Street, and the RF-12 lots would be now facing 130 Street, instead of having the side of the house to the road. The lot lines were also adjusted to try to match the existing property lines on adjacent properties as much as possible.)

- Secondary suites
 - 8 responses were concerned about secondary suites and the additional demand on traffic and parking that would come from allowing suites.

(Most lots in the area are also allowed a secondary suite (RF lots), and parking must be provided within the lot for the suite.)

- Proposed North-South lane/walkway
 - 3 respondents were against a connecting lane, and two of those were supportive of a walkway for pedestrian connection, but not a vehicle lane connection; and
 - Proposal presented at the PIM showed one option of a connecting lane from the existing lane south to the proposed 15A Avenue cul-de-sac, and one option showing a walkway at the same location.

(The proposed lane/walkway connection has been removed from the proposal, and replaced with a pedestrian pathway that will serve as emergency access through Fun Fun Park, connecting to 129 Street.)

- Existing East-West lane south of 16 Avenue
 - 11 respondents were concerned about the existing lane. 5 were concerned about parking on the lane, and 6 were asking the lane to be widened if lots from the subject

site were to take access from the same lane.

(The existing lane has been constructed to the standard width of 6.0 metres. Lanes of this width are constructed throughout the City and are designed to sufficiently accommodate the width of two vehicles side-by-side, while serving the primary purpose of providing access. Parking in lanes is generally permitted, provided that the visibility and passage of pedestrians, vehicles, and garbage trucks are not obstructed. However, some lanes do have driveways that are too closely spaced to allow for parking. Once a more detailed plan with driveway locations is provided, the lane will be evaluated to determine whether or not parking restrictions are necessary. Also, with the completion of the new 15A Avenue, additional on-street parking spaces will be available fronting the new lots.)

- Traffic and parking

- General concerns (16 respondents) regarding additional traffic with more families moving into the neighbourhood as part of the proposed development;

(As part of the development application process, a Traffic Impact Study (TIS) was conducted to evaluate the impact of traffic generated by the proposed development. According to the TIS, the overall impact of volume growth due to the proposed development was minimal, and the projected volumes are well below average for roads of the same classification. No significant issues due to site-generated traffic are anticipated in terms of congestion, safety, or operations in the neighbourhood.)

- Concerns regarding the access to the proposed development (5 respondents);

(As part of the proposed development, 15A Avenue will be extended to the west of 130 Street and connect to a new north-south road, terminating in a cul-de-sac. These new roads will provide access for the proposed lots, except for 14 lots (Lots 3-16) taking access from the existing lane and 4 lots (Lots 1, 2, 48, and 49) taking access from 130 Street. An additional road connection to 130 Street and/or to the existing lane was explored, but in consideration of the number of lots taking access from the lane, only one road connection to 130 Street was provided, and deemed appropriate.)

- Specific concerns regarding 130 Street and 16 Avenue intersection (5 respondents);

(The projected growth in traffic and pedestrian volumes over the next five years is not expected to require any improvements to the intersection or the crosswalk at 130 Street and 16 Avenue; however, the City of Surrey does conduct regular reviews of the intersections throughout the City and at such time, the intersection will be re-evaluated for any necessary changes to ensure efficiency of traffic flow and optimal safety. It should be noted that crossing guards are not provided by the City and must be requested through the school district.)

- Specific concerns regarding additional traffic on 15A Avenue east of 130 Street (2 respondents);

(Currently, the trip distribution of traffic on 15A Avenue east of 130 Street is a very small percentage, and though it is expected that additional trips will occur, these trips would be a legitimate use of the road. Also, as the projected growth in overall

volume due to the development is relatively low, any additional traffic is expected to be minimal.)

- Concerns regarding parking supply and demand in the neighbourhood (7 respondents);

(All of the proposed lots will be constructed with garages as well as sufficient driveway widths to allow for off-street parking. In addition, the new roads to be constructed as part of the proposed development will provide additional on-street parking along the frontage of the proposed lots.)

- Fun Fun Park

- 8 respondents were concerned about the integrity of Fun Fun Park and the impact of the proposed development.

(The proposed development is dedicating 5% of parkland to the City, which will be added to Fun Fun Park, providing an access to Fun Fun Park through the development, and connecting to 129 Street as well. A pathway will be constructed through the park, and some trees may be impacted. The Parks Division is working closely with the applicant to minimize impact to existing trees.)

- Drainage

- 3 respondents were concerned about drainage of the site, particularly the impact of development in drainage of the lots to the south of the subject site.

(The proposed development will be serviced with a storm sewer system complete with drainage connections for each lot. Each lot must be graded so that runoff from the lot does not cross or flow onto neighbouring properties.)

- Other concerns

- 6 other concerns included tree preservation, concerns regarding building setback to existing houses, and the demand of the new development on schools and services.

(A total of 50 trees were identified on the site, 20 of which are Alder trees. All Alders are proposed to be removed, and 12 of the other 30 trees are proposed to be removed. A total of 94 trees are being replaced or retained, and the site will have more trees after development than it did before. Most existing houses will interface with the proposed development through a common rear yard lot line. The rear yard setback for the RF-12 lots is the same as the one for the RF lots, which is 7.5 m [25 ft.]. The School District is always consulted with rezoning applications, and their feedback was that the proposed development would not have a negative impact on the projections for new students.)

DESIGN PROPOSAL AND REVIEW

- The applicant has retained Ankenman Associates Architects Inc as the design consultant. The design consultant has proposed a set of building design guidelines (summary attached as Appendix V).
- A preliminary lot grading plan, submitted by Hunter Laird Engineering Ltd., has been reviewed by staff and found to be generally acceptable.
- The applicant proposes in-ground basements on all lots. The feasibility of in-ground basements will be confirmed once the City's Engineering Department has reviewed and accepted the applicant's final engineering drawings.

TREES

- Norman Hol, ISA Certified Arborist of Arbotech Consulting prepared an Arborist Assessment for the subject property. The table below provides a summary of the tree retention and removal by tree species:

Table 1: Summary of Tree Preservation by Tree Species:

Tree Species	Existing	Remove	Retain
Alder and Cottonwood Trees			
Alder and/or Cottonwood	20	20	
Deciduous Trees (excluding Alder and Cottonwood Trees)			
Bigleaf Maple	3	3	0
Black Locust	2	2	0
English Oak	1	0	1
Flowering Cherry	1	1	0
Paper Birch	1	0	1
Coniferous Trees			
Douglas Fir	6	1	5
Grand Fir	3	2	1
Western Redcedar	13	3	10
Total (excluding Alder and Cottonwood Trees)	30	12	18
Additional Estimated Trees in the proposed Open Space	1	0	1
Total Replacement Trees Proposed (excluding Boulevard Street Trees)		82	
Total Retained and Replacement Trees		94	
Contribution to the Green City Fund		-	

- The Arborist Assessment states that there are a total of 30 protected trees on the site, excluding Alder and Cottonwood trees. 20 existing trees, approximately 40 % of the total trees on the site, are Alder and Cottonwood trees. It was determined that 18 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.
- Table 1 includes an additional protected tree that is located within the proposed open space. The tree within the proposed open space will be retained, except where removal is required due to hazardous conditions. This will be determined at a later time, in consultation with the Parks, Recreation and Culture Department. A 6 m wide Statutory Right-of-Way (SRW) is proposed through the Park, to provide servicing connection to the proposed development. A 2.5 m wide gravel pathway will be built on top of the SRW. Some trees will be affected as part of the SRW and the pathway. Additional trees may need to be removed, but the alignment of the SRW is being planned in coordination with the Parks, Recreation and Culture Department to maximize tree preservation.
- 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 44 replacement trees on the site. The applicant is proposing 82 replacement trees, exceeding City requirements.
- In summary, a total of 94 trees are proposed to be retained or replaced on the site, which exceeds the City requirements for replacement trees.

SUSTAINABLE DEVELOPMENT CHECKLIST

The applicant prepared and submitted a sustainable development checklist for the subject site on May 06, 2014. 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"> • Urban Infill Area
2. Density & Diversity (B1-B7)	<ul style="list-style-type: none"> • 7.3 upa (designated 8 upa in the Ocean Park Plan review) • Residential small single family lots • Expansion of Fun Fun Park and contribution to improvements
3. Ecology & Stewardship (C1-C4)	<ul style="list-style-type: none"> • Replacement trees proposed exceed minimum number of replacement trees required
4. Sustainable Transport & Mobility (D1-D2)	<ul style="list-style-type: none"> • Proposed development will provide new linkage and pathway to access Fun Fun Park from the east

Sustainability Criteria	Sustainable Development Features Summary
5. Accessibility & Safety (E1-E3)	<ul style="list-style-type: none"> Proposed development will be designed in accordance with CPTED principles by clearly defining public and private space through changes in grade, contrasting surface materials, and low-profile front yard fencing and landscaping. Home will provide surveillance through front porches with clearly defined entries and windows overlooking the streets. Homes will be elevated a minimum of 0.6 m [2 ft.] above the sidewalk to allow homeowners to overlook the public realm.
6. Green Certification (F1)	<ul style="list-style-type: none"> n/a
7. Education & Awareness (G1-G4)	<ul style="list-style-type: none"> Public Information Meeting was held in January 2014, with approximately 100 residents in attendance.

BY-LAW VARIANCE AND JUSTIFICATION

(a) Requested Variance:

- To allow proposed Lot 1 to have driveway access on 130 Street, and proposed Lot 17 to have driveway access on 15A Avenue, even though there is a lane up to or along the rear lot line or side lot line.

Applicant's Reasons:

- Although both lots have lane access, applicant is attempting to minimize the number of garages with access to the lane in response to concerns from the neighbouring property owners to the north about additional traffic and vehicular access to the lane.

Staff Comments:

- Both lots have sufficient width to allow for double fronting garages facing the front road.
- This variance will help address some concerns raised by the public regarding number of vehicles accessing the lane.
- This assumes that a small portion of City road allowance will be utilized to facilitate driveway apron parking.
- Staff support this variance.

(b) Requested Variance:

- To vary the rear yard setback of the Type IV lot of the RF-10 Zone for the garages on proposed Lots 6, 8 and 14 from 6 m [20 ft.] to 3 m [10 ft.]

Applicant's Reasons:

- The applicant wants to articulate the setbacks along the lane to provide a more interesting lanescape. This concept was well received by the public at the Public Information Meeting in January 2014.

Staff Comments:

- This variance will provide some animation along the lane, by having some of the garages with different setbacks. This is also achieved by different types of RF-10 lots proposed (a mix of Type I and Type IV).
- The proposed RF-10 lots will still allow for the provision of two off-street parking stalls per lot on the garage, and one car to be parked perpendicular, blocking the garage. While this allows for guest parking, it would block the owner's vehicles in the garage. Therefore, a restrictive covenant is proposed for these three lots, to prohibit secondary suites.
- Staff support this variance.

(c) Requested Variance:

- To vary the Setback Definition, to allow hutches and bay or boxed windows, to encroach onto the side yard on flanking street setback from 2.4 m [8 ft.] in horizontal length to 6 m [20 ft.] for proposed lots 24, 28 and 42, while still complying with the maximum 0.6 m [2 ft.] encroachment.

Applicant's Reasons:

- This relaxation would allow for some articulation of the sides of the corner homes to provide more visual interest on the streetscape.

Staff Comments:

- The requested variance will provide a more interesting streetscape, without impact on other neighbours, as the variance is only requested for side yards on flanking streets.
- Staff support this variance.

(d) Requested Variance:

- To vary the front yard setback of the RF-12 Zone from 6 m [20 ft.] to 5.2 m [17 ft.] for the garage, on proposed lots 1, 2, 48 and 49.

Applicant's Reasons:

- As the sidewalks on 130 Street are adjacent to the curb, there is significant distance between the edge of the sidewalk and the garage face. The applicant proposes to bring the house slightly closer to the street. In keeping with the proposed country and craftsman style proposed for the project, wrap-around decks are proposed on the corner homes, and they would look more harmonious with the garage closer to the street.

Staff Comments:

- The requested variance would still allow for vehicles to be fully parked on the driveway, without encroaching into the sidewalk, which is adjacent to the curb.
- The requested variance enhances the design of the corner homes, and the entrance to the development.
- Staff support this variance.

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 and Rezoning Block Plan
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 Layout with Summary of Variances
Appendix VIII.	Development Variance Permit No. 7913-0280-00

INFORMATION AVAILABLE ON FILE

- Traffic Impact Study prepared by MMM Group Limited, Dated April 25, 2014.

original signed by Nicholas Lai

Jean Lamontagne
General Manager
Planning and Development

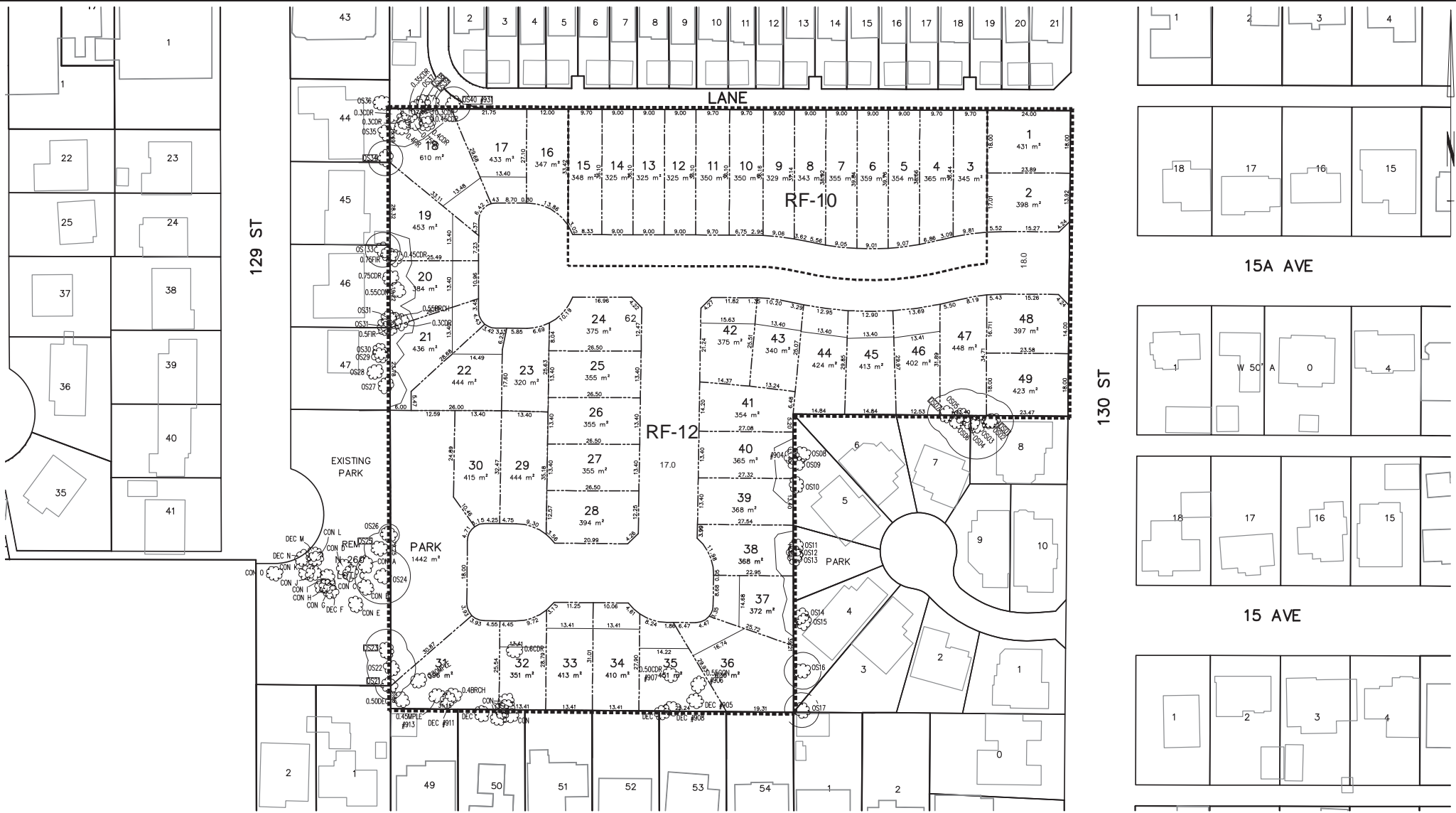
LFM/da

\\file-server1\net-data\csdc\generate\areaproduct\save\12921373094.doc
DRV 6/5/14 9:22 AM

SUBDIVISION DATA SHEET

Proposed Zoning: RF-12 and RF-10

Requires Project Data	Proposed
GROSS SITE AREA	
Acres	6.67 acres
Hectares	2.6983 ha
NUMBER OF LOTS	
Existing	1
Proposed	49 (13 RF-10 and 36 RF-12)
SIZE OF LOTS	
Range of lot widths (metres)	9 m to 16.74 m
Range of lot areas (square metres)	325 m ² to 696 m ²
DENSITY	
Lots/Hectare & Lots/Acre (Gross)	18.16 uph / 7.35 upa
Lots/Hectare & Lots/Acre (Net)	18.16 uph / 7.35 upa
SITE COVERAGE (in % of gross site area)	
Maximum Coverage of Principal & Accessory Building	50%
Estimated Road, Lane & Driveway Coverage	18%
Total Site Coverage	68%
PARKLAND	
Area (square metres)	1442 m ²
% of Gross Site	5.26%
Required	
PARKLAND	
5% money in lieu	NO
TREE SURVEY/ASSESSMENT	
	YES
MODEL BUILDING SCHEME	
	YES
HERITAGE SITE Retention	
	NO
FRASER HEALTH Approval	
	NO
DEV. VARIANCE PERMIT required	
Road Length/Standards	NO
Works and Services	NO
Building Retention	NO
Others	YES



Subdivision Concept
 7913-0280-00
 Alme Holdings

SURVEY PLAN TO ACCOMPANY CITY OF SURREY REZONING BYLAW _____ OF : LOT 62 SECTION 8 TOWNSHIP 1 NEW WESTMINSTER DISTRICT PLAN 50206

BCGS 92G 006

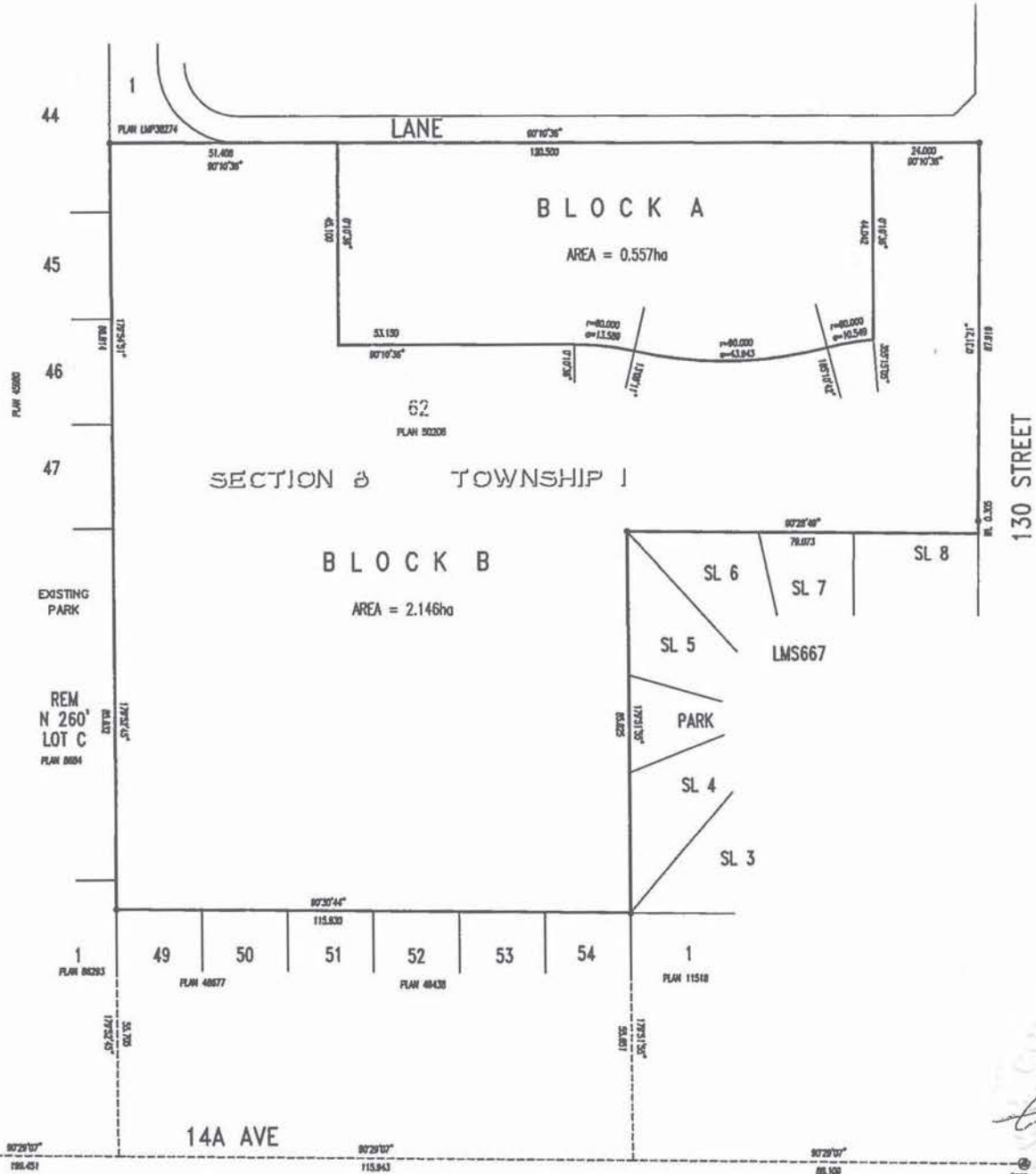
The intended plot size of this plan is 300mm in width
432mm in height (insert sheet size e.g. C Size)
when plotted at a scale of 1:750

Integrated Survey Area N#1 (CITY OF SURREY), HADES (CSRS)

Grid bearings are delivered from observations between
geodetic control monuments S065 and S066.

This plan shows horizontal ground-level distances unless
otherwise specified. To compute grid distances, multiply
ground-level distances by the combined factor of 0.99999223
which has been derived from control monument S065.

129 STREET



LEGEND
 ● INDICATES STANDARD IRON POST FOUND
 ○ CONTROL MONUMENT FOUND
 ha HECTARE

OLSEN & ASSOCIATES
 BRITISH COLUMBIA LAND SURVEYORS
 204-15545 24th AVENUE, SURREY, B.C. V4A 2J4
 PHONE: 604-531-4067 Fax: 604-531-5811
 email: info@olsensurveying.ca

THIS PLAN LIES WITHIN GREATER
 VANCOUVER REGIONAL DISTRICT

[Signature]

CERTIFIED CORRECT: *[Signature]* BCLS No. 514
 Date: 01st May 2014

THIS DOCUMENT IS NOT VALID UNLESS
 ORIGINALLY SIGNED AND SEALED.

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

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

DATE: **June 03, 2014** PROJECT FILE: **7813-0280-00**

RE: **Engineering Requirements
Location: 1565 130 Street**

REZONE/SUBDIVISION

Property and Right-of-Way Requirements

- dedicate 18.00 metres along 15A Avenue for a Local Road;
- dedicate 17.00 metres along 129A Street and 15 Avenue for Local Roads;
- register 0.50 metre statutory rights-of-way along 15A Ave., 15 Ave. and 129A Street;
- dedicate 3.0-metre x 3.0-metre corner cuts at all intersections; and
- register a 6.00 metre statutory right-of-way for a proposed pathway/service corridor through parkland at southwest corner of site.

Works and Services

- construct rollover curb and gutter, with sidewalk adjacent to the curb, based on the context of the existing conditions north and south of the site along 130 Street;
- construct 15A Avenue to local standard with 8.50 metre pavement and boulevards consisting of 1.50-metre wide sidewalks on both sides with a standard 3.25 metre wide street tree and utility strip;
- construct an 11.00-metre radius cul-de-sac bulbs at 15A Ave., 129A Street and 15 Ave.;
- construct an 8.00-metre wide pavement on 129A Street/15 Avenue with 1.50-metre sidewalks both sides and 3.0-metre street tree and utility strips;
- construct 3.00-metre wide pathway west of 15 Avenue cul-de-sac to 129 Street; and
- construct storm, sanitary and water mains and service connections to service the site.

A Servicing Agreement is required prior to Rezone/Subdivision.

DEVELOPMENT VARIANCE PERMIT

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



Rémi Dubé, P.Eng.
Development Services Manager

MS

NOTE: Detailed Land Development Engineering Review available on file



Friday, February 07, 2014
 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.

There are no new capital projects proposed at the elementary school and no new capital projects identified for the secondary school. The proposed development will not have a significant impact on these projections.

THE IMPACT ON SCHOOLS

APPLICATION #: 13 0280 00

SUMMARY

The proposed 49 single family lots are estimated to have the following impact on the following schools:

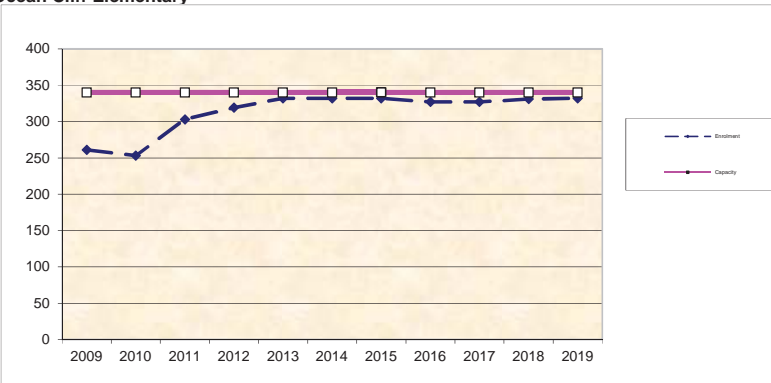
Projected # of students for this development:

Elementary Students:	17
Secondary Students:	7

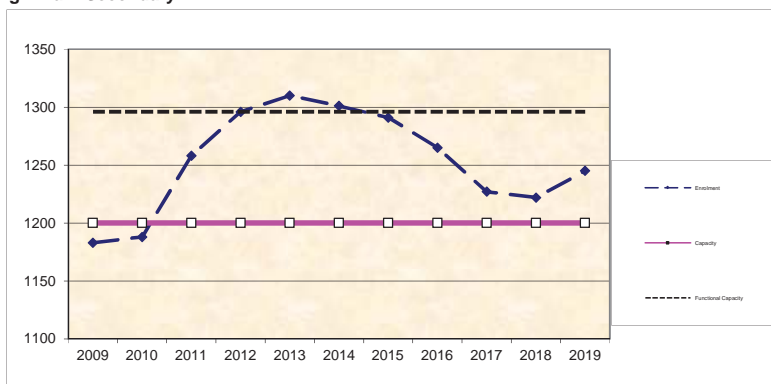
September 2013 Enrolment/School Capacity

Ocean Cliff Elementary	
Enrolment (K/1-7):	38 K + 294
Capacity (K/1-7):	40 K + 300
Elgin Park Secondary	
Enrolment (8-12):	1310
Nominal Capacity (8-12):	1200
Functional Capacity*(8-12):	1296

Ocean Cliff Elementary



Elgin Park 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.



Ankenman Associates Architects Inc.

BUILDING GUIDELINES SUMMARY

Surrey Project no: 13-0280-00

Project Location: 1565 -130TH Street, Surrey, B.C.

Design Consultant: Ankenman Associates Architects Inc. (Emily Kearns, M.Arch, Intern Architect.AIBC)

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 area surrounding the subject site consists of homes built out over a time period spanning from the 1970's to homes renovated or built over the last five years. The floor areas range from smaller 1700 sq. ft homes to the north, to homes exceeding 3000 sq.ft (excluding the garage and in-ground basements). The homes surveyed are eclectic in nature and range in style from Traditional (Rancher, two-storey and basement entry) for the older homes to 2-storey Craftsman, Cape Cod, West Coast Contemporary, Neo-Heritage and Neo-Traditional for the newer homes. Most are proportionally consistent with well-balanced massing design.

Roof slopes range from 6:12-14:12 for the majority of the homes, with a few flat roofs for the contemporary styled homes. The main roof forms are a mix of hip and gable roofs, or a combination of the two. There are a few other hybrid styles, including gabled roofs (or more commonly referred to as 'dutch' gables). Roof surfaces include shake profile asphalt shingles and less frequently, cedar shingles and metal roofing.

Main wall cladding materials include wood siding, cementitious (Hardi) shakes/siding, stucco and some horizontal vinyl siding. Accent materials used on the front facade include stone veneer, wood wall shingles and heavy timber detailing. Colours used in this area include neutral or warm earth toned body colours with subtle or bold accents. A few have bolder body colours with more muted accents and trims, or natural stains on wood detailing.

Street facing windows are treated with simple heritage style muntin/mullion patterns in the newer homes and are relatively plain/clear in the older homes. In most cases,

Suite 200, 12321 Beecher Street, Crescent Beach, B.C. V4A 3A7

Telephone (604) 536-1600 - Facsimile (604) 536-5774



Ankenman Associates Architects Inc.

large window openings are broken up on the front facades with vertical and/or horizontal muntin bars.

Covered parking configurations include attached front-loaded double garages to the south and west, and to the north and east, lane accessed detached double garages. Driveway surfaces include asphalt, exposed aggregate, brushed concrete and stamped concrete.

The landscaping throughout the adjacent neighbourhoods has been generally well maintained. The landscape elements of the older homes contrast the newer homes, which have a more manicured look. The landscaping is generally scaled proportionately to the size of the home on the lot with planting beds around the front/flanking yard. Separation between lots is achieved through ornamental shrubbery and/or fencing, painted or stained to complement the homes.

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

Context Homes: The character of this area is, as mentioned above, eclectic. About one half of the existing neighbouring homes provide suitable architectural context for use at the subject site. As the development at 1565 -130th Street is proposing RF-10 as well as RF-12 lots, the ideal "context homes" have been broken down into 2 categories:

Suitable 'context homes' for the RF-10 lots: 12912-12998 16th Avenue

Suitable 'context homes' for the RF-12 lots: 13009 - 15 Avenue, 14625 - 28A Avenue, Homes at 'Ocean Crest Estates' (12953-12988 15 Avenue), 12970-14A Avenue, 12905-14A Avenue, 12947 14A Avenue, 1446-129B Street and 12850-128A Street.

These homes provide appropriate massing, are well-balanced across the façade, have well-articulated entries that promote a human scale and provide some architectural interest or detail. These new homes provide a reasonable standard for future development in this area.

Style Character : 'context homes' that are relevant for the subject site include Cape Cod, Craftsman, Neo-Heritage, and other hybrids of the Neo-Traditional style.



Ankenman Associates Architects Inc.

Home Types: There is a range of home types evident in the surrounding neighbourhood, but the relevant 'context homes' are either ranchers or two-storey homes. Home types at 1565 -130th Street will be similar to this standard.

Massing Designs: Massing designs should meet new standards for RF-10 and RF-12 zoned subdivisions. The 'context homes' provide a good starting point for new homes at 1565 -130th Street, with massing that is in character with the home style. In the case of Neo-Heritage, Neo-Traditional and Craftsman styles, the upper floor wall lines are setback from the main floor at the front or have incorporated porches and roof skirts to create lower eave lines. These techniques help to give the neighbourhood a more human scale by breaking up the vertical massing. Cape Cod homes are traditionally flat, two-storey volumes and in the case of the surrounding homes, these homes provide adequate detailing to reduce the box-like massing.

Front Entrance Design: The majority of the neighbouring homes have one storey to one and a half storey high entries, scaled so as not to overwhelm the rest of the front facade. The new development at 1565-130th Street will maintain this scale for front entry design.

Exterior Wall Cladding: The surrounding and greater Ocean Park community is one of high-quality homes with the majority of residential homes clad in wood siding, cementitious (Hardi) siding or stucco. Although some newer adjacent homes (including some of the 'context homes') are clad in vinyl, the development at 1565 - 130th Street will not propagate the use of this material, but instead respect the higher-quality materials used in the area.

Roof surface: The predominant roofing materials in the area are asphalt shingles, cedar roof shakes and metal roofing. The recommendation is to permit the same materials as are present in the surrounding community.

Roof Slope: The 'context homes' have roof slopes of 6:12 or higher. This is a suitable minimum roof slope for 1565-130th Street to ensure that homes appear style-authentic within the proposed style range.

Streetscape: The area surrounding the subject site is in a stage of transition from older, larger suburban homes to new smaller homes and lots. The streetscape is as a result, varied. The development at 1565-130th Street will aim to have a more cohesive streetscape in terms of a consistent theme, while still maintaining variety through diverse home designs and rooflines.



Ankenman Associates Architects Inc.

2. Proposed Design Guidelines

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

Objectives:

- to create a unique, diverse and thriving neighbourhood designed to complement and enhance its surroundings and contribute to the vitality of the Ocean Park community;
- to create a pedestrian friendly neighbourhood showcasing significant architecture in a well-landscaped setting;
- to create an identifiable theme which responds to the site's location near the ocean in the community of 'Ocean Park'; and
- to encourage an architectural style which exemplifies the characteristics of early cottage/coastal communities in North America.

Elements:

- Streetscapes that reflect the importance of the pedestrian through low-profile front fences and landscaping, porches, lowered massing on the front elevation and well identified entries which do not dominate the front elevation in scale;
- Balanced massing and proportion, clean lines & details and a rhythm of openings;
- Well-articulated elevations on all sides of the dwelling, with design elements that reflect those incorporated on the front elevation;
- Seaside Cottage Architecture dwellings and details (including Shingle Style, Cape Cod, Craftsman, and other neo-traditional styles with cottage detailing); and
- Well-articulated and complete landscaping which reinforces the theme and character of the development.

2.2 Proposed Design Solutions:

Interfacing Treatment with existing dwellings

In all design categories, the development at 1565-130th Street will meet or exceed the quality and character of the existing neighbouring 'context homes'. Homes will therefore be in a compatible style range, with complementary massing and proportionality. New homes will have similar roof types, roof slopes and roofing materials. Wall cladding, feature veneers, trim treatments and detailing will meet or exceed standards found on the 'context' homes.



Ankenman Associates Architects Inc.

Exterior Materials/Colours: Permitted materials include cedar shingles/siding, cementitious (Hardi) shingles/siding and stone/cultured stone in a river rock profile. Vinyl siding is not permitted. Colours should harmonize with the surrounding landscape. Weathered cedars or natural transparent stain with neutral trims and bold and bright accents (i.e: doors and window frames), or bold and bright colours with complementary accents and trims are encouraged.

Roof Pitch: Shall be based on the intended style of the home, with a minimum pitch of 8:12 for ranchers and 6:12 for two-storey homes.

Roof Materials/Colours: Permitted materials include cedar shakes/shingles, high profile duroid shingles and metal roofing, with colours that complement the body colour of the home.

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: Special attention will be given to corner lots through lowered massing and special design features on the corners, to create interest and a gentle transition of the streetscape.

Landscaping: Stringent landscape requirements will be required, with preservation of existing large trees where possible. Layered landscapes with year-round structure and seasonal interest will help create a high quality development to enhance the surrounding landscapes. Low profile front yard fencing and plant material will help create definition between public and private space, while maintaining a friendly face to the street.

Driveways: Permitted materials include permeable pavers, brick/concrete unit pavers, broom finish concrete, exposed aggregate concrete or stamped concrete.

Compliance Deposit: \$5,000.00

Summary prepared and submitted by: Ankenman Associates Architects
Date: May 9, 2014

Reviewed and approved by: Emily Kearns, M.Arch, Intern Architect.AIBC

Appendix _____

TREE PRESERVATION SUMMARY

Surrey Project No.: 7913-0280-00
 Project Address: 1565 130th St Surrey, BC
 Consulting Arborist: Norman Hol

ON-SITE TREES:	QUANTITY OF TREES
Total Bylaw Protected Trees Identified (on-site and shared trees, including trees within boulevards and proposed streets and lanes, excluding Park and ESA dedications)	51
Bylaw Protected Trees to be Removed	32
Bylaw Protected Trees to be Retained (excludes trees in Park dedication areas and ESA's)	18
Replacement Trees Required:	
Alder and Cottonwood at 1:1 ratio: 20 times 1 = 20	
All Other Bylaw Protected Trees at 2:1 ratio: 12 times 2 = 24	
TOTAL:	44
Replacement Trees Proposed	82
Replacement Trees in Deficit	0
Protected Trees Retained in Proposed Open Space/ Riparian Areas	1

OFF-SITE TREES:	QUANTITY OF TREES
Bylaw Protected Off-Site Trees to be Removed	0
Replacement Trees Required:	
Alder and Cottonwood at 1:1 ratio: 0 times 1 = 0	
All Other Bylaw Protected Trees at 2:1 ratio: 0 times 2 = 0	
TOTAL:	0
Replacement Trees Proposed	N/A
Replacement Trees in Deficit	N/A

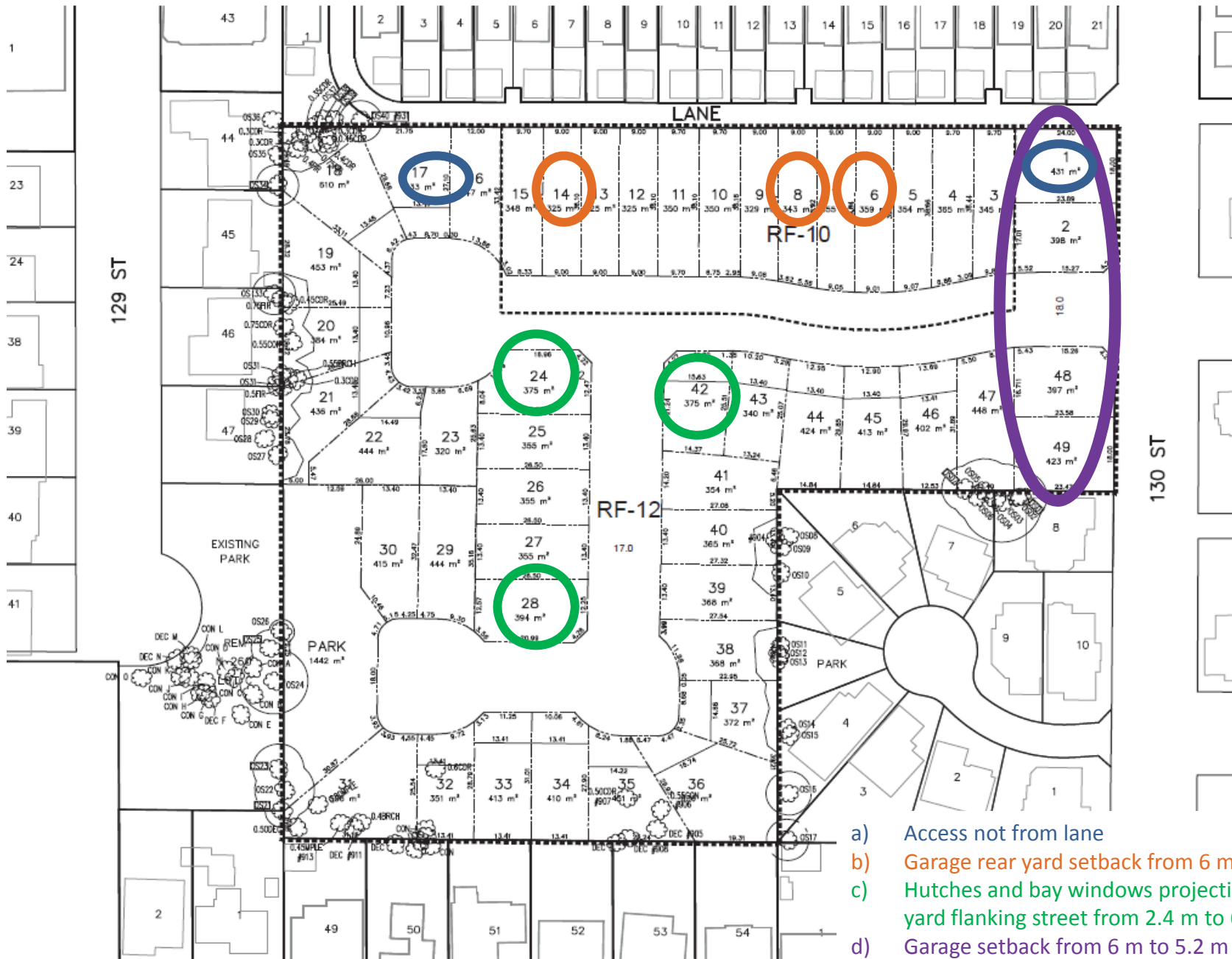
This summary and the referenced documents are prepared and submitted by:



Norman Hol, Consulting Arborist

Dated: March 17, 2014

Direct: 604 813 9194
 Email: norm@aclgroup.ca



Subdivision Concept

7913-0280-00

CITY OF SURREY

(the "City")

DEVELOPMENT VARIANCE PERMIT

NO.: 7913-0280-00

Issued To: HASSELL CONSTRUCTION LTD

("the Owner")

Address of Owner: 1347 - 132B Street
Surrey, BC V4A 4C2

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: 001-349-724
Lot 62 Section 8 Township 1 New Westminster District Plan 50206

1565 - 130 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 titles have been issued, as follows:

Parcel Identifier:

- (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 H. 1. Off-Street Parking of Part 17A Single Family Residential (12) Zone (RF-12), the access for proposed Lots 1 and 17 is allowed from 130 Street and 15A Avenue, respectively;
 - (b) In Section F. 4. Yards and Setbacks of Part 17C Single Family Residential (10) Zone (RF-10), the minimum Rear Yard setback for *Accessory Buildings* and *Structures* is reduced from 6 metres [20 ft] to 3 metres [10 ft] for proposed Lots 6, 8 and 14;
 - (c) In *Setback* Definition of Part 1 Definitions, hutches and bay or boxed windows may encroach on each storey into the *Side Yard on Flanking Street* setback, to a maximum of 0.6 m [2 ft.], provided that said hutches and bay or boxed windows shall not exceed a total of 6 m [20 ft], increased from 2.4 m [8 ft.], for proposed Lots 24, 28 and 42; and
 - (d) In Section F. Yards and Setbacks of Part 17A Single Family Residential (12) Zone (RF-12), the minimum Front Yard setback for *Principal Buildings* is reduced from 6 metres [20 ft] to 5.2 metres [17 ft] for the garage on proposed Lots 1, 2, 48 and 49.
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