

City of Surrey
PLANNING & DEVELOPMENT REPORT

File: 7914-0067-00

Planning Report Date: February 2, 2015

PROPOSAL:

- **Rezoning** from RA to RF-10

in order to allow subdivision into 16 single family lots and one remainder portion.

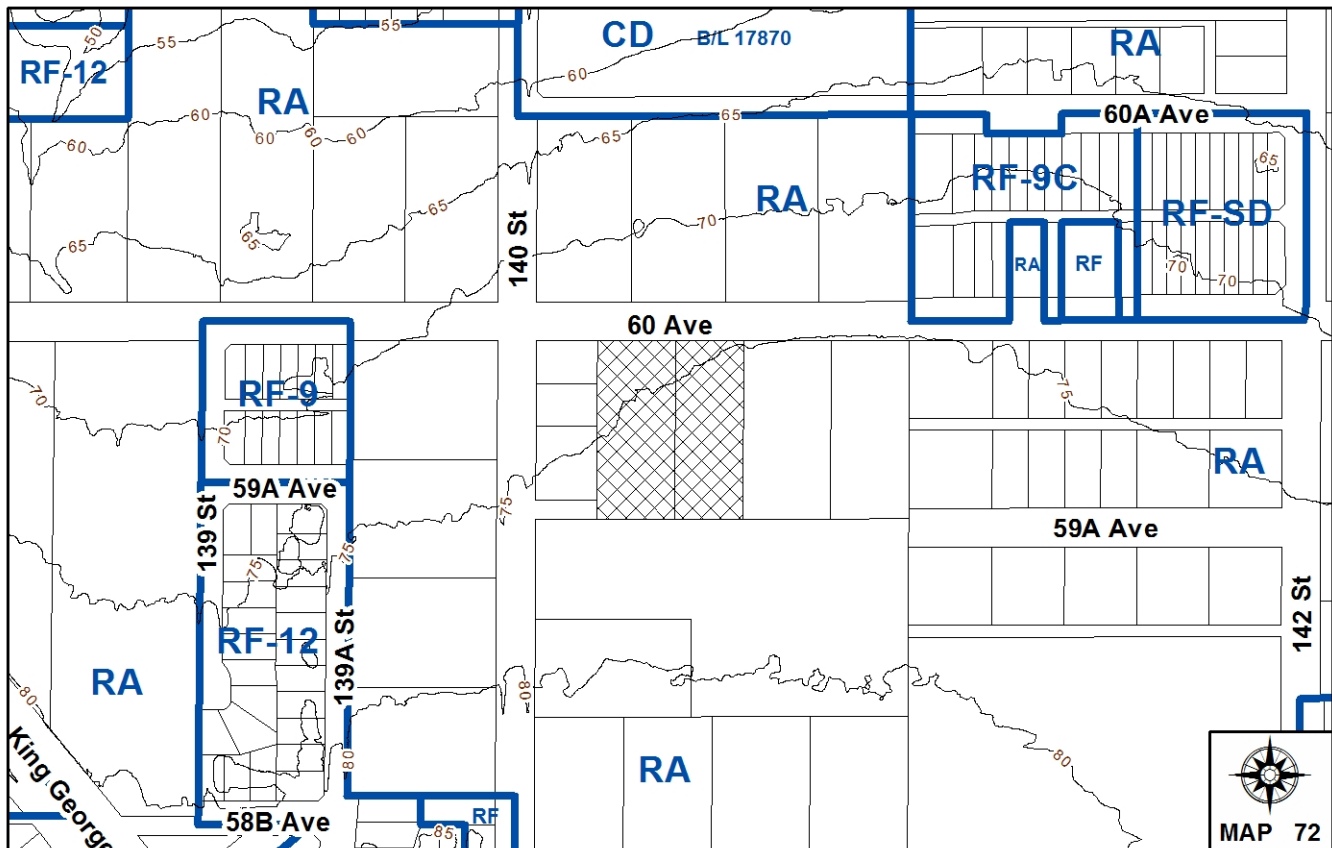
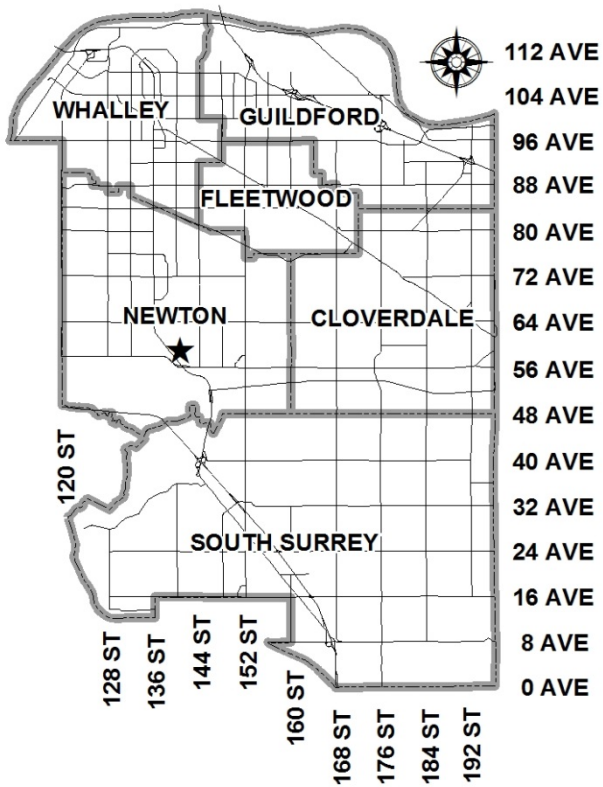
LOCATION: 14022 and 14050 - 60 Avenue

OWNER: Satnam Aujla
Narinder Garcha
Satpal Bal

ZONING: RA

OCP DESIGNATION: Urban

NCP DESIGNATION: Single Family Small Lots (8-10 u.p.a.)



RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for rezoning.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- None

RATIONALE OF RECOMMENDATION

- The proposed land use complies with the Official Community Plan and the South Newton NCP.
- The proposed density, building form, and layout is consistent with the established pattern of development in the area.
- The proposal will contribute to a desired north-south road located east of the subject site and adjacent to the BC Hydro corridor, also the location of the South Newton Greenway.

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to rezone the subject site from "One-Acre Residential Zone (RA)" (By-law No. 12000) to "Single Family Residential (10) Zone (RF-10)" (By-law No. 12000) and a date be set for Public Hearing.
2. Council instruct staff to resolve the following issue prior to final adoption:
 - (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
 - (b) submission of a subdivision layout to the satisfaction of the Approving Officer;
 - (c) approval from the Ministry of Transportation & Infrastructure;
 - (d) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
 - (e) submission of a finalized lot grading plan to the satisfaction of the Planning & Development Department;
 - (f) demolition of existing buildings and structures to the satisfaction of the Planning Department;
 - (g) registration of a 'no-build' restrictive covenant on a portion of Lot 15 until it is consolidated with a portion of land from the adjacent property; and
 - (h) completion of a cost-sharing agreement to partially fund the construction of 141 Street in accordance with the description provided in this report.

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:**

8 students at Woodward Hill Elementary School
4 students at Sullivan Heights Secondary School

(Appendix VI)

The applicant has advised that the dwelling units in this project are expected to be constructed and ready for occupancy by mid-2016.

Parks, Recreation & Culture: No objections.

Ministry of Transportation & Infrastructure (MOTI): Preliminary approval granted.

SITE CHARACTERISTICS

Existing Land Use: Single family dwellings on 2 separate parcels.

Adjacent Area:

Direction	Existing Use	OCP/NCP Designation (South Newton)	Existing Zone
North (Across 60 Avenue):	Single Family Dwellings	Urban/Single Family Small Lots	RA (Rezoning & subdivision application 13-0164-00 for 24 RF-SD lots submitted).
East:	Single Family Dwelling	Urban/Single Family Small Lots	RA (Rezoning and subdivision application 14-0345-00 submitted for 6 RF-12 lots, 1 RF-10 lot, and a remainder portion).
South:	Single Family Dwelling	Urban/Single Family Small Lots	RA
West:	Single Family Dwelling	Urban/Single Family Small Lots	RA

DEVELOPMENT CONSIDERATIONS

Background

- The 0.694 hectare (1.72 acre) subject site is comprised of two side-by-side parcels addressed 14022 and 14050 – 60 Avenue. These lots are zoned "One Acre Residential Zone (RA)", designated as "Urban" in the Official Community Plan, and designated for "Single Family Small Lots" in the South Newton NCP. Each parcel currently contains a single family dwelling and is heavily treed.
- The area surrounding the subject site is currently undergoing extensive redevelopment, both north and south of 60th Avenue near 140th Street. Staff have received numerous pre-application inquiries for other properties near the subject site and expect continued development activity in the area.

Proposal

- The applicant proposes to rezone the subject site from "One Acre Residential Zone (RA)" to "Single Family Residential (10) Zone (RF-10)" and subdivide the site into 16 single family lots and a small remainder portion (Layout contained in Appendix II).

- The proposed remainder portion, adjacent to Lot 8 as shown in Appendix II, is intended for future consolidation with a remainder portion proposed as part of the adjacent development application (7914-0345-00) to form an additional RF-10 lot. A concept is also shown in Appendix II. Application 7914-0345-00 is currently scheduled to be considered for 1st and 2nd Reading by Council at their February 23, 2015 meeting.
- As the remainder portion adjacent to Lot 8 does not meet the minimum dimensions of the RF-10 zone, it is proposed to be 'hooked' to Lot 15 (also encumbered, as detailed later in this report). A no-build restrictive covenant will be required to be registered over this remainder portion until such a time that the adjacent application (7914-0345-00) is completed and the two portions can be consolidated.
- Notwithstanding the aforementioned remainder portion, the proposed lots all meet the minimum width, depth and area requirements of the RF-10 Zone. Lots 2 and 8 are proposed to be 8.5 metres (28 ft.) wide, utilizing the reduced "Type II" dimensions of the RF-10 Zone that are permitted for 25% of a subdivision. Given that these lots are substantially deeper than the minimum lot depth of the RF-10 zone (36 metres vs. 30 metres / 120 ft. vs. 98 ft.) and can thus accommodate 4 parking stalls on each lot (2 in a garage plus 2 on garage apron), staff support this proposed layout.
- Furthermore, this 0.5 metre (1.6 ft.) reduction in lot width facilitates an agreement between this and the adjacent developments to achieve the modified road and laneway layout shown on the concept plan in Appendix II and discussed in the following section.

Vehicle Access and Site Servicing

- The RF-10 Zone requires that all lots have laneway access and garages located at the rear. Front driveway access is not permitted in this zone.
- Temporary laneway access and a servicing corridor is proposed over Lot 15 until such a time that the adjacent parcels to the west (14010 - 60 Avenue, 5964 and 5980 - 140 Street) re-develop. At the time this occurs, it is intended that the proposed laneway will extend further westward to ultimately connect with 140 Street at which time the temporary laneway can be removed and utilities repositioned.
- A no-build restrictive covenant will be required to be registered over Lot 15 until such a time that laneway and servicing repositioning is available.
- A temporary turnaround will be required over the rear of one lot until the adjacent application to the east (7914-0345-00) is completed and a second laneway outlet to 59A Avenue is provided.
- The applicant will be required to dedicate 11.5 metres (38 ft.) and construct a partial road along the south frontage of the subject site (59A Avenue). In addition, the applicant will be required to construct a 31.5 metre (103 ft.) unopened portion of 59A Avenue road allowance extending from 140 Street to the subject site. (The unopened road allowance is located immediately south of 5964 - 140 Street and shown on the cover of this report).

South Newton NCP Road Network Amendment

- In keeping with the priorities identified in the Transportation Strategic Plan to establish a finer grain road network, the Engineering Department has identified a need for a new north-south road to the east of the development site (adjacent to the existing BC Hydro Corridor) that is not identified in the South Newton NCP. The future road alignment is shown on the concept plan in Appendix II.
- This new road is consistent with development applications 7909-0132-00, 7907-0371-00 and 7912-0151-00, all located north of 60 Avenue. The new road will ultimately establish a north-south connection between 62 Avenue and 58A Avenue as intervening lands developing. The connection between 60 Avenue and 59A Avenue, over the property at 14082 - 60 Avenue east of the present development, is a critical connection in this new road alignment.
- In the absence of a larger land consolidation that includes the properties to the east (Applications 7914-0314-00 and 7914-0345-00), and further to offset the substantial land dedication and construction costs that will be borne by 14082 - 60 Avenue for the provision of 141 Street, the City has requested that the applicant of the subject site contribute towards a cost sharing program and funding strategy for this proposed new road.
- The funding strategy is based upon the benefitting area of the new road, the estimated cost of construction, and the allocation of the costs of construction. Allocation of cost is distributed proportionately to the benefitting lands based on net developable area (not including road dedication). The funding breakdown and proportion of developable area is detailed in the chart below. Contribution amounts are based upon current industry construction costs and also include an allowance for Engineering Design:

141 Street Funding Strategy			
	Construction Cost Estimate		\$ 184,204
Benefitting Area	Net Area	Proportion	Contribution
7914-0067 (14022 & 14050 60 Ave)	5,934.00 m ²	50.3%	\$92,664
7914-0345-00 (14064 60 Ave)	3,612.00 m ²	30.6%	\$56,404
7914-0314-00 (14082 - 60 Ave)	2,250.00 m ²	19.1%	\$35,136
Totals:	11,796.00 m²	100.0%	\$184,204

- The proceeds from the funding strategy will be allocated towards the construction of 141st at the time of redevelopment of 14082 - 60 Avenue (Application 7914-014-00).
- This funding strategy is consistent with the approach taken in other locations throughout the City, recently the 138 Street re-alignment west of the subject site (as detailed in Corporate Report R215, November 2011) and ensures that both the costs and benefits of road construction and development, respectively, are shared equally amongst the properties within the benefitting area. Ultimately, the objective is to ensure fairness amongst properties so that those with a substantially lower lot yield (because of road dedication) are left with economically viable development potential.

- The applicant has agreed to the proposed funding strategy to address the road requirements which provides for coordinated development applicants in advance of the 141 Street dedication and construction.
- The applicant and the owner of 14064 60th Avenue (7914-0345-00) have had on-going discussions regarding an agreement on the layout and funding strategy. Staff is of the opinion that the proposed arrangement is reasonable and fair. The owner of 14064 60th Avenue has also provided written consent for their contribution to the funding strategy.

PRE-NOTIFICATION

Pre-notification letters were mailed on November 3, 2014, to the owners of 41 properties within 100 metres of the development site. A Development Proposal sign was installed fronting the property on June 6 2014. To date, staff have received correspondence from one nearby owner, citing a number of concerns. Those concerns are itemized below, with staff responses in italics.

- Concerns over the equity of development with respect to construction costs and lot yield.

Staff have worked with the applicant to organize a cost sharing and funding strategy to facilitate equity and shared costs amongst lots with development potential in this area. Staff work to ensure that an equitable lot yield is provided for all development properties and that one property is not burdened with onerous road dedication or construction costs.

- Concerns regarding traffic circulation and the amendment of the NCP road network to the detriment of other potential development properties.

The changes to the NCP road layout are intended to improve traffic mobility and circulation by providing a finer grain road network and disperse traffic. NCP Amendments are approved by Council and subject to a public notification as part of the development application process. Applicants are required to submit concept plans showing how NCP amendments affect neighbouring properties and negative impacts are mitigated.

- Concern over only one laneway access point.

The proposed laneway for project 7914-0067-00 falls below 100 metre length threshold that typically requires two access points. A temporary turnaround will be provided. A secondary laneway access point will be required to be provided by application 7914-0067-00 to the east.

TREES

- The applicant retained Tree Frogger's Consultants to prepare an Arborist report and make recommendations for tree removal and preservation. 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	4	4	0

Tree Species	Existing	Remove	Retain
Deciduous Trees (excluding Alder and Cottonwood Trees)			
Apple	1	1	0
Cherry	1	1	0
Honeylocust	1	1	0
Katsura	1	1	0
Paulownia	1	1	0
Bigleaf Maple	2	1	0
Norway Maple	1	1	0
Coniferous Trees			
Douglas Fir	25	25	0
Serbian Spruce	1	1	0
Western Red Cedar	33	33	0
Total (excluding Alder and Cottonwood Trees)	67	67	0
Total Replacement Trees Proposed (excluding Boulevard Street Trees)	0		
Total Retained and Replacement Trees	0		
Contribution to the Green City Fund	\$25,800		

- The Arborist Assessment identifies 71 mature trees on the subject site, of which 4 are Alders. Taking into account building footprints (both houses and detached garages), as well as road and laneway construction, it was determined that all trees must be removed to facilitate this development proposal.
- Staff have further reviewed the arborist report and again explored for opportunities for preservations. Unfortunately, due to the small lot configuration identified in the South Newton NCP, tree preservation is not possible on this site without substantial reduction of building envelopes or a reduction in the number of lots. Furthermore, the trees along 60 Avenue have been heavily pruned and are not suitable for preservation. Trees located along the rear (south) property line are located in the proposed 59A road allowance, and the required laneway and parking pads further restrict opportunities for preservation.
- Replacement trees cannot be accommodated on RF-10 lots. In lieu of the required 138 replacement trees, the applicant proposes a \$25,800 cash-in-lieu contribution to the City Green Fund (at a maximum of \$15,000 per acre).
- Boulevard trees will however be planted on both 60 Avenue and 59A Avenue at an interval of one per every 10 metres (30 feet) as part of the Servicing Agreement.

Design Guidelines and Lot Grading.

- The applicant retained Mike Tynan of Tynan Consulting Ltd. as the Design Consultant to conduct a character study of the surrounding homes and propose a set of Building Design Guidelines to maintain consistency with existing developments.
- The Character Study found that the majority of existing older urban homes in the area do not provide an appropriate context for new development. The new guidelines are consistent in theme and character with those created for recent nearby developments.
- The proposed guidelines have been reviewed by staff and found to be generally acceptable. A summary is contained in Appendix V.
- A preliminary lot grading and servicing plan, submitted by HY Engineering, has been reviewed by staff and found to be generally acceptable. The applicant proposes some fill over portions of the site to accommodate in-ground Basements on all lots. This is consistent with the surrounding developments.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheets
Appendix II.	Proposed Subdivision Layout
Appendix III.	Engineering Summary
Appendix IV	School District Comments
Appendix V	Building Design Guidelines Summary

original signed by Nicholas Lai

Jean Lamontagne
General Manager
Planning and Development

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SUBDIVISION DATA SHEET

Proposed Zoning: RF-10

Requires Project Data	Proposed
GROSS SITE AREA	
Acres	1.72
Hectares	0.694
NUMBER OF LOTS	
Existing	2
Proposed	16 + remainder
SIZE OF LOTS	
Range of lot widths (metres)	8.5 - 12.4
Range of lot areas (square metres)	306 - 450
DENSITY	
Lots/Hectare & Lots/Acre (Gross)	23.8/9.59
Lots/Hectare & Lots/Acre (Net)	30.32/12.3
SITE COVERAGE (in % of gross site area)	
Maximum Coverage of Principal & Accessory Building	40.9
Estimated Road, Lane & Driveway Coverage	33
Total Site Coverage	73.9
PARKLAND	
Area (square metres)	n/a
% of Gross Site	n/a
	Required
PARKLAND	
5% money in lieu	YES
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	NO

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

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

DATE: **January 27, 2015**

PROJECT FILE: **7814-0067-00**

RE: **Engineering Requirements
Location: 14022 60 Avenue**

REZONE/SUBDIVISION


Property and Right-of-Way Requirements

- Dedicate 1.942 metres on 60 Avenue for an ultimate 24.00 metre wide Collector road.
- Dedicate approximately 11.50 metre width for 59A Avenue minimum half road standard (ultimate 20.00 metre wide Local road allowance).
- Dedicate 6.00 metre width for an ultimate 6.00 metre wide residential lane allowance.
- Register 0.5 metre wide Statutory Right-of-Way (SRW) on south side of 60 Avenue, and north side of 59A Avenue, for utility and service connection works and access to abutting/adjacent highway or City owned property.
- Register SRWs for temporary lane accesses to 60 Avenue or 59A Avenue, with no-build RC on affected lots until ultimate lane outlet is achieved.
- Register SRWs for temporary gravity servicing of site.

Works and Services

- Construct south side of 60 Avenue to the Collector standard.
- Construct 59A Avenue to Local half road standard fronting site and extending to 140 Street.
- Construct the residential Lane with temporary connections to 60 Avenue or 59A Avenue.
- Pay the contribution amount of \$92,664.00 for future construction of 141 Street.
- Confirm downstream drainage system capacity; upgrade if required.
- Construct drainage system to service the proposed development and the frontage roads.
- Provide minimum 450mm augmented topsoil on all pervious areas in accordance with ISMP.
- Extend a 200mm water main on 59A Avenue and tie-into the existing main on 140 Street.
- Construct the sanitary sewer system as required in the South Newton NCP, including construction of frontage sewer mains and extension of a sanitary sewer on 140 Street up to the nearest tie-in points.
- Pay applicable latecomer and DCC front ender charges.

A Servicing Agreement is required prior to Rezone/Subdivision.



Rémi Dubé, P.Eng.
Development Services Manager
IK1

NOTE: Detailed Land Development Engineering Review available on file



Tuesday, November 04, 2014
Planning

THE IMPACT ON SCHOOLS

APPLICATION #:

14 0067 00

SUMMARY

The proposed 16 Single family with suites are estimated to have the following impact on the following schools:

Projected # of students for this development:

Elementary Students:	8
Secondary Students:	4

September 2013 Enrolment/School Capacity

Woodward Hill Elementary

Enrolment (K/1-7):	66 K + 463
Capacity (K/1-7):	40 K + 450

Sullivan Heights Secondary

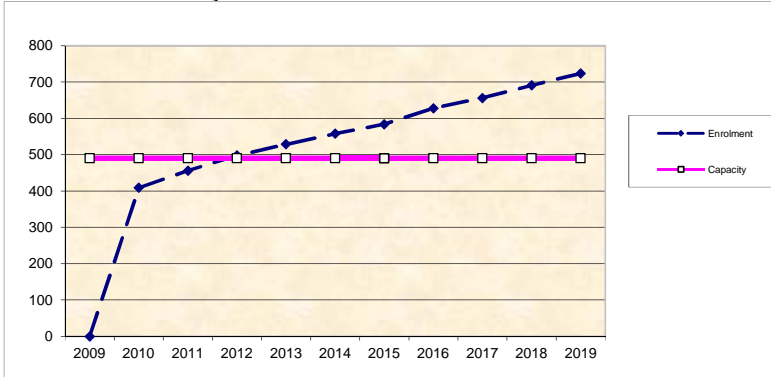
Enrolment (8-12):	1412
Nominal Capacity (8-12):	1000
Functional Capacity*(8-12):	1080

School Enrolment Projections and Planning Update:

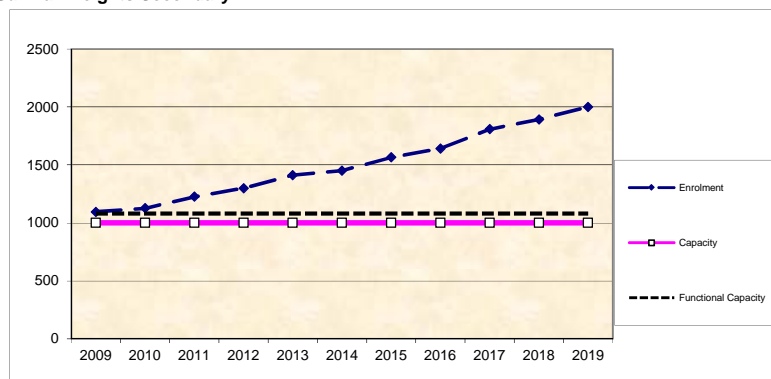
The following tables illustrate the enrolment projections (with current/approved ministry capacity) for the elementary and secondary schools serving the proposed development.

The subject development could yield a student population of approximately 8 elementary students and 4 secondary students. Both the area elementary school, Woodward Hill, and the area secondary school, Sullivan Heights, are already above built capacity. The capacities of both schools are currently supplemented with portables to accommodate existing enrolment. The amount and density of development in the South Newton area has outpaced initial projections based on the NCP, creating significant enrolment pressures at area schools. The district has commenced short and longer range planning initiatives to deal with enrolment pressures at Woodward Hill and Sullivan Heights Secondary. The district's most recent capital plan submission to the Ministry of Education includes as a high priority, a 110 student addition to Woodward Hill Elementary.

Woodward Hill Elementary



Sullivan Heights 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: 7914-0067-00
 Project Location: 14022, 14050, and 14064 - 60 Avenue, Surrey, B.C.
 Design Consultant: Tynan Consulting Ltd., (Michael E. Tynan)

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

1. Residential Character

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

The subject site is located in an old growth area, where homes 35-70 years old are situated on large RA zoned lots. Most homes are either small simple Bungalows, or are Basement Entry / Cathedral Entry type with box-like massing characteristics. Landscapes are modest. There are two relatively new projects less than one block east of the site; 7911-0147-00, and 7910-0067-00 which contain a variety of zonings including RF9C, RF, and RFSD. Less than one block west of the subject site is a relatively new RF9 zone project, 7910-0175-00.

This area saw significant development during the 1950s and 1960s. The age distribution from oldest to newest is: pre-1950's (7%), 1950's (33%), 1960's (33%), 1970's (14%), and 1980's (13%). Home size distribution is: Under 1000 sq.ft. (14%), 1000 - 1500 sq.ft. (33%), 2001 - 2500 sq.ft. (21%), and 2501 - 3000 sq.ft. (33%). Styles found in this area include: "Old Urban" (67%), "West Coast Traditional" (13%), "West Coast Traditional" (7%), "West Coast Modern" (7%), and "Heritage (Old B.C.)" (7%). Home types include: Bungalow (47%), 1 ½ Storey (7%), Two-Storey (7%), Basement Entry (20%), and Cathedral Entry (20%).

Massing scale (front wall exposure) characteristics include: Low mass structure (47%), Low to mid-scale massing (7%), Mid-scale massing (7%), and High scale, box-like massing (40%). The scale (height) range for front entrance structures includes: One storey front entrance (80%) and 1 ½ storey front entrance (20%). The range of roof slopes found in this area is: flat (7%), 2:12 (13%), 3:12 (13%), 4:12 (27%), 5:12 (20%), 6:12 (13%), and 8:12 (7%).

Main roof forms (largest upper floor truss spans) include: Main common hip roof (13%), Main common gable roof (67%), Main Dutch hip roof (7%), and Flat roof (13%). Feature roof projection types include: None (56%), Common Hip (13%), Common Gable (25%), and Dutch Hip (6%). Roof surfaces include: Tar and gravel (20%), Roll roofing (7%), Interlocking tab type asphalt shingles (27%), Rectangular profile type asphalt shingles (20%), and Shake profile asphalt shingles (27%).

Main wall cladding materials include: Horizontal cedar siding (27%), Vertical channel cedar siding (20%), Horizontal vinyl siding (27%), and Stucco cladding (27%). Feature wall trim materials used on the front facade include: No feature veneer (47%), Brick feature veneer (27%), and Horizontal cedar accent (27%). Wall cladding and trim colours include: Neutral (65%), Natural (25%), and Primary derivative (10%).

Covered parking configurations include: No covered parking (13%), Single carport (13%), Double carport (13%), Single vehicle garage (27%), Double garage (27%), and Rear garage (7%). Landscaping standards are modest by modern standards and are not contextually relevant to the subject site. Driveway surfaces include: gravel (27%), asphalt (67%), and Rear driveway (7%).

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

- 1) **Context Homes:** The housing stock in the area surrounding the subject site does not provide suitable architectural context for a post year 2010 RF-10 zone development. Massing scale, massing designs, house size and shape, roof designs, construction materials, and trim and detailing elements have changed (and improved) significantly since most homes in this area were constructed. A new character area is proposed that will have greater similarities to the aforesaid nearby developments east and west of the subject site (slightly outside the study area), than that of the existing older neighbouring homes.
- 2) **Style Character:** Most neighbouring homes can be classified as old urban homes that have massing designs and exterior trim and detailing standards that do not meet modern standards. Rather than emulating the existing homes, the recommendation is to utilize reasonably *compatible* styles including "Neo-Traditional", "Neo-Heritage", "Craftsman-Heritage" and "Rural Heritage", styles similar to those used on the aforesaid nearby developments. Note that style range is not specifically restricted in the building scheme. However, the consultant refers to the character study when reviewing plans for meeting style-character intent.
- 3) **Home Types:** There is a wide range of home types evident, and so some flexibility is justified. Home type (Two-Storey, Bungalow, Basement Entry, Split Level, etc..) will not be regulated in the building scheme. It is expected however, that every home will be Two-Storey type with in-ground basement.
- 4) **Massing Designs:** Massing designs should meet new standards for RF-10 zoned subdivisions. New homes should exhibit "mid-scale" massing. Various elements and projections on the front of the home should be interesting architecturally, and should be in pleasing natural proportions to one another. These elements and projections should be located so as to create balance across the façade.
- 5) **Front Entrance Design:** Front entrance porticos should be of a human scale, limited to a maximum height of one storey to ensure there is not proportional overstatement of this one element. A one storey high front entrance is an appropriate scale for homes in this zone, and is consistent with other homes in this area, including the nearby newer developments.
- 6) **Exterior Wall Cladding:** A wide range of cladding materials have been used in this area, including vinyl, cedar, stucco, brick, and stone. Reasonable flexibility should therefore be permitted, including the use of vinyl siding, provided the overall quality of wall cladding materials meets or exceeds common standards for post 2010 developments.
- 7) **Roof surface:** This is area in which most homes have asphalt shingle roofs. It is expected that all new homes at the subject site will also have asphalt shingle roofs, and for continuity, asphalt shingles are recommended. A single cedar shingle or concrete tile roof would stand out as inconsistent due the large difference in textures (thickness) between asphalt shingles and cedar shingles or concrete tiles, and so these products

are not recommended. However, where opportunities arise to introduce new environmentally sustainable products, they should be embraced. Generally, these materials have thicknesses between asphalt shingles and cedar shingles and will not appear out of place texturally. Therefore, to ensure consistency of character, only shake profile asphalt shingles and shake profile sustainable products are recommended.

- 8) **Roof Slope:** A significant number of neighbouring homes have low slope roofs that are not well suited to the proposed style range. Emulation of the low slope roof characteristic is therefore not recommended. Roofs slopes of 8:12 or higher are recommended, with standard exceptions to allow lower slopes at verandas (so front windows at the upper floor can be of sufficient depth) and to ensure that roofs are not overly high, resulting in over-shadowing of neighbouring lots, or resulting in view corridor blockage.

Streetscape: The area surrounding the subject site was developed substantially in the 1950s and 1960s. Large lots contain small Bungalows or larger box-like Basement Entry or Cathedral Entry houses (thus, homes have either low mass, or box like massing characteristics). Most homes have simple low slope roofs with an asphalt surface. Homes are clad in cedar, stucco, or vinyl. Just over half (53%) of homes have masonry or cedar veneers. The colour range includes neutral, natural and primary hues. Landscaping consists of mature shrubs or trees with sod or native brush. In sharp contrast, there are developments less than five years old, one block east, and one block west (on 60 Ave.) at which numerous compact lot Neo-Heritage and Neo-Traditional style Two-Storey type homes, that meet modern development standards, are currently under construction.

2. Proposed Design Guidelines

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

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

2.2 Proposed Design Solutions:

**Interfacing Treatment
with existing dwellings)**

Existing neighbouring homes do not provide suitable context for the proposed RF-10 type homes at the subject site. Interfacing treatments are therefore not contemplated. Rather, massing design, construction materials, and trim element treatments will meet or exceed standards commonly found in RF-10 developments constructed in Surrey subsequent to the year 2010.

Exterior Materials/Colours:

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

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

Roof Pitch:

Minimum 8:12.

Roof Materials/Colours:

Only shake profile asphalt shingles with a raised ridge cap and new environmentally sustainable roofing products providing that aesthetic properties of the new materials are equal to or better than the traditional roofing products. Greys, browns, or black only.

In-ground basements:

Permitted, subject to determination that service invert locations are sufficiently below grade. Basements will appear underground from the front.

Treatment of Corner Lots:

Not applicable - there are no corner lots

Landscaping:

Moderate modern urban standard: Tree planting as specified on Tree Replacement Plan plus minimum 12 shrubs of a minimum 3 gallon pot size. Sod from street to face of home. Driveways: exposed aggregate, interlocking masonry pavers, stamped concrete or broom finish concrete. All driveways connect the rear lane to the rear garage slab.

Compliance Deposit: \$5,000.00

Summary prepared and submitted by: Tynan Consulting Ltd.

Date: June 28, 2014

Reviewed and Approved by:



Date: June 28, 2014