

NO: **L003**

COUNCIL DATE: **February 20, 2012**

REGULAR COUNCIL – LAND USE

TO: **Mayor & Council**

DATE: **February 20, 2012**

FROM: **General Manager, Planning and Development
General Manager, Engineering**

FILE: **7910-0132-00**

SUBJECT: **Proposed Rezoning to RF-12 and Development Variance Permit
11553 Millar Road - By-law No. 17341 - Development Application No. 7910-0132-00**

RECOMMENDATION

The Planning and Development Department and the Engineering Department recommend that Council:

1. Receive this report as information;
2. Grant third reading to By-law No. 17341 that, if adopted, will rezone the lot at 11553 Millar Road from Single Family Residential Zone (RF) to Single Family Residential 12 Zone (RF-12) and that final adoption of the By-law be subject to confirmation that the means documented in this report to address the matters that were raised at the Public Hearing have been implemented or secured to confirm their implementation at the appropriate time in the development process; and
3. Resolve to support the approval of Development Variance Permit No. 7910-0132-00.

INTENT

The purpose of this report is to provide information about issues and concerns that were raised during the Public Hearing on January 10, 2011, related to a proposed rezoning of the property at 11553 Millar Road (the "Property") (see Appendix "A"). The proposal is to rezone the Property from Single Family Residential Zone (RF) to Single Family Residential 12 Zone (RF-12) to permit subdivision of the Property into three small single-family residential lots.

BACKGROUND

The Property is on the north side of Millar Road, between 116 Street and River Road and is highlighted on the map attached as Appendix "A". The Property is currently zoned Single Family Residential Zone (RF) and is designated "Urban" in the Official Community Plan ("OCP"). The applicants are proposing to rezone the Property from "Single Family Residential Zone (RF)" to "Single Family Residential 12 Zone (RF-12)" to allow subdivision into three small single-family residential lots.

A Public Hearing was held on January 10, 2011, related to Rezoning By-law No. 17341, which, if adopted, would rezone the Property from the RF Zone to the RF-12 Zone to allow subdivision of the Property into three small single family residential lots (see Appendix "B"). The development application also includes a Development Variance Permit application to vary the minimum front and rear yard setbacks for the proposed lots and the road width standards along the frontage of the proposed lots.

During the Public Hearing, several speakers raised concerns about the proposed development and Council received six letters in opposition to the proposed development.

After the Public Hearing, Council adopted the following resolution [RES.R11-80]:

"That Surrey Zoning By-law 1993, No. 12000, Amendment By-law, 2010, No. 17341 be referred back to staff for review of issues raised at the Public Hearing and discussion with regard to Millar Road at a future shirt-sleeve session".

DISCUSSION

Context

There is a similar application in process for the lot at 11515 Millar Road (Application No. 7907-0190-00), which is on the north side of Millar Road, two lots to the west of the Property. The Public Hearing related to this other application was held on May 4, 2009. Similar concerns were expressed at this previous Public Hearing, as were expressed during the more recent Public Hearing. In relation to this other application for rezoning, Council granted third reading to the related Rezoning By-law (By-law No. 16932) on March 22, 2010, following consideration of Corporate Report No. L002, a copy of which is attached as Appendix "C". The applicant related to the lot at 11515 Millar Road responded to the concerns raised at the Public Hearing by modifying the lot-grading plan for the subdivision to mitigate run-off from the site and agreed to reduce the building height as a means to address the massing impact of the proposed dwellings on the neighbouring properties. The application for the lot at 11515 Millar Road has not been pursued actively since Council approved third reading of the Rezoning By-law, as the applicant has not commenced the preparation of a servicing agreement.

Concerns Related to the Application for the Property at 11553 Millar Road

The main concerns raised at the January 10, 2011 Public Hearing related to the rezoning of the Property were:

- compatibility of proposed smaller lots with the existing form and character of the neighbourhood;
- road safety related to additional driveways off Millar Road and the traffic generated by the proposed development;
- stormwater management and drainage; and
- tree preservation.

Council also raised questions regarding possible alternative land uses and alternative zoning for the Property and the neighbouring lots on Millar Road and the planned cross-section for Millar Road.

Lot Size Compatibility

The three proposed lots each will have a frontage width of 15.24 metres (50 feet) and a minimum area of 339.5 square metres (3,654 square feet). As such, they all exceed the minimum requirements of the RF-12 Zone, which stipulates a minimum width of 13.4 metres (44 feet) and a minimum area of 320 square metres (3,445 sq. feet).

All of the existing RF lots along the north side of Millar Road are shallow and wide, with lot widths ranging between 26 metres (85 feet) and 55 metres (180 feet) and lot depths ranging between 22 metres (72 feet) and 25 metres (82 feet). Millar Road has a 12.2 metre (40 foot) wide road allowance and, along with seven original lots on the north side, was created in 1952 (Plan 13055). In 1953, six lots were created (Plan 14007) on the south side of Millar Road with no further road widening being obtained at that time. Subsequent two lot subdivisions were approved to two of the lots on the north side, one in 1981 (Plan 61286) and the other in 1997 (Plan LMP31559). Five separate subdivision applications were approved for most of the lots on the south side of Millar Road between 1956 and 1986. These subdivisions collectively have resulted in the current situation where there are a total of 11 lots on the south side of Millar Road and nine lots on the north side.

All of the existing lots on Millar Road have sufficient width and area to be subdivided into RF-12 Type II lots, subject to rezoning and to a Development Variance Permit ("DVP") to reduce the minimum lot depth requirement. A DVP will be required since additional dedication for widening the road allowance for Millar Road is necessary. In some circumstances, owners of adjacent lots will need to apply jointly to accomplish a reasonable subdivision pattern.

The subdivision of lots in this block is not practical under the current RF Zone as the road widening requirements result in lot depths that are too shallow and lot areas that are too small to comply with the existing RF Zone. Redevelopment of this block would also not be possible under the CD Zone (By-law No. 16419) that has been adopted for the Royal Heights neighbourhood to the south, since the CD Zone (By-law No. 16419) has the same lot depth and lot area requirements as the RF Zone.

From a land use perspective, rezoning the lots on Millar Road, including the Property to RF-12, has merit, in consideration of the proximity to the South Westminster NCP employment area and other amenities in the area. All of lots on this block of Millar Road have a minimum lot width of 26 metres (85 feet) and can be subdivided into RF-12 Type II lots in the future, subject to rezoning (see Appendix "D"). The subdivision of the lots will allow for the widening of Millar Road, which will result in improved traffic safety and circulation on Millar Road and in the area.

Road Safety and Traffic Volumes

Concerns related to the narrowness of Millar Road, the impacts of additional driveways on Millar Road and safety issues for both motorists and pedestrians on Millar Road were raised at the Public Hearing.

There are currently 20 lots that front Millar Road with each lot having at least one driveway on Millar Road. Some of these driveways are wider than the standard 6-metre (20 foot) width.

Millar Road is designated as a collector road and is one of the few streets in this area of Surrey that currently connects via River Road to South Fraser Way, which will become South Fraser Perimeter Road ("SFPR") upon completion of the Provincial project. Alternative local routes, although not as direct, include Regal Drive by way of the Townline Diversion, 92A Avenue in Delta and Scott Road north to Tannery Road. A map showing these route options is attached as Appendix "E". When the construction of the SFPR is complete, River Road will no longer connect to South Fraser Way/SFPR. As such, traffic volumes on Millar Road should decrease.

Millar Road has a road allowance width of 12.2 metres (40 feet), with a pavement width of 5.5 metres (18 feet) and a sidewalk on one side only (see "Appendix G"). The standard road allowance width for a collector road is 24 metres (79 feet) with a pavement width of 14 metres (47 feet).

In consideration of the constrained depths of the lots fronting Millar Road, the Engineering Department developed a modified collector road cross-section for Millar Road, which was presented at the Regular Council – Land Use meeting on December 13, 2010 and to the Regular Council - Public Hearing meeting on January 10, 2011 (see Appendix "F"). The proposed cross-section included a road allowance width of 16.6 metres (54 feet) with a pavement width of 10.5 metres (34 feet), a 0.5-metre (1.6 foot) statutory right-of-way for service connections, sidewalks and boulevards on each of the north and south sides of the road, and on-street parking and a bike lane on the south side of the road. On the date of the Public Hearing for the Rezoning Bylaw related to the Property, Council requested that staff re-examine this proposed cross-section. The results of that review are documented later in this report.

A modified collector standard requires that a DVP be approved in relation to any subdivision application along Millar Road, to vary the requirements of the Subdivision and Development By-law No. 8830 in relation to road dedication requirements for Millar Road. As noted above, the Engineering Department is supportive of a modified cross-section for Millar Road and, hence, the DVP that is necessary in relation to implementing such a cross-section.

Without a DVP varying the road allowance requirement, lots along Millar Road will not be able to subdivide and Millar Road will remain as it currently exists unless the City decides to acquire portions of lots fronting Millar Road to achieve the recommended road standard. Such an approach would be expensive for the City and would not be recommended in consideration of other higher priority transportation improvements that need to be funded across the City.

Neighbourhood Character

Millar Road and the neighbourhood are generally characterized by single-storey bungalows, basement-entry homes, and split-level homes, with lower sloped roofs (from flat to 7:12 pitch). With the exception of the lot to the immediate west of the Property, which is zoned Duplex Residential (RM-D) Zone, if any of the existing dwellings on Millar Road is demolished; the new dwelling on such lot would be subject to the provisions of the RF Zone, which permits a maximum building height of 9 metres (30 feet). The maximum permitted height of houses in the RF-12 Zone is 9.5 metres (31 feet), which is slightly higher than the 9-metre (30 foot) maximum permitted in the RF and RM-D Zones. The applicant related to the Property has agreed to limit the building height to 8.3 metres (27 feet) for the lots into which the Property is proposed to be subdivided.

The following table provides a comparison of the house floor area provisions for each of various Zones that are present in the area of Millar Road:

	Minimum Lot Size	Typical Lot Size in Area or Proposed Lot Size	Floor Area Ratio (FAR)	Maximum House Size on Typical or Proposed Lot in Area	House Cap (Maximum House Size in Zone)
RF	560 sq. m. (6,000 sq. ft.)	665 sq. m. (7,160 sq. ft.)	0.48	see House Cap	330 sq. m. (3,550 sq. ft.) excluding basement
CD (By-law No. 16419) for Royal Heights	560 sq. m. (6,000 sq. ft.)	700 sq. m. (7,535 sq. ft.)	0.48	see House Cap	298 sq. m. (3,200 sq. ft.) <i>including</i> basement
RF-12 Type II (Interior Lot)	320 sq. m. (3,445 sq. ft.)	340 sq. m. (proposed)	0.70	238 sq. m. (2,560 sq. ft.)	240 sq. m. (2,580 sq. ft.) excluding basement
RM-D 2 Units on Interior Lot	930 sq. m. (10,000 sq. ft.)	1,168 sq. m. (12,583 sq. ft.)	n/a*	372 sq. m. (4,000 sq. ft.) for 2 units	372 sq. m. (4,000 sq. ft.) excluding basement for 2 units

*Where "n/a" means "not applicable"

The maximum floor area for houses (including the garage) on the proposed RF-12 lots is 238 square metres (2,560 square feet). When compared to the houses that are permitted on the RF-zoned and CD-zoned lots in the area, the proposed houses will be smaller.

The applicant proposes to develop three, two-storey homes with no in-ground basement in any of the houses. The applicant has retained Tynan Consulting Ltd. as their building design consultant. The proposed Building Scheme for the three proposed lots specifically addresses the massing design of the proposed houses to ensure a reasonable integration of the new houses with existing neighbouring homes. These measures include limits on upper floor ceiling heights to a maximum of 2.4 metres (8 feet) and limits to main floor ceiling heights to a maximum of 2.7 metres (9 feet), for a total building height of 8.3 metres (27 feet). The applicant has agreed to a Section 219 Restrictive Covenant to limit the building height on each proposed lot to no more than 8.3 metres (27 feet). The roof slopes will also be limited to a maximum of 6:12 pitch to address concerns about the massing of the new houses. The Building Design Guidelines Summary is attached as Appendix "H". A sample of the building elevations along the street is attached as Appendix "I".

Slope Stability, Drainage and Tree Preservation

Across the north bluff area of the City, which includes the area within which Millar Road is located, some down-slope lots are showing signs of creep and some older foundation drains are not able to manage the flows emanating from up-slope development. However, in relation to the Property, the proposed subdivision and development will allow for the implementation of effective storm water management infrastructure, which will properly manage stormwater emanating from both upstream of the Property and from the new development on the Property.

The Property slopes away, to the north, from Millar Road. The lot-grading plan is designed such that the post-development flow is less than the existing predevelopment condition. The proposed houses on the lots will have their roof-leaders connected directly to an on-site detention facility, which will direct storm water from the lots to the storm pipe on Millar Road. The applicant will also be required to apply 450 millimetres (17 inches) of topsoil to the landscaped areas of each lot

to increase the absorption of storm water on each lot and thereby minimize runoff. This topsoil requirement is included in the Building Scheme and is noted on the lot grading plans. An in ground basement is not achievable on any of the proposed lots due to lot grading and drainage considerations.

The area and configuration of the proposed lots and the widening of Millar Road will not permit any of the six mature trees on the Property to be retained. The applicant will be taking action to protect from damage the cedar tree that is located on the neighbouring lot to the east by installing a retaining wall and increasing building setbacks along the east lot line of the most easterly-proposed lot. A Restrictive Covenant will be registered on this lot to limit the construction of any buildings or structures from within 3.4 metres (11 feet) of the east lot line for a depth of 12.2 metres (40 feet) from Millar Road, which will be necessary to protect the subject cedar tree.

Alternative Land Uses and Zoning

It is reasonable to assume that, over time, subdivision and redevelopment of all of the lots on Millar Road will be pursued. Staff has reviewed the potential for alternative zoning and redevelopment of the lots along Millar Road.

Residential land uses that generate densities greater than single-family densities are not recommended due to the resultant increase in driveways and traffic on Millar Road.

The Royal Heights neighbourhood is located between 96A Avenue and 97B Avenue to the south of Millar Road. This neighbourhood includes 126 single family lots that were rezoned to a CD Zone (By-law No. 16419) on March 31, 2008 and which was modified on January 9, 2012 by By-law No. 17487 (Appendix "A"). This rezoning was initiated by the owners of the houses in this Royal Heights neighbourhood as a means to preserve the character of the houses in the neighbourhood. The CD Zone reflects the general provisions of the RF Zone in relation to minimum lot dimensions, including a minimum lot area of 560 square metres (6,000 square feet); however, the floor area provisions in the CD Zone provide for less floor area than is permitted in the CD Zone and stipulate how covered decks and double height rooms are to be included in the calculation of the floor area of any new house.

Expanding the area covered by CD Zone By-law No. 16419, as amended, to include the Property and other lots on Millar Road would eliminate the potential for subdivisions of the lots on Millar Road independently of one another. Subdivision could only be achieved under this Zone with variances for lot depth and road standards and would require consolidation of adjacent lots. This approach is not recommended in that it would create a further impediment to redevelopment and the associated long-term improvements to Millar Road.

The RF-12 Zone has become a relatively standard zone in the newer areas of the City. Due to the efficiencies of the RF-12 Zone, it is anticipated that RF-12 zoning will become more prevalent as older areas of the City, such as Millar Road, redevelop.

The RF-12 Zone is considered to be a reasonable zone for Millar Road in that it will allow for the efficient redevelopment of the lots along Millar Road that will result in the widening of Millar Road, which will improve both traffic safety and circulation in the area.

Proposed Millar Road Cross-Section

The narrowness of the Millar Road allowance and the probability of collisions due to the number of driveways, and the necessity of the bike lane shown in the proposed Millar Road cross-section (see Appendix "F") were concerns raised at the Public Hearing in January 2011. Council requested that staff re-examine the proposed cross-section for Millar Road in view of the concerns and review possible alternatives.

On December 19, 2011, the Transportation Committee was presented with information regarding Millar Road, including the constraints to implementing a standard collector road cross-section and information regarding safety concerns related to motorist and pedestrian movement in the area. The Transportation Committee resolved to support the implementation of the modified cross-section for Millar Road as documented below and as illustrated in Appendix "G". The implementation of this cross-section along the full length of Millar Road will occur in parallel with the redevelopment of the adjacent lots on an incremental application-by-application basis. The Engineering Department has also developed an interim cross-section that will be implemented in parallel with the redevelopment of the lots located along the north side of Millar Road, which will include the Property that is the subject of this report. This interim cross-section is also illustrated in Appendix "G".

The following table provides a comparison of the current cross-section of Millar Road with the interim cross-section as referenced above and the proposed ultimate cross-section, which will be accomplished as redevelopment on both sides of Millar Road proceeds.

	Modified Collector Cross-Sections Proposed For Millar Road		
	Existing	Interim	Ultimate
Road Allowance	12.2 m	15.7 m (varies)	16.6 m
Pavement Width	5.9 m	8.0m (varies)	11.6m
Treed Boulevard	none	north side	north side
Sidewalk	south side	both sides	both sides
Parking	None	none	both sides

The interim cross-section as proposed will improve motorist safety by providing additional manoeuvring space (paved shoulder area) for vehicles using new driveways along Millar Road. Pedestrian improvements will occur incrementally with each development, but the full benefit will only be achieved with redevelopment along the full length of one side of the street. The ultimate cross-section as proposed will allow for the implementation of sidewalks and on-street parking on both sides of Millar Road. The ultimate cross-section can be achieved through redevelopment of all of the lots along the entire length of the street. The Transportation Division is satisfied that the street improvements as proposed will be satisfactory in relation to managing both motorist and pedestrian traffic in a safe and effective manner.

SUSTAINABILITY CONSIDERATIONS

The recommendations of this report are focussed on achieving the objectives of the City's Sustainability Charter; more particularly, the following action items:

- EC9: Quality of Design in New Development and Redevelopment; and
- EN13: Enhancing the Public Realm (implementing street widths and roadway design standards that minimize the negative impacts of transportation facilities on communities while providing appropriate infrastructure in support of the transportation needs of the City).

CONCLUSION

Based on the above discussion, it is recommended that Council:

- Grant third reading to By-law No. 17341 that if adopted will rezone the lot at 11553 Millar Road from Single Family Residential Zone (RF) to Single Family Residential 12 Zone (RF-12) and that final adoption of the subject By-law be subject to confirmation that the means documented in this report to address the matters that were raised at the Public Hearing have been implemented or secured to confirm their implementation at the appropriate time in the development process; and
- Resolve to support the approval of Development Variance Permit No. 7910-0132-00.

Original signed by
Jean Lamontagne
General Manager
Planning and Development

Original signed by
Vincent Lalonde P.Eng.
General Manager
Engineering

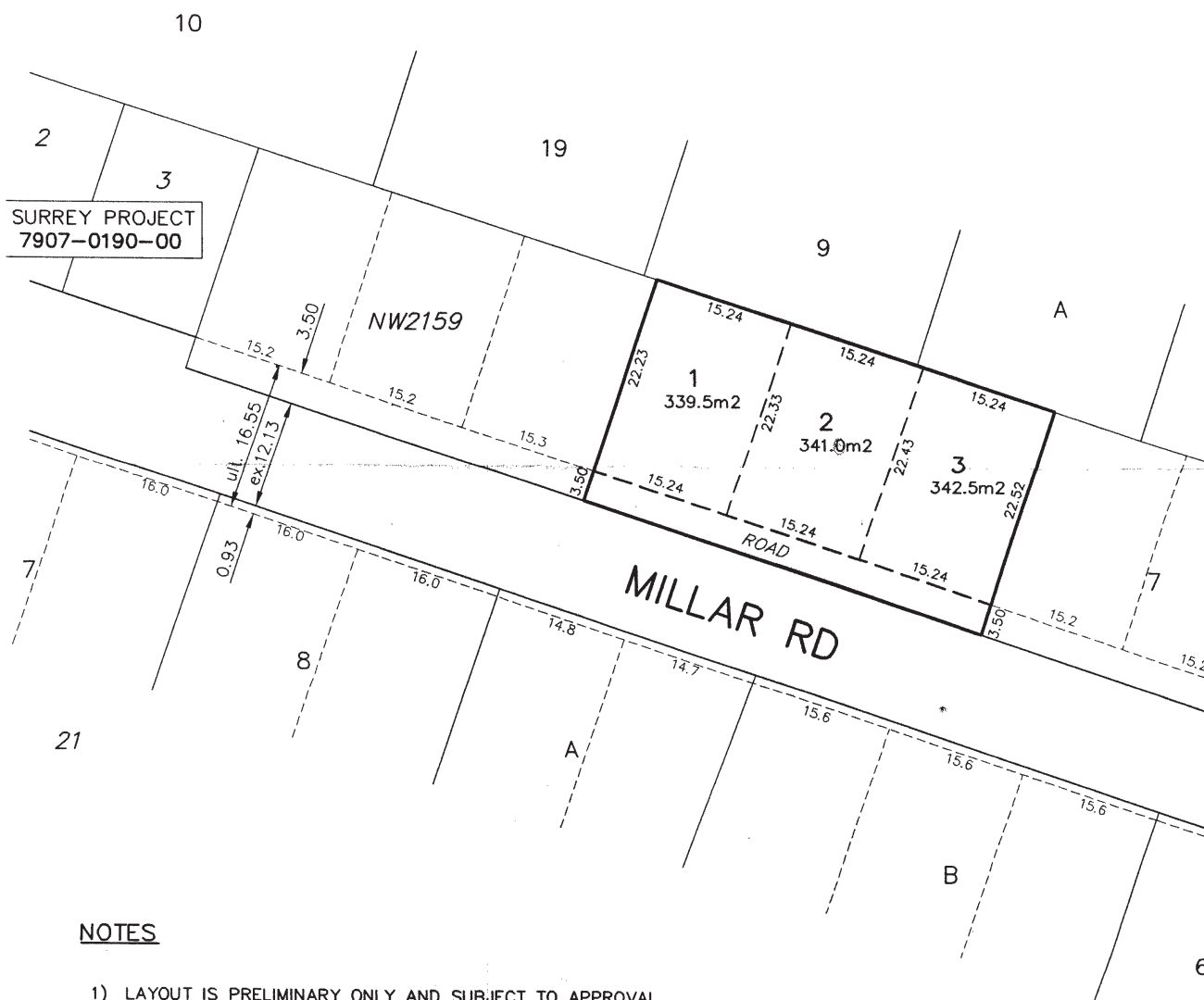
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Attachments:

- Appendix "A" Context Map
- Appendix "B" Proposed RF-12 Subdivision Layout
- Appendix "C" Corporate Report Loo2, dated March 22, 2010
- Appendix "D" Ultimate Subdivision Pattern
- Appendix "E" Alternate Traffic Routes
- Appendix "F" Millar Road Cross-section presented to Council at the December 13, 2010 Regular Council Land Use Meeting
- Appendix "G" Millar Road Current, Interim and Ultimate Cross-sections presented to the Transportation Committee.
- Appendix "H" Building Design Guidelines Summary
- Appendix "I" Sample Building Elevations & Streetscape for Subject Site

PROPOSED SUBDIVISION PLAN OF LOT 6
SECTION 35 BLOCK 5 NORTH RANGE 3 WEST
N.W.D. PLAN 13085

CIVIC ADDRESS: 11553 MILLAR ROAD



NOTES

- 1) LAYOUT IS PRELIMINARY ONLY AND SUBJECT TO APPROVAL.
- 2) AREAS AND DIMENSIONS ARE TO BE CALCULATED BY A LEGAL SURVEYOR, AND MAY VARY.
- 3) DO NOT USE FOR LEGAL TRANSACTIONS.

7910-0132-00



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PROJECT No: #2238
LAYOUT-A
SCALE: 1:500
DATE: JUNE 01, 2010



CORPORATE REPORT

NO: L002

COUNCIL DATE: March 22, 2010

REGULAR COUNCIL – LAND USE

TO: Mayor & Council **DATE: March 22, 2010**

FROM: General Manager, Planning and Development **FILE: 7907-0190-00**

**SUBJECT: Proposed Rezoning to RF-12 and Development Variance Permit
11511 Millar Road, By-law No. 16932
Development Application No. 7907-0190-00**

RECOMMENDATION

The Planning and Development Department recommends that Council:

1. Receive this report as information;
2. Consider granting Third Reading of By-law No. 16932, to allow rezoning of the site at 11515 Millar Road from Single Family Residential Zone (RF) to Single Family Residential (12) Zone (RF-12) to allow subdivision of the site into three small single family lots; and
3. Approve Development Variance Permit No. 7907-0190-00.

INTENT

The purpose of this report is to respond to issues and concerns raised at the May 4, 2009 Public Hearing related to the proposed rezoning of the lot at 11515 Millar Road from Single Family Residential Zone (RF) to Single Family Residential (12) Zone (RF-12) to permit subdivision of the lot into three small single family lots.

BACKGROUND

On May 4, 2009 the Public Hearing was held for the proposed rezoning of the property at 11515 Millar Road from RF to RF-12 to permit subdivision of the lot into three small single family lots (Appendix I). This application also includes a Development Variance Permit application to vary front and rear yard setbacks, lot depth and road width standards.

At the Public Hearing, a number of speakers raised concerns about the proposed development and a 114-signature petition (representing 68 properties), opposing the proposed development was received by Council. A map illustrating the location of the addresses of the petition respondents is attached as Appendix II.

As a result of the concerns raised at the Public Hearing, Council did not grant Third Reading to the subject By-law but adopted the following resolution [RES. R09-803]:

"That Surrey Zoning By-law, 1993, No. 12000, Amendment By-law, 2009, No. 16932 be referred back to staff".

As a result, Development Variance Permit No. 7907-0190-00 was not in order for consideration of approval.

DISCUSSION

The subject site is located on the north side of Millar Road, between 116 Street and River Road. It is designated Urban in the Official Community Plan (OCP) and is currently zoned Single Family Residential (RF). Farther to the south (between 96A Avenue and 97B Avenue) are 126 single family lots zoned CD (By-law No. 16419) (Appendix III).

The rezoning of 126 lots to the south to CD (By-law No. 16419) was initiated by the majority of the owners in this Royal Heights neighbourhood to control the size of new homes. Final Adoption was given on March 31, 2008. The CD Zone (By-law No. 16419) differs from the RF Zone by:

- reducing the maximum house size (including basement, garage and accessory buildings) from 330 square metres (3,550 square feet) to 298 square metres (3,200 square feet);
- reducing the maximum building height from 9 metres (30 feet) to 6.7 metres (22 feet);
- requiring minimum 1.8-metre (6 foot) side yard setbacks; and
- regulating roof pitch (minimum of 2:12 and maximum of 6:12).

The main issues raised at the Public Hearing for the rezoning of the site at 11511 Millar Road focussed on the size of the proposed RF-12 lots in relation to the existing lot sizes on the block, the impacts on road safety and traffic volumes from increased traffic generated by the development, the impact of the proposal on the form and character of the neighbourhood including tree preservation and view corridors, and concerns over slope stability and flooding.

Lot Size Compatibility

Concerns were expressed that the size and number of the proposed RF-12 lots are out of context with the existing neighbourhood.

Policy No. O-52, Small Lot Residential Zones, provides guidance when redeveloping areas to residential small lots. The RF-12 Zone may be considered in "Urban" designated areas that are located within 800 metres (one-half mile) of the edges of City Centre, Town Centres and employment areas. The zone should be applied to provide a gradation of land use intensity.

The site is located within 800 metres (0.5 miles) of the South Westminster Neighbourhood Concept Plan area, 400 metres (0.25 miles) from Royal Heights Elementary, 400 metres (0.25 miles) from Royal Heights Park, and 1.5 kilometres (one mile) from the commercial area at 96 Avenue and Scott Road. Next door to the subject site is a duplex lot. A number of other duplexes are located within the vicinity of the proposed development.

The existing lots along Millar Road are shallow and wide, with lot widths ranging from 26 metres (85 feet) to 55 metres (180 feet) and lot depths ranging from 22 metres (72 feet) to 25 metres (82 feet) before road dedication. However, they all have sufficient width and area to be rezoned and subdivided into RF-12 lots (Type II), although Development Variance Permits may be required to reduce the minimum lot depth as a result of required road widening and some lot owners may need to work in partnership with other lot owners to be similarly subdivided. The redevelopment potential of this block would not be possible under the existing RF Zone as the road widening requirements would create lot depths that are too shallow and lot areas that are too small to comply with the existing RF Zone.

Because of the site's proximity to the South Westminster NCP employment area and other amenities, rezoning the subject site to RF-12 has merit. Moreover, the remaining lots on this block (each with a minimum lot width of 26 metres (85 feet)) can easily be subdivided into RF-12 Type II lots in the future (Appendix IV). With further subdivision along this street, the widening of Millar Road can be realized without additional cost to the City.

The three proposed RF-12 lots are each 15.24 metres (50 feet) wide, which complies with the RF Zone that regulates most lots within the neighbourhood. Due to the 3.5 metres (11.5 feet) required for road widening, each proposed lot is a minimum of 21.6 metres (71 feet) deep and 330 square metres (3,550 square feet) in area.

With regard to the number of lots proposed (three), the applicant advises that the amount of road dedication required removes the possibility of subdividing the site into two RF-zoned lots because of the reduced lot depth and lot area. Given the amount of dedication required along Millar Road, allowing a rezoning to RF-12 provides the applicant with a trade-off between development potential and road dedication. Furthermore, by subdividing the subject site into two lots rather than three, the proposed lot dimensions (wide and shallow lots) would be problematic for creating functional floor plans to today's house design standards. The applicant is concerned that the house design constraints for two lots will create lots that are undervalued.

The applicant also advises that the three proposed RF-12-zoned lots would have an appropriate interface along Millar Road which is a collector, and would provide a transition to the standard-sized single family lots on the local roads of the surrounding neighbourhood. Furthermore, the maximum house size (including garage) on the proposed lots is 233 square metres (2,514 square feet) based on the 0.70 Floor Area Ratio, which is smaller than the house size permitted in the CD Zone (By-law 16419) to the south.

Should Council decide that two lots, rather than the proposed three, are more appropriate, the subject site would require rezoning to a Comprehensive Development (CD) Zone. A Comprehensive Development Zone would require a new by-law to be introduced and another Public Hearing. A Development Variance Permit would continue to be required for a modified collector road standard.

Road Safety and Traffic Volumes

At the Public Hearing, area residents expressed concern about the impacts of the proposed development on road safety and traffic volumes. More specifically, concerns were expressed about poor visibility along Millar Road and vehicle crashes along this route. It was indicated that speed bumps were installed on this street to slow down traffic. The absence of sidewalks along this road and concerns about pedestrian safety were also cited.

Millar Road is a designated collector road and is one of the few routes in this area of Surrey that connects directly to South Fraser Way. Alternative local routes, although not as direct, also exist along Regal Drive via Townline Diversion, and along 92A Avenue in Delta. Alternative major routes include Scott Road north to Tannery Road. 116 Street does not connect to River Road. A map illustrating the route options is provided in Appendix V.

There are existing speed bumps located at the crest of Millar Road and along 116 Street to slow traffic. The speed bumps were installed in 2005 at the request of the area residents due to concerns about the speed of traffic around the nearby Royal Heights Elementary School on 97 Avenue. The Engineering Department advises that speed bumps are avoided on roads with grades greater than 6% and would not be permitted on roads with grades greater than 8%. Millar Road's grades range from 6% to 12% and additional speed bumps on this type of grade can become dangerous, particularly during winter driving conditions.

Millar Road is currently of substandard width with a 12.2-metre (40 foot) dedicated road right-of-way with a pavement width of 5.5 metres (18 feet). A standard dedication width for a collector road is 22 metres (72 feet) with a pavement width of 12.2 metres (40 feet). However, due to the shallow lot depths of the lots fronting this road, the applicant and the Engineering Department designed a modified collector cross-section for Millar Road, which reduces the ultimate road width to 16.6 metres (54 feet) with a pavement width of 10.45 metres (34 feet) and 0.5 metre (1.6 foot) statutory right-of-way. The modified collector standard will consist of sidewalks and boulevards on both the north and south sides of the road, on-street parking on the south side of the road, and a bike lane on the south side of the road (Appendix VI).

This modified collector standard requires a Development Variance Permit to relax the requirements of the Subdivision and Development By-law (No. 8830) and will reduce the overall impact of road dedication requirements as the rest of the Millar Road develops. Engineering staff support this Development Variance Permit.

The ultimate road width, together with sidewalks and on-street parking will help to improve traffic safety and visibility. While road dedication will be taken at the time of subdivision, cash-in-lieu will be provided for the ultimate road improvements as the rest of the block redevelops. Proposed Lots 2 and 3 will have a paired driveway (i.e. side-by-side driveways) to reduce the number of access points to the subject site, and to retain trees on the adjacent lot to the east.

If the Development Variance Permit to vary the road standards is not supported by Council, the remaining lots along Millar Road will not have redevelopment potential. Therefore, the City would not be able to acquire further road widening through redevelopment, or the City would need to acquire the lots or portions of lots to achieve the ultimate road standard.

Neighbourhood Character

At the Public Hearing, some concerns were raised about the height of the new dwellings and the loss of views should this development be approved. The subject site is located on the north bluff, overlooking the Fraser River and New Westminster, with views of the North Shore Mountains. Appendix VII shows some existing view corridors using "Google Street View".

The neighbourhood is characterized by single-storey dwellings, basement-entry bungalows, and split-level homes, with lower sloped roofs (from flat to 7:12 pitch). However, should any of the existing dwellings be rebuilt, they could be built in accordance with the RF Zone, which permits a maximum building height of 9 metres (30 feet). The applicant proposes to develop three 2-storey homes with basements. The maximum permitted height of the houses in the RF-12 Zone is 9.5 metres (31 feet), which is slightly higher than the 9-metre (30 foot) maximum permitted within the surrounding neighbourhood on the RF and RM-D-zoned lots.

The maximum house size permitted on the proposed RF-12-zoned lots is 233 square metres (2,514 square feet). Comparatively, the maximum house size for RF-zoned lots is 330 square metres (3,550 square feet), and 298 square metres (3,200 square feet) for the CD-zoned (By-law No. 16419) lots to the south.

The applicant retained Tynan Consulting Ltd. as their design consultant. The proposed Building Scheme for the three proposed lots specifically addresses the massing design of new homes to ensure reasonable integration with existing neighbouring homes. These measures include the requirement to set the basement slab at the lowest possible level (MBE). Limits are set on ceiling heights, maximum 2.4 metres (8 feet) for the basement and upper floors, and 2.7 metres (9 feet) for the main floor. Furthermore, it is proposed that the roof slopes be limited to a maximum 6:12 pitch. To ensure a gentle massing transition with the existing home to the west, for proposed Lot 1, the upper floor must be offset not less than 1.3 metres (4.6 feet) from the main floor at the west side of the home, creating additional open space and additional separation between structures on the west side. These design restrictions will result in houses with a building height of 9.42 metres (30.9 feet). The Building Design Guidelines Summary is attached as Appendix VIII. A sample of the building elevations along the streetscape is attached as Appendix IX.

Slope Stability, Drainage and Tree Preservation

Concerns were expressed over slope stability and drainage in this area. Engineering Department staff advises that across the broader north bluff area some down-slope lots are showing signs of creep, and some older foundation drains are not able to manage the capacity of upslope flows. To date, there have been no studies completed in this particular area regarding slope stability.

Overall, the proposed development will generate less runoff and manage storm water flow better than the existing site. The subject site slopes away from the road and, as such, the lot grading plans are designed such that the post-development flow is less than the pre-development condition. The lots will be self-draining where lawn basins will catch excess flow and direct the water to the storm pipe on Millar Road. Furthermore, the applicant has revised their lot grading plans and will be applying 450 millimetres (17 inches) of topsoil to the pervious areas of the site to increase the absorption of water on the site and reduce the speed at which the water reaches the lawn basins. This requirement is written into the Building Scheme and is noted on the lot grading plans.

While there are not many trees on the subject site, they are good quality in terms of size and health. The applicant worked closely with staff to save as many trees as possible; however the size of the lots do not lend themselves well to tree retention. One large cedar at the front property line of proposed Lots 1 and 2 will be retained and it will partially screen the houses on these lots.

CONCLUSION

Staff and the applicant have reviewed the main issues raised at the Public Hearing. The applicant responded to the area residents' concerns by modifying their lot grading plans to mitigate runoff and by reducing the massing impact of the proposed dwellings. Based on the above discussion, it is recommended that Council:

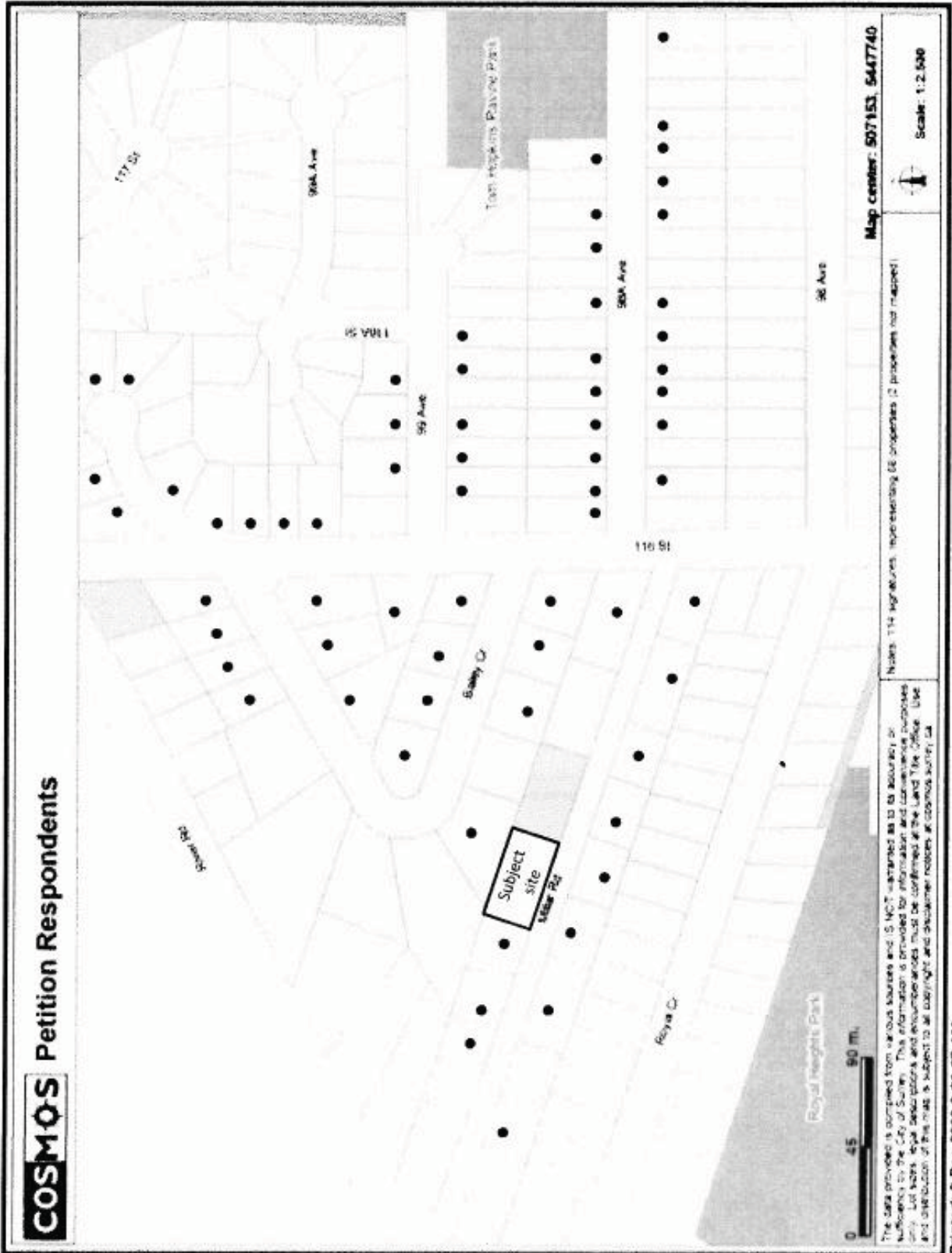
- Consider granting Third Reading of By-law No. 16932, to allow rezoning of the site at 11515 Millar Road from Single Family Residential Zone (RF) to Single Family Residential (12) Zone (RF-12) to allow subdivision into three small single family lots; and
- Approve Development Variance Permit No. 7907-0190-00.

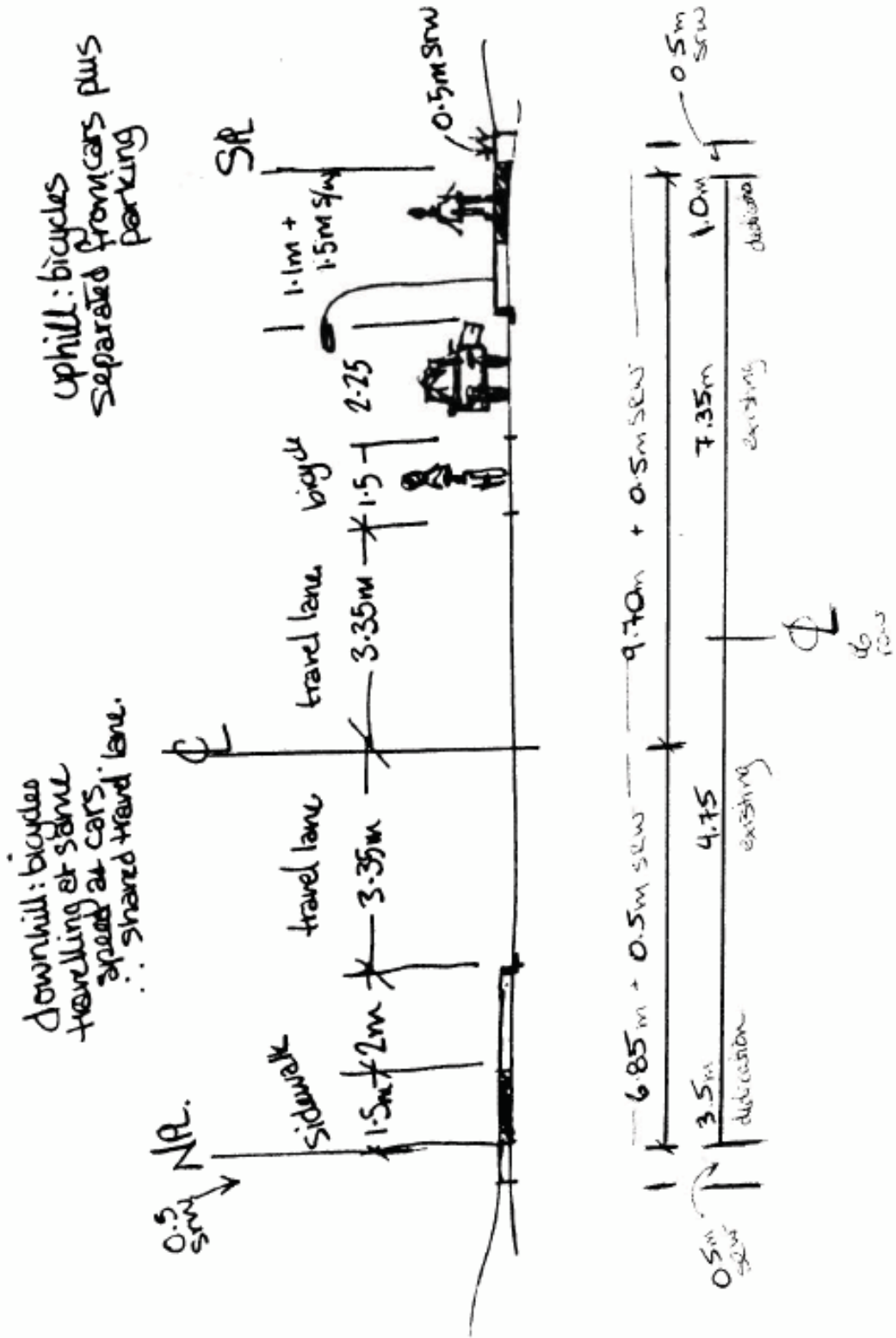
Original signed by
Jean Lamontagne
General Manager
Planning and Development

SAL/kms/saw

Attachments:

Appendix I	Proposed RF-12 Subdivision Layout
Appendix II	Petition Response Map
Appendix III	Context Map
Appendix IV	Ultimate Subdivision Pattern
Appendix V	Alternate Traffic Routes
Appendix VI	Road Cross-Section
Appendix VII	Google Street View Photos
Appendix VIII	Building Design Guidelines Summary
Appendix IX	Sample Building Elevations





VIEW CORRIDORS USING GOOGLE STREET VIEW



Looking north-west from the crest of Millar Road



Looking north-east at the subject site



Looking north from the crest of 116 Street

BUILDING GUIDELINES SUMMARY

Surrey Project no: 7907-0190-00
 Project Location: 11515 Millar Road, 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:

Development in this area began more than 60 years ago, and all homes in this area are 50-70 years old. This area can be defined as "an old growth area in which no new development has occurred". The existing homes are all "Old Urban" or "Rural Heritage" styles in a wide variety of home types including Bungalows, Bungalows with above-ground basements, Basement Entry, Cathedral Entry, and Split Level. There are no Two-Storey type homes (as defined in the building scheme). Overall, the homes and yards are well kept. Many of the homes have new asphalt shingle roofs, and painting has been maintained.

Homes in this area include the following:

- **Bungalow Type:** 38 percent of study area homes (5 of 13 homes surveyed) are Bungalows. These homes are all low mass, low impact, simple rectangular or "L" shaped structures situated on large RF zoned lots. These homes range in size from 700 - 1000 square feet, with one exception; the Bungalow-Duplex located on the lot adjacent to the east side of the side. These homes are "Old Urban" style with low slope (4:12 - 5:12) common gable or common hip roofs with asphalt shingle roof surfaces, except one Bungalow which has a flat roof with tar and gravel surface. Siding materials include horizontal cedar and stucco.
- **Bungalow with above-ground Basement: (23%)** These homes are 1800 - 2300 sq.ft. box-like structures, a result of the upper floor being located directly above a fully above ground basement. The front door is located 10-14 risers above the ground level. These homes function similarly to a Basement Entry home (with all living and sleeping areas on the upper floor and a basement underneath), with the exception that the main entrance to the home is at the upper floor rather than at the lower floor. These homes have low slope (4:12 - 5:12) common gable or common hip roofs with an asphalt shingle roof surface. Siding materials include horizontal cedar (dominant) and stucco.
- **Basement Entry and Cathedral Entry Type: (23%):** These homes range in size from 2300 - 2900 sq.ft. excluding garage. They all have box-like massing characteristics resulting from the economical practice of locating the upper floor directly above the lower floor on all sides of the structure. This practice is inconsistent with current design standards and with current RF zone by-laws, and so these homes are not considered to be context homes. Roof forms, roof slope, roof surface materials and siding materials are similar to those used on the Bungalow-with-above-ground Basement homes.

- **Split Level type (15%) :** There are two small Split Level type homes ranging in size from 1300-1700 square feet. Both are low-mass structures. Both have a 7:12 pitch simple common gable roof with asphalt shingle surface. One is clad in vinyl and the other is clad in horizontal cedar.

Although none of the homes in this area present an objectionable appearance, none can be considered suitable context homes for a year 2009 RF-12 zone development.

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

- 1) Old urban character does not provide suitable context for a year 2009 development.
- 2) There are a wide variety of home types including Bungalow, Bungalow with basement, Cathedral Entry, Basement Entry, and Split Level. However, it is expected that all three new homes will be Two-Storey type.
- 3) Front entrance porticos are all one storey in height.
- 4) Massing: None of the existing homes provide suitable massing context.
- 5) Exterior cladding and detailing are to an old urban standard, not suitable for the subject site. A common new standard for RF-12 zone developments is recommended.
- 6) Most homes have an asphalt shingle roof. However, tar and gravel, concrete tiles, and cedar shingles are also evident in this area. Flexibility can therefore be permitted with respect to roofing materials.
- 7) Roof pitch range: Flat to 7:12.

Dwelling Types/Locations:	Two-Storey.....	0%
	Basement Entry/Cathedral Entry	23%
	Rancher (bungalow).....	61%
	Split Levels.....	15%

Exterior Treatment /Materials: Horizontal cedar siding and stucco are the most common cladding materials. Vinyl, brick, and stone have also been used.

Roof Pitch and Materials: Roof slope range is Flat to 7:12. Roof surface materials include asphalt shingles, concrete roof tiles, cedar shingles, and tar & gravel.

Window/Door Details: Rectangular dominant.

Streetscape: The streetscape is consistent, comprised exclusively of 50-70 year old "Old Urban" and "Rural Heritage" style homes. Dwellings are either low mass Bungalows or Split Level type, or are high mass Basement Entry and Cathedral Entry type. Homes have simple, low slope roofs, many of which have recently been resurfaced with asphalt shingles. Wall cladding materials include cedar, stucco, vinyl, brick, and stone. The homes and yards are well maintained and the area has a pleasant old urban / suburban character.

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". 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 common year 2008 design standards for RF-12 type lots, 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 1 to 1 ½ storeys, and regardless of height, the entrance shall not appear as a dominant element.
- homes will be designed with low to mid-scale massing characteristics so as to blend with neighbouring homes.

2.2 Proposed Design Solutions:

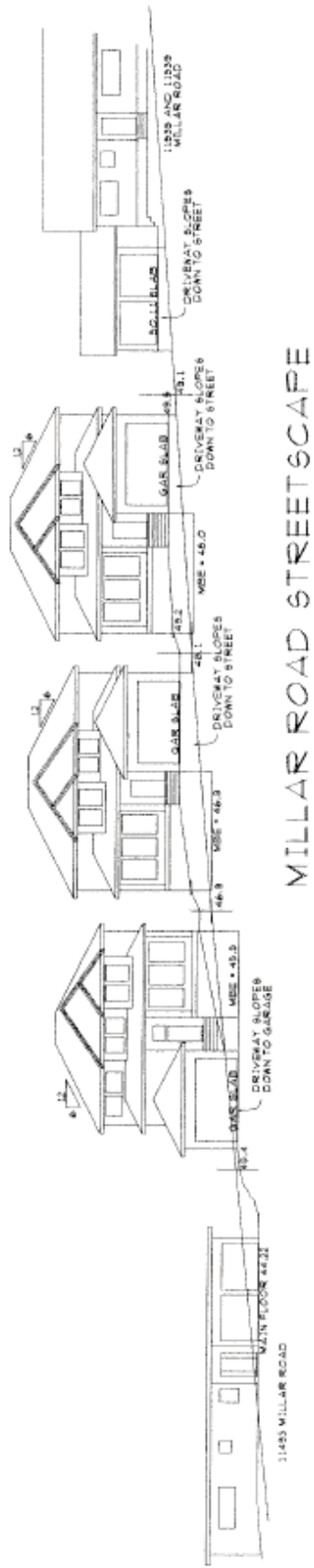
Dwelling Types/Location:	Two Storey, Split Levels, Bungalows, No Basement Entry.
Interfacing Treatment with existing dwellings)	No existing neighbouring homes provide suitable context for the proposed RF-12 type homes at the subject site. Interfacing treatments are therefore not contemplated, other than general style compatibility and comparable massing characteristics. The basement slab will be set at the lowest possible level (the MBE). The upper floor and basement ceiling heights will be restricted to 8 feet. The main floor ceiling height will be restricted to 9 feet. The roof slope at the upper floor will be limited to 6:12. On lot 1, the upper floor at the west side of the structure will be set back an additional 4'-6" from the side property line (offset 4'-6" from the floor below) to create open sight lines and to create additional privacy for the existing home to the west.
Restrictions on Dwellings (Suites, Basement Entry)	No Basement Entry type. No second kitchen or food preparation area; Not more than one bedroom on the main floor of a <i>two- storey single family dwelling</i> . No main floor configuration in which a bedroom, bathroom and games room can be isolated from the remainder of the main floor. No access to the basement from outside other than from the rear of the single family dwelling. Not more than one bathroom in the basement;

- Exterior Materials/Colours:** Stucco, Cedar, Vinyl, Hardiplank, Brick, and Stone.
- "Natural" colours such as browns, greens, clays, and other earth-tones, and "Neutral" colours such as grey, white, and cream are permitted. "Primary" colours in subdued tones such as navy blue 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 5:12. Maximum 6:12. A steeper pitch can be used on a feature projection providing the ridge of the feature projection does not exceed the ridge of the 5:12 / 6:12 roof specified above
- Roof Materials/Colours:** Cedar shingles, shake profile concrete roof tiles, shake profile asphalt shingles with a raised ridge cap and new environmentally sustainable roofing products providing that aesthetic properties of the new materials are equal to or better than the traditional roofing products. Grey, brown, 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 17 shrubs of a minimum 3 gallon pot size. Sod from street to face of home. Driveways: exposed aggregate, interlocking masonry pavers, or stamped concrete.

Compliance Deposit: \$5,000.00

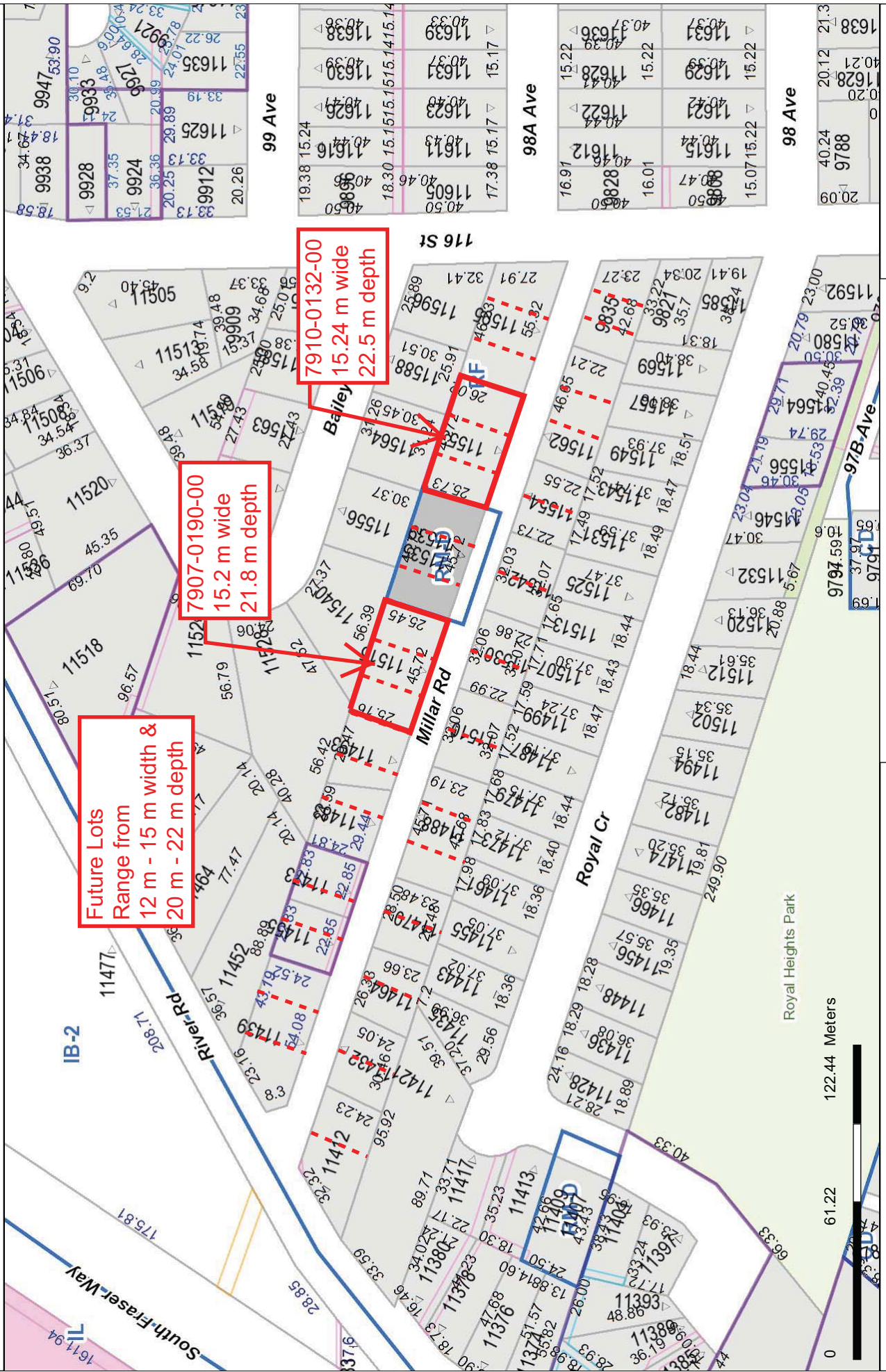
Summary prepared and submitted by: Tynan Consulting Ltd. **Date:** Jan 8, 2010

Reviewed and Approved by:  **Date:** Jan 8, 2010





Ultimate Subdivision Layout



0 61.22 122.44 Meters



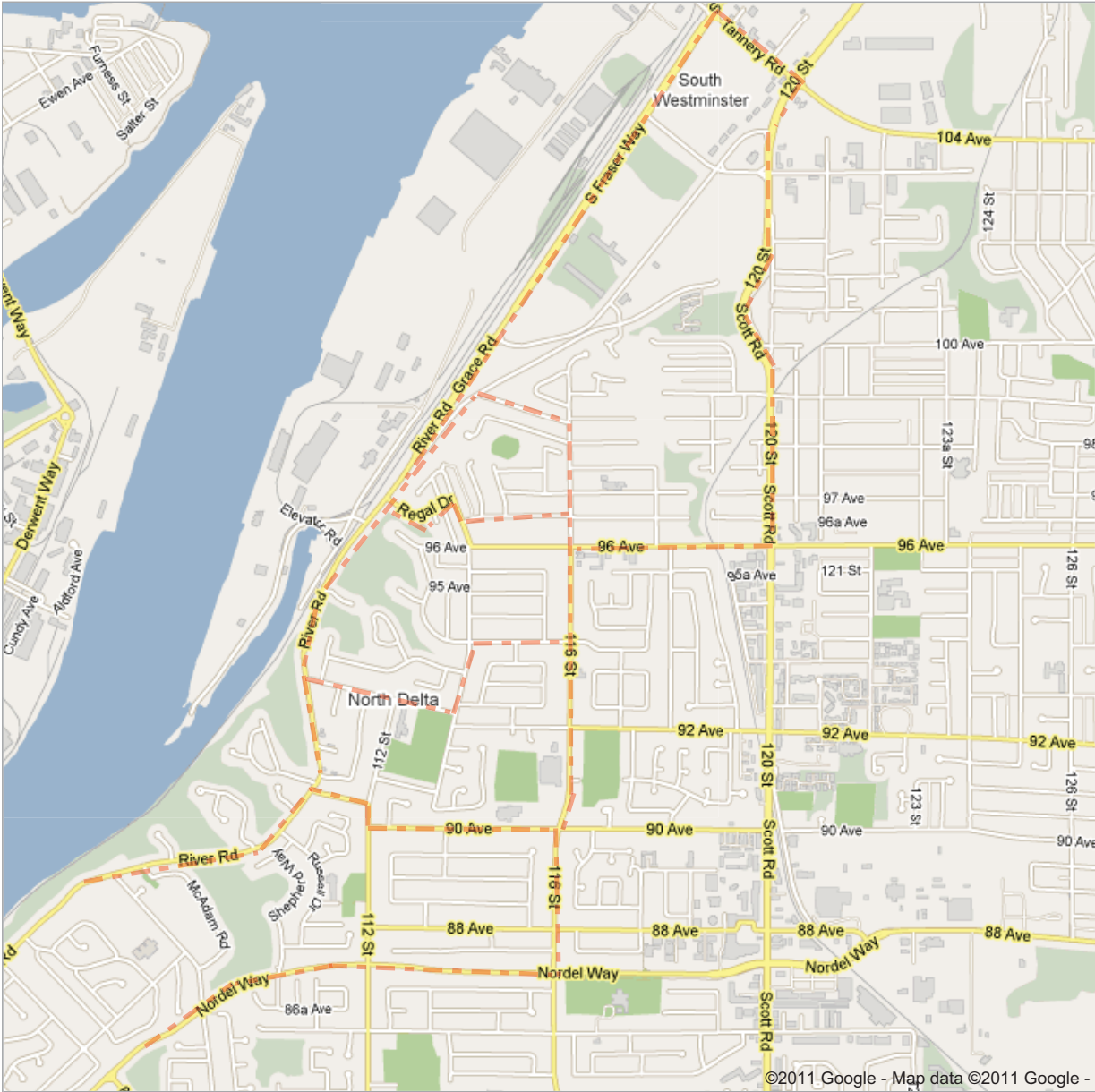
The data provided is compiled from various sources and is NOT warranted as to its accuracy or sufficiency by the City of Surrey. This information is provided for information and convenience purposes only. Lot sizes, legal descriptions and encumbrances must be confirmed at the Land Title Office. Use and distribution of this map is subject to all copyright and disclaimer notices at cosmos.surrey.ca.



Scale: 1:2,041

Map created on: Monday, 16 May 2011

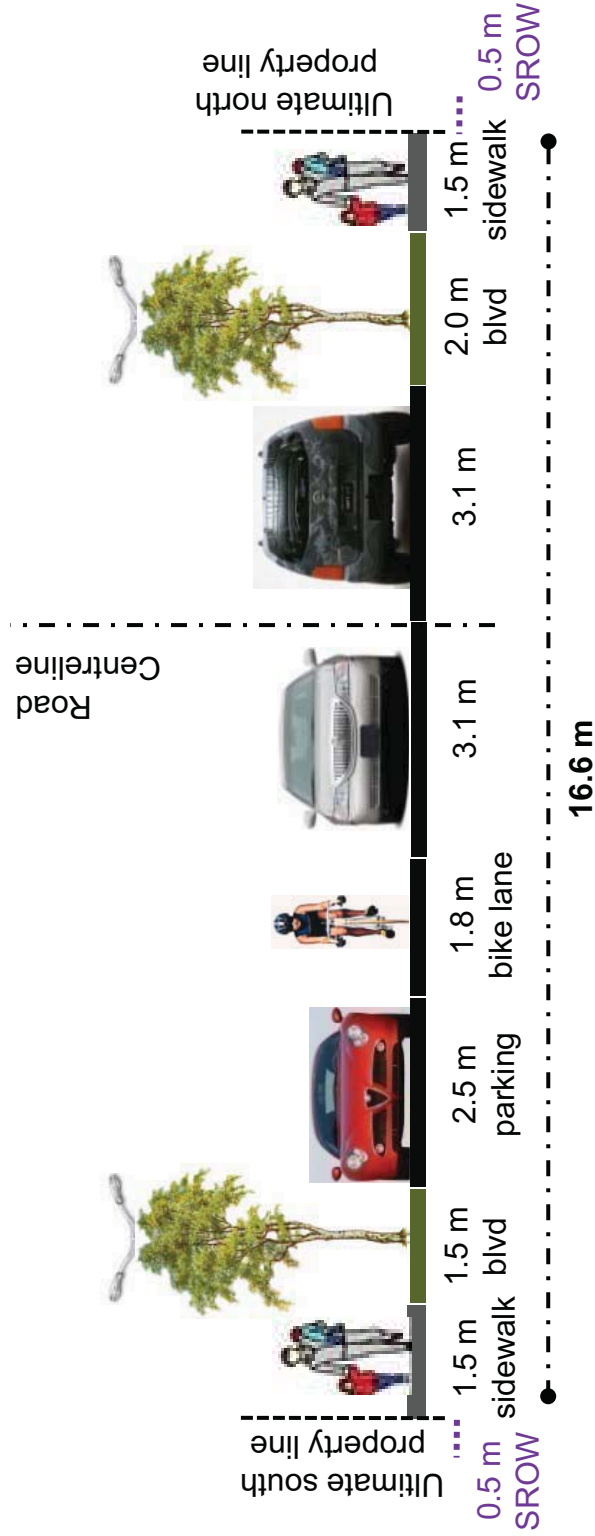
Alternate Traffic Route Map





Millar Rd: cross-section

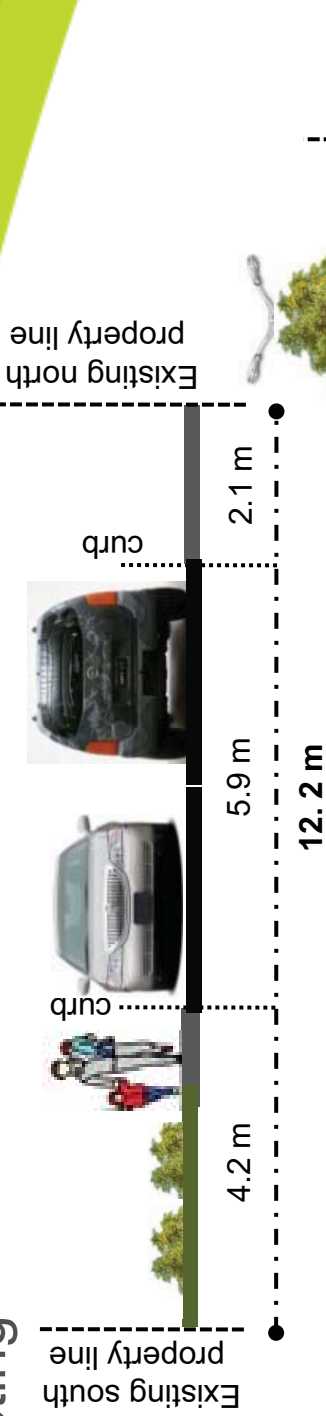
(presented to Council Dec 13th 2010. Regular Land Use meeting)





Millar Rd: cross-sections

Existing



Interim



Ultimate



12.2 m

15.7 m

16.6 m

BUILDING GUIDELINES SUMMARY

Surrey Project no: 7910-0132-00
 Project Location: 11553 Millar Road, 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:

Development in this area began more than 60 years ago, and all homes in this area are 50-70 years old. This area can be defined as “an old growth area in which no new development has occurred”. The existing homes are all “Old Urban” or “Rural Heritage” styles in a wide variety of home types including Bungalows, Bungalows with above-ground basements, Basement Entry, Cathedral Entry, and Split Level. There are no Two-Storey type homes (as defined in the building scheme). Overall, the homes and yards are well kept. Many of the homes have new asphalt shingle roofs, and painting has been maintained.

Homes in this area include the following:

- Bungalow Type: 38 percent of study area homes (5 of 13 homes surveyed) are Bungalows. These homes are all low mass, low impact, simple rectangular or “L” shaped structures situated on large RF zoned lots. These homes range in size from 700 - 1000 square feet, with one exception; the Bungalow-Duplex located on the lot adjacent to the east side of the side. These homes are “Old Urban” style with low slope (4:12 - 5:12) common gable or common hip roofs with asphalt shingle roof surfaces, except one Bungalow which has a flat roof with tar and gravel surface. Siding materials include horizontal cedar and stucco.
- Bungalow with above-ground Basement: (23%) These homes are 1800 - 2300 sq.ft. box-like structures, a result of the upper floor being located directly above a fully above ground basement. The front door is located 10-14 risers above the ground level. These homes function similarly to a Basement Entry home (with all living and sleeping areas on the upper floor and a basement underneath), with the exception that the main entrance to the home is at the upper floor rather than at the lower floor. These homes have low slope (4:12 - 5:12) common gable or common hip roofs with an asphalt shingle roof surface. Siding materials include horizontal cedar (dominant) and stucco.
- Basement Entry and Cathedral Entry Type: (23%): These homes range in size from 2300 - 2900 sq.ft. excluding garage. They all have box-like massing characteristics resulting from the economical practice of locating the upper floor directly above the lower floor on all sides of the structure. This practice is inconsistent with current design standards and with current RF zone by-laws, and so these homes are not considered to be context homes. Roof forms, roof slope, roof surface materials and siding materials are similar to those used on the Bungalow-with-above-ground Basement homes.

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Although none of the homes in this area present an objectionable appearance, none can be considered suitable context homes for a year 2009 RF-12 zone development.

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

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- 3) Front entrance porticos are all one storey in height.
- 4) Massing: None of the existing homes provide suitable massing context.
- 5) Exterior cladding and detailing are to an old urban standard, not suitable for the subject site. A common new standard for RF-12 zone developments is recommended.
- 6) Most homes have an asphalt shingle roof. However, tar and gravel, concrete tiles, and cedar shingles are also evident in this area. Flexibility can therefore be permitted with respect to roofing materials.
- 7) Roof pitch range: Flat to 7:12.

Dwelling Types/Locations:	Two-Storey.....	0%
	Basement Entry/Cathedral Entry	23%
	Rancher (bungalow).....	61%
	Split Levels.....	15%

Exterior Treatment /Materials: Horizontal cedar siding and stucco are the most common cladding materials. Vinyl, brick, and stone have also been used.

Roof Pitch and Materials: Roof slope range is Flat to 7:12. Roof surface materials include asphalt shingles, concrete roof tiles, cedar shingles, and tar & gravel.

Window/Door Details: Rectangular dominant.

Streetscape: The streetscape is consistent, comprised exclusively of 50-70 year old “Old Urban” and “Rural Heritage” style homes. Dwellings are either low mass Bungalows or Split Level type, or are high mass Basement Entry and Cathedral Entry type. Homes have simple, low slope roofs, many of which have recently been resurfaced with asphalt shingles. Wall cladding materials include cedar, stucco, vinyl, brick, and stone. The homes and yards are well maintained and the area has a pleasant old urban / suburban character.

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- the entrance element will be limited in height (relative dominance) to 1 to 1 ½ storeys, and regardless of height, the entrance shall not appear as a dominant element.
- homes will be designed with low to mid-scale massing characteristics so as to blend with neighbouring homes.
- In-ground basements are to be prohibited.

2.2 Proposed Design Solutions:

Dwelling Types/Location: Two Storey, Split Levels, Bungalows, No Basement Entry.

Interfacing Treatment with existing dwellings) No existing neighbouring homes provide suitable context for the proposed RF-12 type homes at the subject site. Interfacing treatments are therefore not contemplated, other than general style compatibility and comparable massing characteristics. In-ground basements will not be permitted. The upper floor ceiling heights will be restricted to 8 feet. The main floor ceiling height will be restricted to 9 feet. The roof slope at the upper floor will be limited to 6:12.

Restrictions on Dwellings (Suites, Basement Entry) No Basement Entry type.
No second kitchen or food preparation area;
Not more than one bedroom on the main floor of a *two- storey single family dwelling*.
No main floor configuration in which a bedroom, bathroom and games room can be isolated from the remainder of the main floor. No in-ground basements;

Exterior Materials/Colours: Stucco, Cedar, Vinyl, Hardiplank, Brick, and Stone.

“Natural” colours such as browns, greens, clays, and other earth-tones, and “Neutral” colours such as grey, white, and cream are permitted. “Primary” colours in subdued tones such as navy blue 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 5:12. Maximum 6:12. A steeper pitch can be used on a feature projection providing the ridge of the feature projection does not exceed the ridge of the 5:12 / 6:12 roof specified above

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

In-ground basements: Not Permitted.

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 17 shrubs of a minimum 3 gallon pot size. Sod from street to face of home. Driveways: exposed aggregate, interlocking masonry pavers, or stamped concrete.

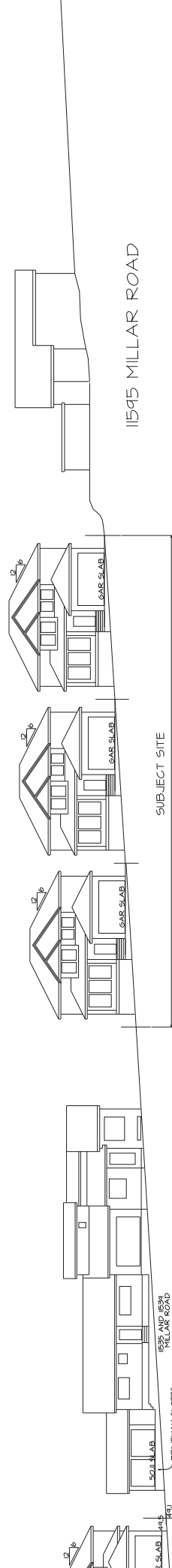
Compliance Deposit: \$5,000.00

Summary prepared and submitted by: Tynan Consulting Ltd. **Date:** November 10, 2010

Reviewed and Approved by:



Date: November 10, 2010



11595 MILLAR ROAD

MILLAR ROAD STREETSCAPE
 11553 MILLAR ROAD. SURREY PROJECT 7910-0132-00

11535 AND 11539 MILLAR ROAD