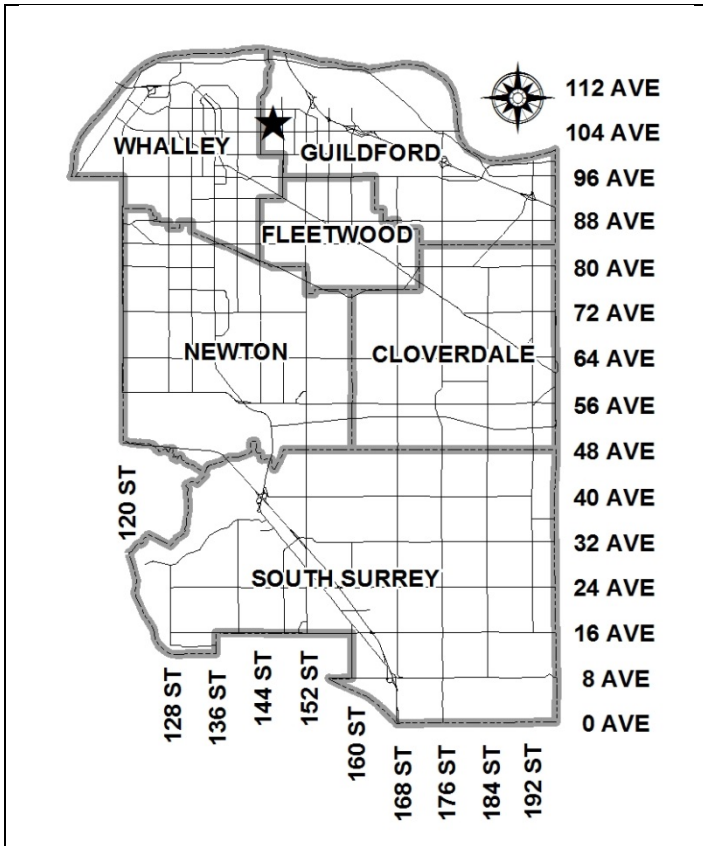


City of Surrey  
**PLANNING & DEVELOPMENT REPORT**

File: 7912-0158-01

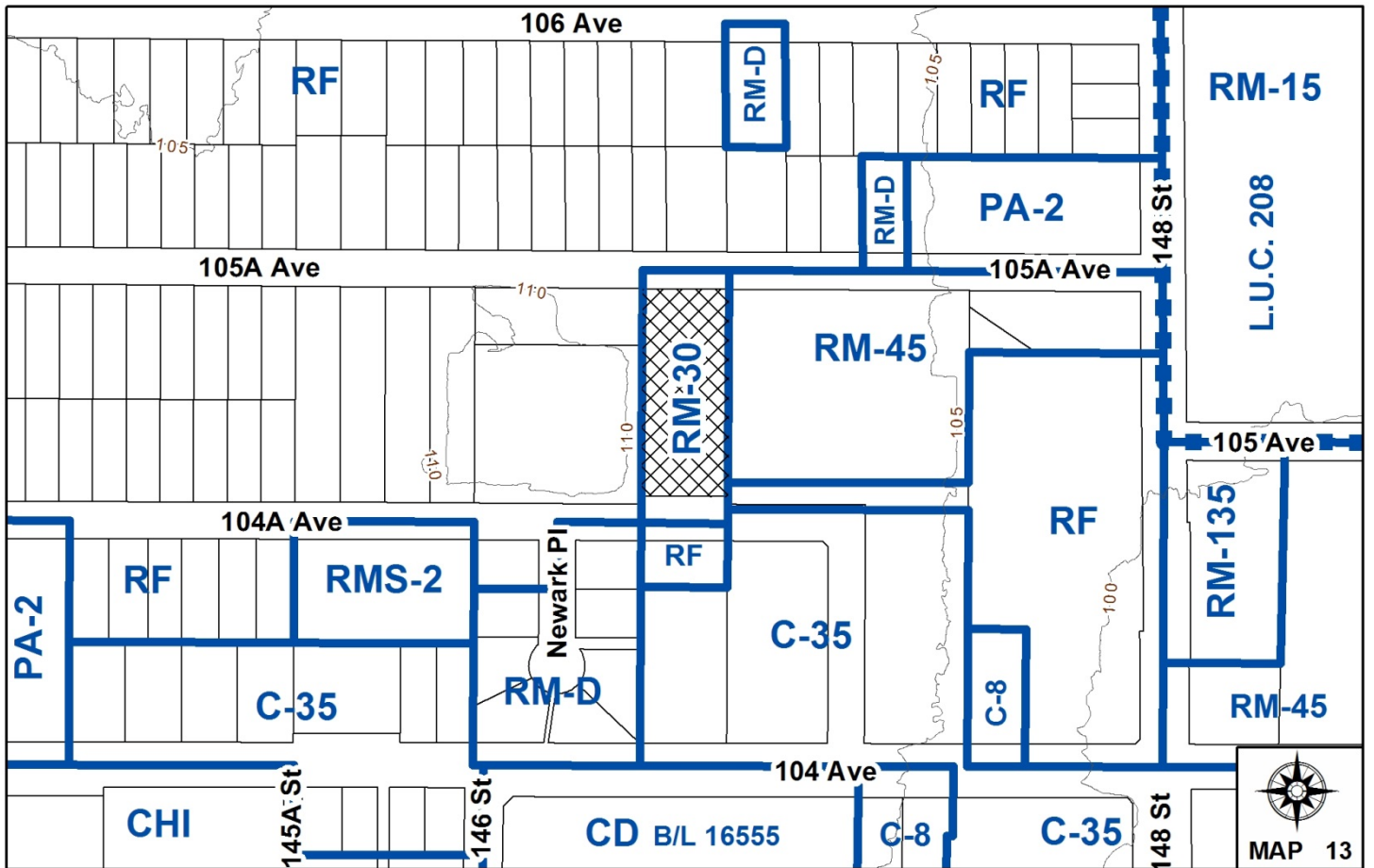
Planning Report Date: June 15, 2015



**PROPOSAL:**

- **Development Variance Permit**  
 to vary the amount of tandem parking permitted for an approved 29-unit townhouse development.

**LOCATION:** 14660 - 105A Avenue  
**OWNER:** Triple S Holdings Ltd.  
**ZONING:** RM-30  
**OCP DESIGNATION:** Multiple Residential



### RECOMMENDATION SUMMARY

- Approval for Development Variance Permit to proceed to Public Notification.

### DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Requesting to vary the maximum proportion of tandem parking spaces allowed in the RM-30 Zone.

### RATIONALE OF RECOMMENDATION

- The applicant has an approved application (File No. 7912-0158-00) for Rezoning, Development Permit and Development Variance Permit on the subject site to permit 29 townhouse units in Guildford. The project received Final Adoption for the rezoning, Development Permit issuance and Development Variance Permit issuance on July 28, 2014.
- On April 27, 2015, Council adopted text amendments to the Zoning By-law (Corporate Report No. R053; 2015) limiting the maximum amount of tandem parking to 50% for the multiple residential zones. It was anticipated that some in-stream applications would be affected. As the subject application is proposing 100% tandem parking, the project now needs a variance due to this recently adopted amendment to the Zoning By-law.
- The Engineering Department has no objections to the proposed variance for the subject application since this 29-unit townhouse project had received Final Adoption of the Rezoning, and Development Permit and Development Variance Permit issuance prior to the change in the tandem parking regulations.
- Given the applicant is proceeding with their Building Permit applications in accordance with the previously-approved plans, it is recommended that the proposed tandem parking variance be supported.

RECOMMENDATION

The Planning & Development Department recommends that Council approve Development Variance Permit No. 7912-0158-01 (Appendix II) varying the following, to proceed to Public Notification:

- (a) to vary the maximum percentage of resident tandem parking spaces allowed in the RM-30 Zone from 50% to 100%.

REFERRALS

Engineering: As per Corporate Report No. R053; 2015, staff anticipated that some in-stream applications would be affected by the changes to the tandem parking regulations. The Engineering Department has no objections to the proposed variance for the subject application since it had received Final Adoption of the Rezoning and Development Permit Issuance prior to the change in the regulations.

SITE CHARACTERISTICS

Existing Land Use: Vacant lot.

Adjacent Area:

Direction	Existing Use	OCP Designation	Existing Zone
North (Across 105A Avenue):	Single family dwellings	Urban	RF
East:	4-storey apartment building and parkland.	Multiple Residential	RM-45
South (Across 104A Avenue):	Vacant lot.	Multiple Residential	RF
West:	Whalley Reservoir Park	Multiple Residential	RF

### DEVELOPMENT CONSIDERATIONS

- The subject 0.53-hectare (1.3-acre) site is located mid-block between 144 and 148 Streets on the south side of 105A Avenue in Guildford, directly adjacent to Whalley Reservoir Park. The subject site was previously two properties which were reconfigured and subdivided to create the subject property located at 14660 – 105A Avenue. The subject site is designated Multiple Residential in the Official Community Plan (OCP) and zoned "Multiple Residential 30 Zone (RM-30)".
- The applicant has an approved application (File No. 7912-0158-00) on the subject site which consisted of the following:
  - Rezoning from "Single Family Residential Zone (RF)" to "Multiple Residential 30 Zone (RM-30)";
  - Development Permit to allow for 29 townhouse units; and
  - Development Variance Permit to relax setbacks and fencing requirements.
- The project (File No. 7912-0158-00) received Final Adoption of the Rezoning and Development Permit Issuance, and Development Variance Permit Issuance on July 28, 2014 to permit 29 townhouse units in 5 buildings.
- The proposed development is being constructed in 4 phases. A building permit application for the first phase, comprised of 6 units in 1 building, has been submitted and is currently under review. Building permit applications have not yet been received for any subsequent phases.
- On April 27, 2015, Council adopted text amendments to the Zoning By-law (Corporate Report No. R053; 2015) limiting the maximum amount of tandem parking to 50% for the multiple residential zones. It was anticipated that some in-stream applications would be affected. As the subject application is proposing 100% tandem parking, the project now needs a variance due to this recently adopted amendment to the Zoning By-law.
- The applicant is proposing to provide 58 resident parking spaces and 6 visitor parking spaces for the 29 approved townhouse units, which meets the minimum number of parking space requirements of the Zoning By-law. Tandem parking is planned for all 29 units (100%) and a variance is now required (see By-law Variance section).

### BY-LAW VARIANCE AND JUSTIFICATION

(a) Requested Variance:

- To vary the maximum percentage of resident tandem parking spaces allowed in the RM-30 Zone from 50% to 100%.

**Applicant's Reason:**

- The recent change to the Zoning By-law has necessitated the applicant's request for a variance to accommodate the site plan for Development Permit No. 7912-0158-00 that was issued on July 28, 2014.

**Staff Comments:**

- Recent amendments to the Zoning By-law with respect to the percentage of tandem parking allowed in the multiple residential zones have resulted in a situation where the approved 29-unit townhouse project for the subject site no longer complies with the tandem parking regulations in the Zoning By-law.
- As described in Corporate Report No. R053: 2015, it was anticipated that some in-stream applications would be affected by the new limitations on tandem parking.
- The Engineering Department has no objections to the proposed variance for the subject application since it had received Final Adoption and Development Permit Issuance prior to the change in the regulations.
- A building permit application has been submitted for the first phase, which consists of 6 units in 1 building.
- Approval of the tandem parking variance is required to enable Building Permit issuance.
- Given that Development Permit No. 7912-0158-00 was issued prior to the Zoning By-law being amended to limit the amount of tandem parking to 50%, it is recommended that the proposed variance be supported.

**INFORMATION ATTACHED TO THIS REPORT**

The following information is attached to this Report:

- Appendix I. Lot Owners and Action Summary  
Appendix II. Development Variance Permit No. 7912-0158-01

*original signed by Judith Robertson*

Jean Lamontagne  
General Manager  
Planning and Development

JKS/da

\\file-server1\net-data\csdc\generate\areaproduct\save\16458331087.doc  
DRV 6/11/15 11:34 AM



CITY OF SURREY

(the "City")

DEVELOPMENT VARIANCE PERMIT

NO.: 7912-0158-01

Issued To: Triple S Holdings Ltd.

("the Owner")

Address of Owner: 5758 - 133 STREET  
SURREY BC V3X 2T5

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

Parcel Identifier: 029-387-965

Lot A Section 19 Block 5 North Range 1 West New Westminster District Plan EPP40132

14660 - 105A Avenue

(the "Land")

3. Surrey Zoning By-law, 1993, No. 12000, as amended is varied as follows:
  - (a) to vary the maximum percentage of resident tandem parking spaces allowed in the RM-30 Zone from 50% to 100%.
4. This development variance permit applies to only the buildings and structures on the Land shown on Schedule A which is attached hereto and forms part of this development variance permit. This development variance permit does not apply to additions to, or replacement of, any of the buildings shown on attached Schedule A.
5. This development variance permit supplements Development Variance Permit No. 7915-0158-00.

6. The Land shall be developed strictly in accordance with the terms and conditions and provisions of this development variance permit.
  
7. This development variance permit shall lapse if the Owner does not substantially start any construction with respect to which this development variance permit is issued, within two (2) years after the date this development variance permit is issued.
  
8. The terms of this development variance permit or any amendment to it, are binding on all persons who acquire an interest in the Land.
  
9. This development variance permit is not a building permit.

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

---

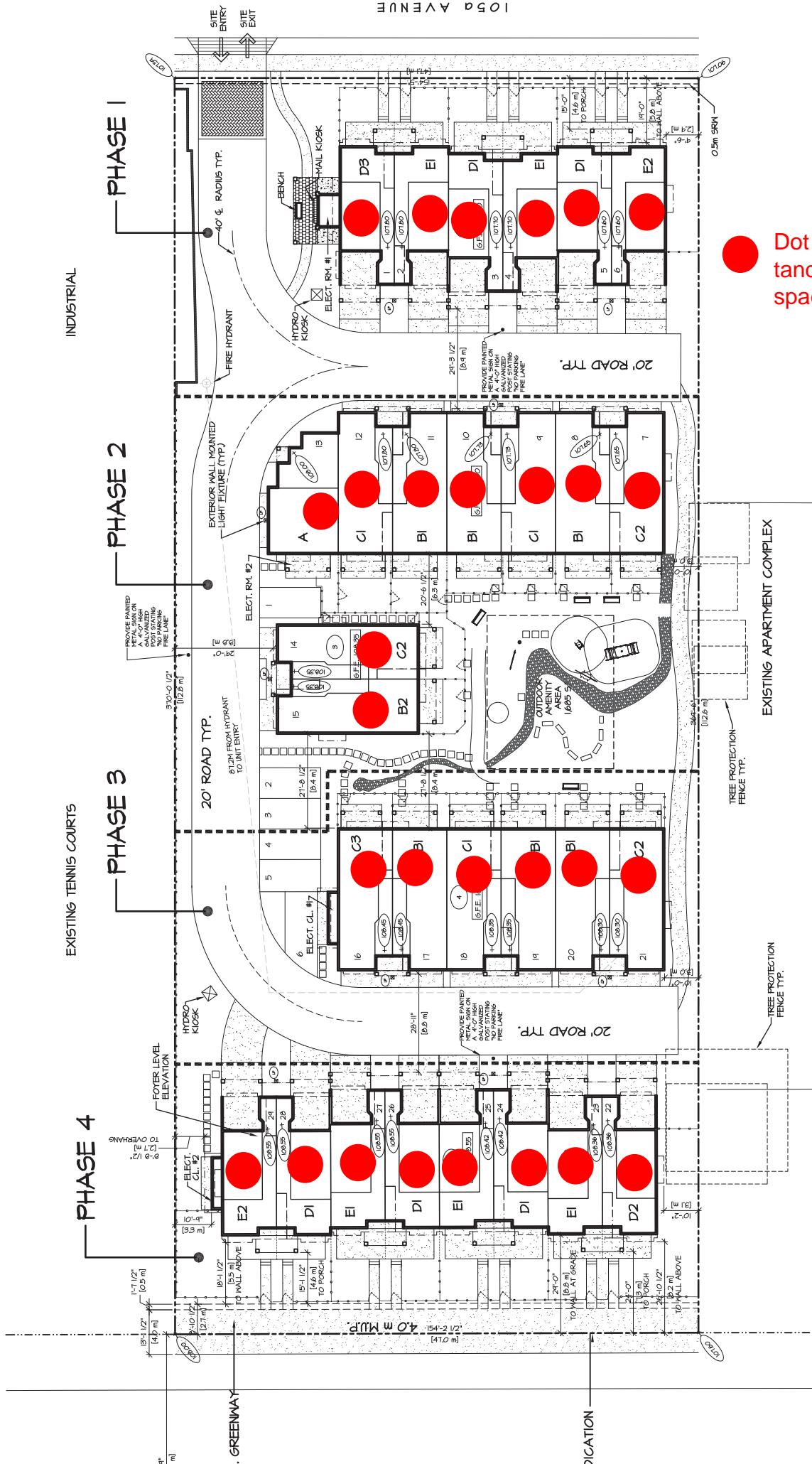
Mayor – Linda Hepner


---

City Clerk – Jane Sullivan



1054 AVENUE



 Dot symbolizes tandem parking space

PHASE 1

PHASE 2

PHASE 3

PHASE 4

INDUSTRIAL

EXISTING TENNIS COURTS

EXISTING APARTMENT COMPLEX

40' RADIUS TYP.

20' ROAD TYP.

20' ROAD TYP.

20' ROAD TYP.

4.0 m M.U.P.

FOYER LEVEL ELEVATION

HYDRO KIOSK

ELECT. CL. #1

MAIL KIOSK

BENCH

FIRE HYDRANT

EXTERIOR MALL MOUNTED LIGHT FIXTURE (TYP)

ELECT. RM. #2

81.2M FROM HYDRANT TO UNIT ENTRY

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2" (8.4 m)

27'-9 1/2