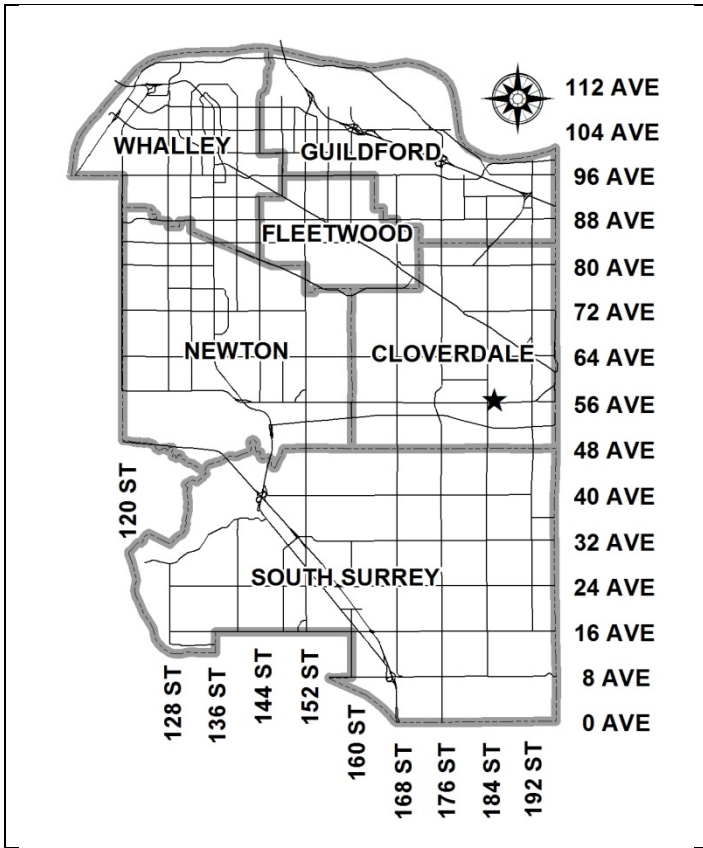


City of Surrey
PLANNING & DEVELOPMENT REPORT

File: 7915-0219-01

Planning Report Date: February 22, 2016



PROPOSAL:

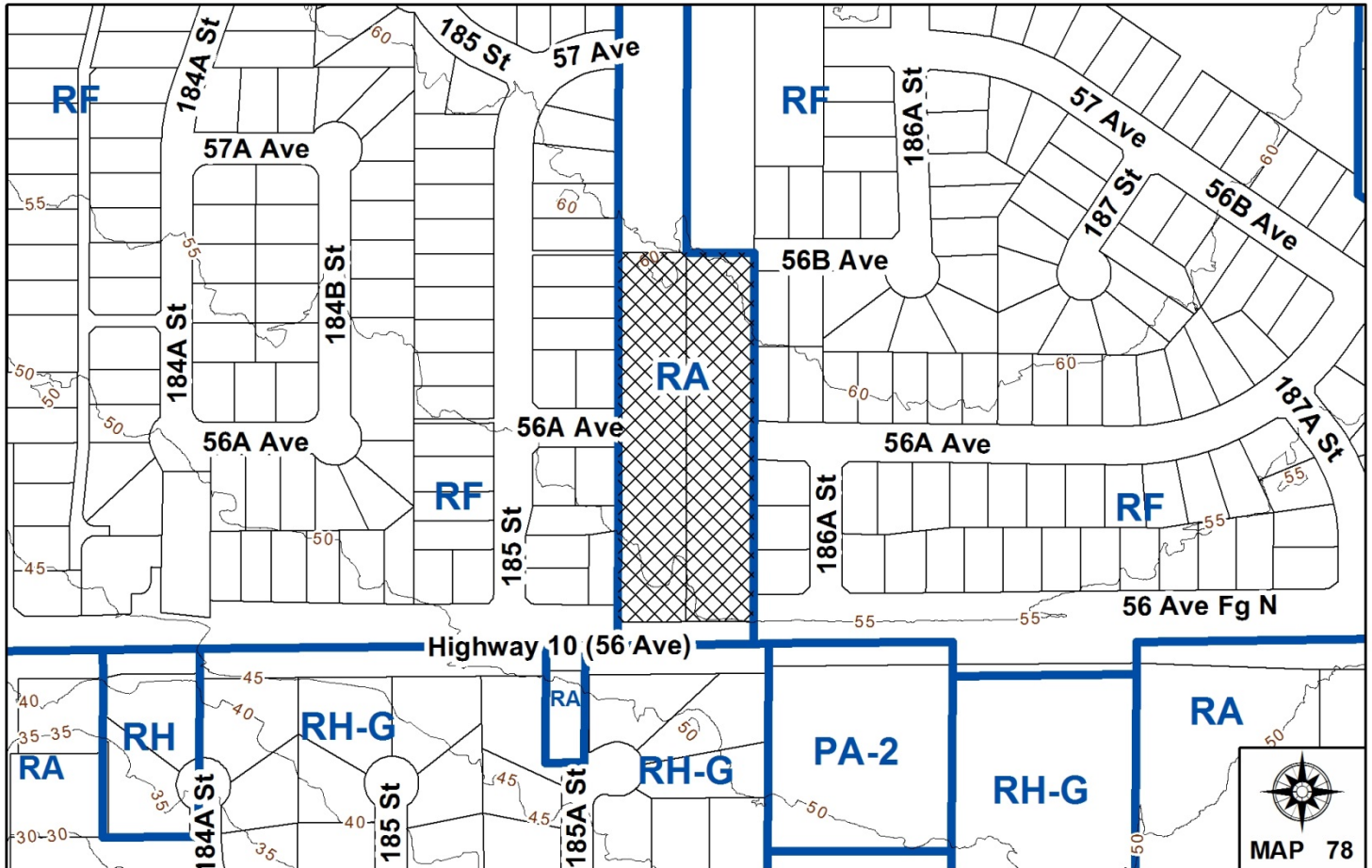
- **Development Variance Permit** to permit additional parking spaces on proposed single family lots.

LOCATION: 18571 and 18591 - No. 10 Highway (56 Avenue)

OWNERS: Harbans K. Gill
 Bruno Zappone

ZONING: RA (RF at Third Reading)

OCP DESIGNATION: Urban



RECOMMENDATION SUMMARY

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

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- The applicant is seeking the following variances to the RF Zone:
 - To increase the maximum number of vehicles that may be parked outside from two (2) to three (3) for proposed Lots 4-12 and 14;
 - To increase the maximum number of vehicles that may be parked outside from two (2) to four (4) for proposed Lots 1-3;
 - To increase the maximum width of a driveway from 6.0 metres (20 ft.) to 7.9 metres (26 ft.) for proposed Lots 4-12 and 14;
 - To increase the maximum number of vehicles that may be parked in a driveway within the front yard or side yard from two (2) to three (3) for proposed Lots 4-12 and 14; and
 - To reduce the rear yard setback from 7.5 metres (25 ft.) to 6.0 metres (20 ft.) for 100% of the principal building wall and attached deck for proposed Lots 1 and 3.

RATIONALE OF RECOMMENDATION

- The subject site is under application for rezoning to RF to permit 15 single family lots.
- The proposed development complies with all regulations in the RF Zone, however, at the November 16, 2015 Public Hearing, the Cloverdale Community Association and two neighbourhood residents expressed concerns about adequate on-site parking.
- If approved, the requested variances will allow for additional off-street parking, including a parking pad, on the majority of the proposed lots and will address concerns from the neighbourhood and the Cloverdale Community Association.
- Based on the size of the proposed lots, combined with limited on-street parking in the area the requested variances are supportable.
- The requested building setback variance will have a negligible impact on existing homes.

RECOMMENDATION

The Planning & Development Department recommends that:

1. Council approve Development Variance Permit No. 7915-0219-00 (Appendix IV) varying the following, to proceed to Public Notification:
 - (a) to increase the maximum number of vehicles that may be parked outside in the RF Zone from two (2) to three (3) for proposed Lots 4-12 and 14;
 - (b) to increase the maximum number of vehicles that may be parked outside in the RF Zone from two (2) to four (4) for proposed Lots 1-3;
 - (c) to increase the maximum width of a driveway in the RF Zone from 6.0 metres (20 ft.) to 7.9 metres (26 ft.) for proposed Lots 4-12 and 14;
 - (d) to increase the maximum number of vehicles that may be parked in a driveway within the front yard or side yard in the RF Zone from two (2) to three (3) for proposed Lots 4-12 and 14; and
 - (e) to reduce the rear yard setback in the RF Zone from 7.5 metres (25 ft.) to 6.0 metres (20 ft.) for 100% of the principal building wall and attached deck for proposed Lots 1 and 3.
2. Council instruct staff to resolve the following issues prior to final approval:
 - (a) the applicant resolve all issues for the associated Rezoning By-law No. 18544, as described in Planning Report No. 7915-0219-00 dated November 2, 2015; and
 - (b) the applicant register a Restrictive Covenant on proposed Lots 4-12 and 14 requiring the garage door opening be set back a minimum of 2.4 metres (8 ft.) from the nearest side lot line.

REFERRALS

Engineering: The Engineering Department has no objection to the requested variances.

SITE CHARACTERISTICS

Existing Land Use: Two acreage parcels, each with a single family dwelling to be retained, and accessory buildings to be removed, as part of the associated rezoning to RF and subdivision into 15 single family lots.

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Adjacent Area:

Direction	Existing Use	OCP Designation	Existing Zone
North:	Acreage parcels, the westerly lot with a single family dwelling and the easterly lot vacant	Urban	RA and RF
East:	Single family dwellings	Urban	RF
South (Across Hwy. No. 10 / 56 Avenue):	Single family dwellings	Suburban	RH-G
West:	Single family dwellings	Urban	RF

DEVELOPMENT CONSIDERATIONS

- On November 2, 2015, Council considered the initial Planning Report for this application, recommending that Council introduce a By-law to rezone the subject site from “One-Acre Residential Zone (RA)” to “Single Family Residential Zone (RF)” and a date be set for Public Hearing, in order to allow subdivision into 15 single family lots (Appendix II).
- The subject site is located at 18571 and 18591 No. 10 Highway (56 Avenue) in Cloverdale. Through the pre-notification process for the proposed rezoning, the Cloverdale Community Association (CCA) submitted a letter requesting that an off-street parking pad be provided for a tenant, such that the tenant can access the parking pad without interfering with a vehicle accessing the garage (i.e. the parking pad be located to the side of the driveway).
- Due to the width of the proposed lots, which are approximately 15 metres (49 ft.) wide, a parking pad on the proposed lots for a potential tenant would be located on the driveway, which complies with the RF Zone. Furthermore, due to potential impacts on the building envelope, the applicant was initially not agreeable to providing additional off-street parking spaces on the proposed lots.
- At the November 30, 2015 Public Hearing, the President of the Cloverdale Community Association, requested that each lot accommodate an accessible parking pad for a tenant, for a potential secondary suite. Two other speakers expressed concerns about parking. In response, the applicant agreed to provide a separate parking pad for a tenant. Council subsequently granted Third Reading to Rezoning By-law No. 18544, to rezone the site from RA Zone to RF Zone.
- Following the Public Hearing, the applicant’s Design Consultant, Ran Chahal of Apex Design Group Inc., prepared a sketch to demonstrate how a parking pad to the side of the driveway can be accommodated on proposed Lots 4-12 and 14 (variances required).
- Due to their pie-shape, proposed Lots 1-3 will each have an increased driveway length rather than a parking pad, in order to accommodate additional off-street parking.

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- Proposed Lots 13 and 15 contain an existing single family dwelling to be retained and comply with the off-street parking requirements of the Zoning By-law. An increase in off-street parking is not proposed for these two lots.
- The sketch demonstrating the proposed additional off-street parking for the project was reviewed by the Cloverdale Community Association President, who was satisfied with the proposed additional off-street parking for the project.
- In order to accommodate additional off-street parking on proposed Lots 1-12 and 14, the applicant is seeking several variances to the RF Zone (see By-law Variances section).

BY-LAW VARIANCES AND JUSTIFICATION

(a) Requested Variances:

- To increase the maximum number of vehicles that may be parked outside in the RF Zone from two (2) to three (3) on proposed Lots 4-12 and 14.
- To increase the maximum number of vehicles that may be parked outside in the RF Zone from two (2) to four (4) on proposed Lots 1-3;
- To increase the width of a driveway in the RF Zone from 6.0 metres (20 ft.) to 7.9 metres (26 ft.) for proposed Lots 4-12 and 14; and
- To increase the maximum number of vehicles that may be parked in a driveway within the front yard or side yard in the RF Zone from two (2) to three (3) on proposed Lots 4-12 and 14.

Applicant's Reason:

- The requested variances are required in order to provide additional off-street parking to satisfy comments from neighbourhood residents and the Cloverdale Community Association (CCA).

Staff Comments:

- A single family dwelling with one secondary suite is permitted in the RF Zone. The applicant is proposing basements on all lots, increasing the likelihood that each lot will contain a secondary suite.
- Without the requested variances, all proposed lots, can each accommodate two vehicles inside the garage and two vehicles in the driveway, for a total of four off-street parking spaces. This exceeds the minimum requirement in the Zoning By-law, which requires a minimum of two off-street parking spaces for a single family dwelling, plus one additional off-street parking space for a secondary suite.

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- Although the proposed subdivision complies with the parking requirements for a single family dwelling with a secondary suite, neighbourhood residents and the CCA have requested that a parking pad be accommodated such that vehicle access to the parking pad does not interfere with vehicle access to the garage. In order to accommodate this request, variances to the RF Zone are required.
- If the requested variances are approved for proposed Lots 4-12 and 14, up to three vehicles can be parked side-by-side-by-side in the driveway and the permitted driveway width will be increased from 6.0 metres (20 ft.) to 7.8 metres (26 ft.).
- Although additional vehicles can be accommodated on-site, this will impact the streetscape as there will be less space for landscaping. When three vehicles are parked outside on the lot, the vehicles will dominate the streetscape.
- If the requested variances are approved, proposed Lots 1-3 will have an increased driveway length that will provide enough space for four vehicles to be parked within the driveway as four tandem parking spaces per lot (including the garage, six off-street parking spaces will be provided). Vehicles may dominate the streetscape when three or more vehicles are parked in the driveway.
- However, due to the following parking constraints in this area, there is merit to the requested variances:
 - On-street parking is not permitted on 56 Avenue Frontage Road (North);
 - There will be no on-street parking in the cul-de-sac fronting proposed Lots 1-3 due to the geometry of the cul-de-sac; and
 - Neighbourhood residents have expressed parking concerns.
- The requested variances will allow for additional off-street parking spaces within the proposed subdivision, which will address the public's request for additional off-street parking.
- As a condition of final approval for the requested Development Variance Permit, the applicant is required to register a Restrictive Covenant on proposed Lots 4-12 and 14 requiring the garage door opening be set back a minimum of 2.4 metres (8 ft.) from the nearest side lot line. This will provide enough width to access a parking pad to the side of the garage, without interfering with vehicle access to the garage.
- The proposed additional off-street parking can be accommodated on site, and not within the boulevard areas fronting the proposed lots.
- The proposed increase in the driveway width from 6.0 metres (20 ft.) to 7.9 metres (26 ft.) equals the 6.1-metre (20 ft.) width of the proposed garages plus the 1.8 metre (6 ft.) side yard setback of the RF Zone. A variance is required to increase the driveway width to 7.9 metres (26 ft.).

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- The proposed 7.9-metre (26 ft. wide) driveway letdown (the area between the road curb and front lot line) will be paved to provide access to the parking pad on proposed Lots 4-12 and 14.
- It is anticipated that the full 7.9-metre (26 ft.) width of the driveway (inclusive of the parking pad) will be paved. However, the Building Scheme will allow the parking pad material to be gravel.
- Staff support the requested variances.

(b) Requested Variance:

- To reduce the rear yard setback in the RF Zone from 7.5 metres (25 ft.) to 6.0 metres (20 ft.) for 100% of the principal building wall and attached deck for proposed Lots 1 and 3.

Applicant's Reason:

- In order to address comments from the public, including the Cloverdale Community Association, the future homes on proposed Lots 1 and 3 will have increased front yard setbacks in order to accommodate additional parking within the driveway. This will push the house further to the rear of the lot, and will require a reduced rear yard setback in order to achieve the maximum house size.

Staff Comments:

- The minimum rear yard setback for the principal building in the RF Zone is 7.5 metres (25 ft.) but can be reduced to 6.0 metres (18 ft.) for up to 50% of the width of the building if the remainder of the building is set back at least 8.5 metres (28 ft.) from the rear lot line. The requested reduced rear yard setback is partially compliant with the Zoning By-law.
- The proposed reduced rear yard setback for proposed Lot 3 will not impact any existing homes.
- Proposed Lot 1 interfaces with two existing houses to the rear. The existing houses fronting 185 Street are set back a minimum of 15 metres (50 ft.) from the rear lot line, and therefore, the requested variance will have a negligible impact on the existing houses.
- Staff support the requested variance.

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INFORMATION ATTACHED TO THIS REPORT

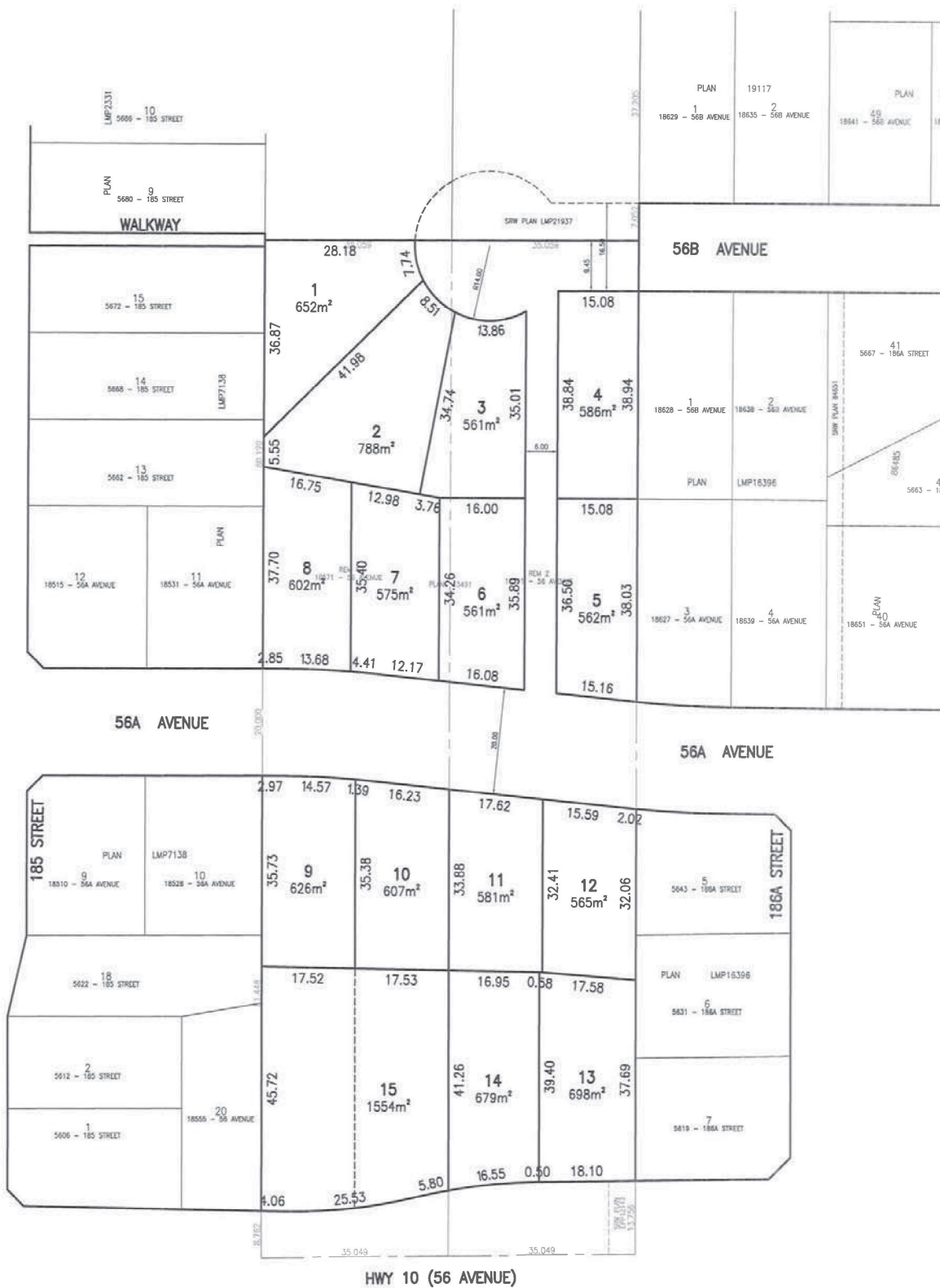
The following information is attached to this Report:

- Appendix I. Lot Owners and Action Summary
- Appendix II. Proposed Subdivision Layout
- Appendix III. Off-Street Parking Sketch
- Appendix IV. Development Variance Permit No. 7915-0219-01

original signed by Judith Robertson

Jean Lamontagne
General Manager
Planning and Development

JD/dk



Projects\15060\15060.dwg Drawings\Layout\Lot Layout - Op. 7 - Sep. 28, 2015.dwg [HWY. 10] 9/28/2015 12:28PM

Hub Engineering Inc. Member
PACIFIC BOND GROUP
 Engineering and Development Consultants
 Suite 212, 12992 - 76 Avenue, Surrey, B.C. V3W 2V6
 tel: 604-572-4328 | fax: 604-501-1625 | mail@hub-inc.com | www.hub-inc.com

CLIENT:	PROJECT:	18571 & 18591 - HWY 10 (56 AVE), SURREY BC	
DRAWING TITLE: RESIDENTIAL SUBDIVISION			
PROJECT NO:	DATE:	LEGAL:	SCALE: 1:750
15060	SEP 2015		MUNICIPAL PROJECT NO:

Parking Pad Location For lots: 1-12 & 14

Increased driveway length. No parking pad to the side of the driveway (Lots 1-3).

Parking pad to the side of the driveway (Lots 4-12 and 14).



Site Plan

THESE PLANS CONFORM TO THE 2012 B.C. BUILDING CODE.

Project Name	December 9, 2015
Client	Khattra
City Project No.	T815-0214-0
Site Location	Lot 6, 18511 & 18541 56 Ave, SURREY, B.C.
Drawn	RC, LY
Checked	RC
Date	October 23, 2015
Scale	1/4" = 1' (or as noted)
Version	20151023.L1
Drawn Title	Site Plan
Plan Number	Version: 1
Sheet Number	Version: 1

Architects/Designer's Stamp	
Structural Engineer's Stamp	

APPEX
DESIGN GROUP INC.

Unit #107, 8150 - 128 Street
 Surrey, BC V3W 2G7
 Tel: (604) 585-8811 Fax: (604) 543-8448
 Email: info@apexdesigngroup.com

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CITY OF SURREY

(the "City")

DEVELOPMENT VARIANCE PERMIT

NO.: 7915-0219-01

Issued To: HARBANS K GILL

("the Owner")

Address of Owner: 6288 Yukon Street
Vancouver, BC V5Y 3S8

Issued To: BRUNO ZAPPONE

("the Owner")

Address of Owner: 18571 - 56 Avenue
Surrey, BC V3S 8J3

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: 009-818-901

Lot 1 Except: Part Dedicated Road On Plan 81858, Section 9 Township 8 New
Westminster District Plan 13491

18571 - No 10 (56 Avenue) Highway

Parcel Identifier: 009-818-928

Lot 2 Except: Part Dedicated Road Plan 82039; Section 9 Township 8 New Westminster
District Plan 13491

18591 - No. 10 (56 Avenue) Highway

(the "Land")

3. (a) As the legal description of the Land is to change, the City Clerk is directed to insert the new legal description for the Land once title(s) has/have been issued, as follows:

Parcel Identifier:

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

4. Surrey Zoning By-law, 1993, No. 12000, as amended is varied as follows:

- (a) In Sub-Section H.2(a) Off-Street Parking and Loading/Unloading of Part 16 “Single Family Residential (RF) Zone”, the maximum number of vehicles that may be parked outside is increased from two (2) to three (3) for proposed Lots 4-12 and 14;
- (b) In Sub-Section H.2(a) Off-Street Parking and Loading/Unloading of Part 16 “Single Family Residential (RF) Zone”, the maximum number of vehicles that may be parked outside is increased from two (2) to four (4) for proposed Lots 1-3;
- (c) In Sub-Section H.3(c)i. Off-Street Parking and Loading/Unloading of Part 16 “Single Family Residential (RF) Zone”, the maximum width of a driveway is increased from 6.0 metres (20 ft.) to 7.9 metres (26 ft.) for proposed Lots 4-12 and 14;
- (d) In Sub-Section H.3(d) Off-Street Parking and Loading/Unloading of Part 16 “Single Family Residential (RF) Zone”, the maximum number of vehicles that may be parked in a driveway within the front yard or side yard is increased from two (2) to three (3) for proposed Lots 4-12 and 14; and
- (e) In Section F Yards and Setbacks of Part 16 “Single Family Residential (RF) Zone”, the rear yard setback is reduced from 7.5 metres (25 ft.) to 6.0 metres (20 ft.) for 100% of the building face and a deck for proposed Lots 1 and 3.

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

6. This development variance permit shall lapse unless the subdivision, as conceptually shown on Schedule A which is attached hereto and forms part of this development variance permit, is registered in the New Westminster Land Title Office within three (3) years after the date this development variance permit is issued.

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

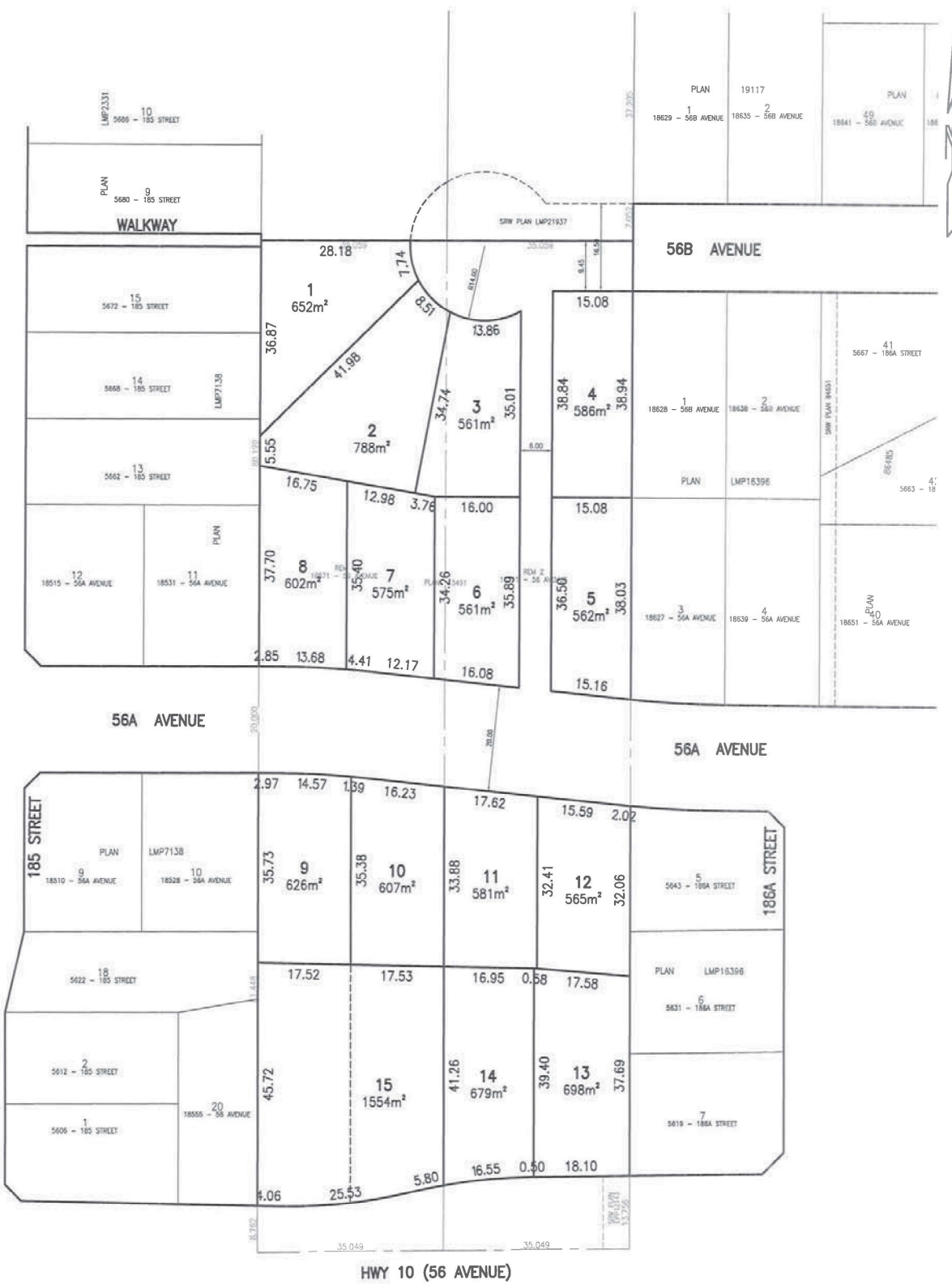
8. This development variance permit is not a building permit.

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

Mayor – Linda Hepner

City Clerk – Jane Sullivan

Schedule A



Projects\15060.LR\AD Drawings\Layout\Lot Layout - Op. 7 - Sep. 28, 2015.dwg [HWY. 10] 9/28/2015 12:28PM

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