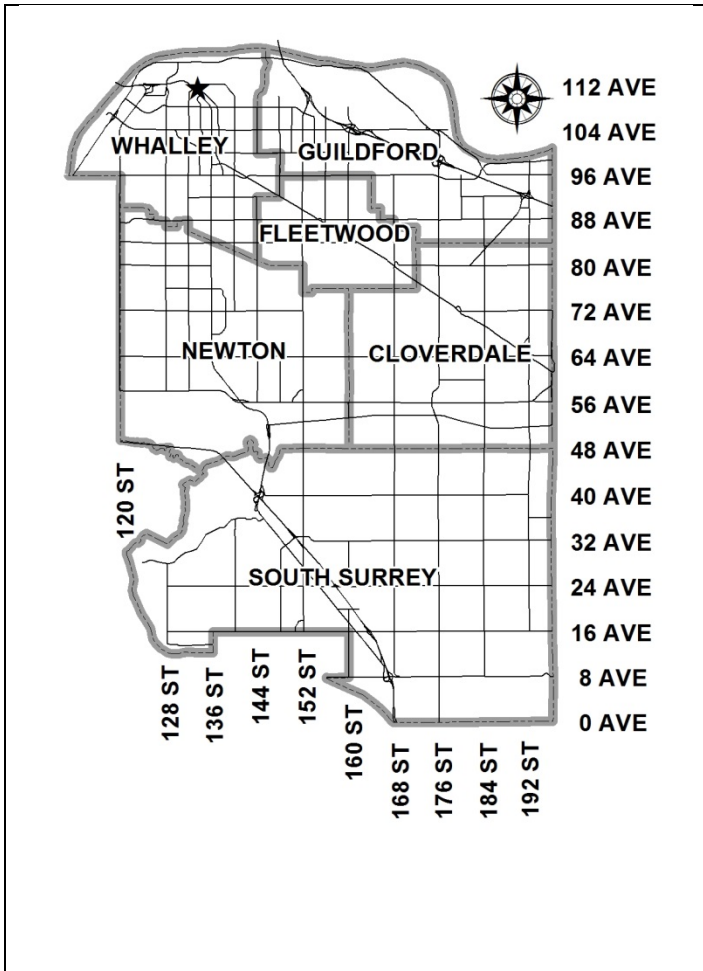


**City of Surrey  
PLANNING & DEVELOPMENT REPORT**

File: 7917-0397-00

Planning Report Date: April 9, 2018



**PROPOSAL:**

- **OCP Amendment** from Multiple Residential to Central Business District and to Figure 16: Central Business District Densities to permit a density of 3.5 FAR
- **City Centre Plan Amendment** from "Residential Low to Mid Rise up to 2.5 FAR" to "Residential Mid to High Rise 3.5 FAR"
- **Rezoning** from RF, CHI and CD (By-law No. 17223) to CD
- **Development Permit**

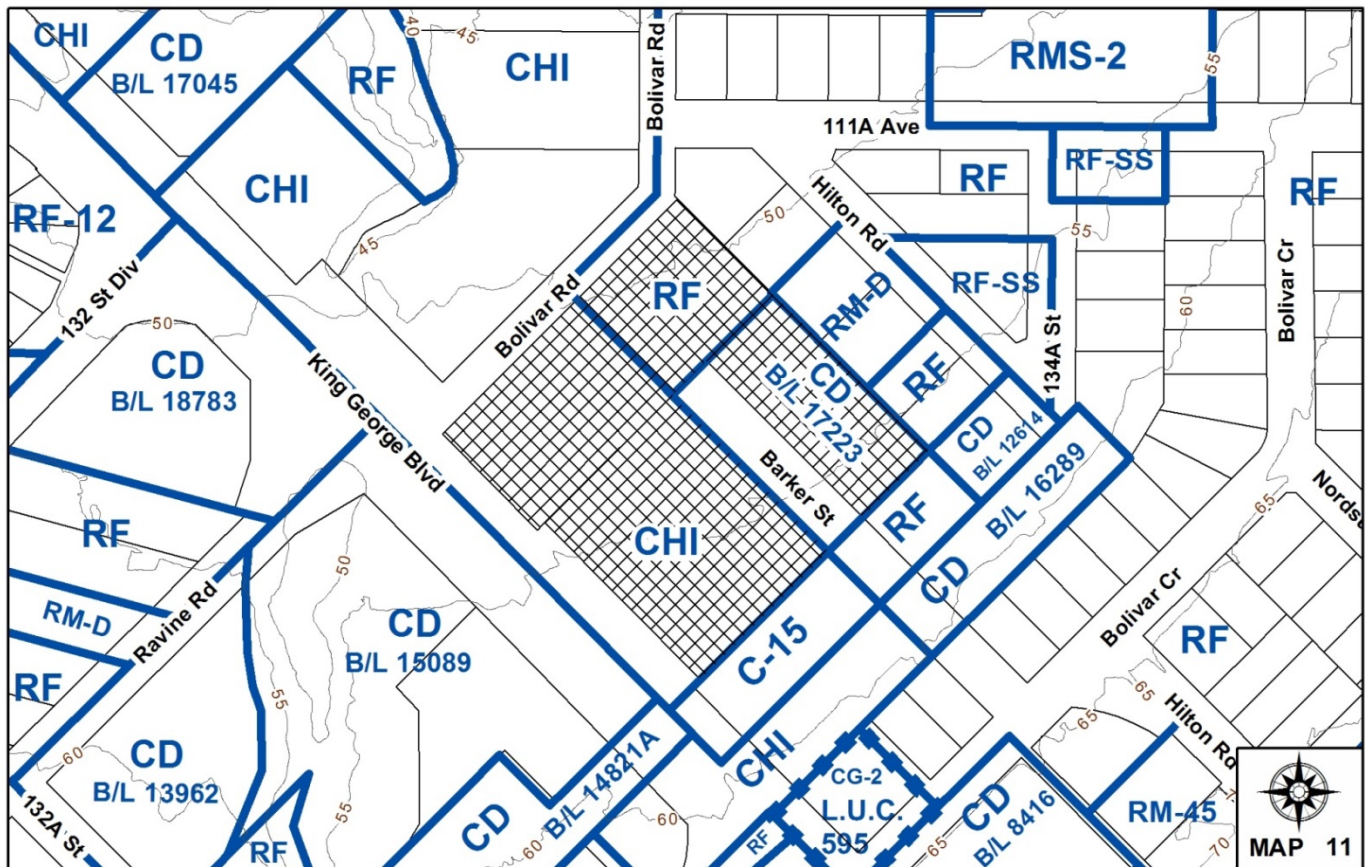
to permit the development of a multiple residential development consisting of three high-rise buildings with podiums and two low-rise buildings.

**LOCATION:** 13317 and 13335 - King George Blvd  
13377 - Barker Street

**ZONING:** RF, CHI and CD (By-law No. 17223)

**OCP DESIGNATION:** Multiple Residential

**CITY CENTRE PLAN DESIGNATION:** Residential Low to Mid Rise up to 2.5 FAR



### RECOMMENDATION SUMMARY

The Planning & Development Department recommends that Council endorse **Option A**, which is to refer the application back to staff to work with the applicant to develop the subject site in accordance with the "Low to Mid Rise Residential up to 2.5 FAR" designation in the City Centre Plan.

### DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Requires an amendment to the Official Community Plan (OCP) to redesignate the subject site from Multiple Residential to Central Business District Designation, and include the site in Figure 16: Central Business District Densities with a permitted density of "3.5 FAR".
- Requires an amendment to the City Centre Plan to redesignate the subject site from "Residential Low to Mid Rise up to 2.5 FAR" to "Residential Mid to High Rise 3.5 FAR".
- Does not comply with the City Centre Urban Design Guidelines with respect to the Building Height Concept, Massing and Interface Guidelines.

### RATIONALE OF RECOMMENDATION

- The site is currently designated Multiple Residential in the OCP. The proposed floor area ratio (FAR) of 4.2 exceeds the 2.5 FAR permitted in the Multiple Residential designation for sites within the City Centre.
- The proposed density also exceeds that permitted in the "Residential Low to Mid Rise up to 2.5 FAR" designation in the City Centre Plan.
- The proposed development and building designs are not consistent with the City Centre Urban Design Guidelines, specifically those identified in the Building Height Concept section. The City Centre Plan specifies clustering the tallest buildings and most significant density in the City Centre around each of the three SkyTrain stations.
- The proposed form of development raises significant interface concerns with existing single family dwellings to the northeast. These properties to the north are designated "Single Family/Duplex 0.6 FAR" in the City Centre Plan, and are therefore likely to remain as single family lots in the foreseeable future.
- The proposal may set an undesirable precedent for future development proposals seeking a density and built form that is non-compliant with the existing land use planning and policy framework established in the City Centre Plan and the OCP.

## RECOMMENDATION

The Planning & Development Department recommends that:

- A. Council endorse **Option A**, which is to refer the application back to staff to work with the applicant to develop the subject site in accordance with the "Low to Mid Rise Residential up to 2.5 FAR" designation in the City Centre Plan.

Alternatively, Council may consider the following options:

- B. Council may consider endorsing **Option B**, a compromise solution, which is to refer the application back to staff to work with the applicant to develop the subject site with a form of development that achieves a 6-storey form along King George Boulevard, a mid-rise (maximum 10-storey) form in the middle of the site, and a 4-5 storey form adjacent to the existing single family residential lots to the northeast of the subject site.

**OR**

- C. If Council is of the view that the merits of the application are sufficient to allow the application to proceed at the building heights and density (4.2 FAR) currently proposed, Council could endorse **Option C**, which is to refer the application back to staff to continue to process the application at the density currently proposed, with the consideration of the provision of a significant amenity contribution above and beyond the required City Centre Amenity Charges and City Centre specific Development Cost Charges, which can be allocated towards amenity needs in the City Centre Plan area.

This report is being forwarded to Council in advance of a full application review as the application involves a significant policy-related decision, and it was not considered practical to undertake all of the work associated with refining and detailing the proposal until it is determined if Council is prepared to consider the required OCP and City Centre Plan Amendments that will be precedent-setting.

## REFERRALS

Engineering:

The Engineering Department has concerns with the project as outlined below. Preliminary engineering servicing requirements are outlined in Appendix III.

Engineering notes that the proposed change in density will require a detailed assessment of the implications the increased density will have on the proposed servicing in the neighbourhood. In the event that the application is allowed to proceed at the density proposed by the applicant, there will be additional pressure to densify properties that are similarly designated in the City Centre Plan, which will have further implications on the City Centre Plan servicing concept. The applicant must also provide a Traffic Impact Study (TIS) should the application proceed with the proposed change in density

**Parks, Recreation & Culture:** The applicant is required to pay the parks amenity contributions on the variable per unit basis as outlined within the Surrey City Centre Plan adopted by Council.

**Community Planning:** The "Low to Mid Rise Residential up to 2.5 FAR" designation was not included in the City Centre Interim Density Bonus policy as suitable for density increase up to 20% as such an increase would create a significant change in form. The proposed height at this location will create a disconnect with the adjacent lower density neighbourhood, and will detract from the efforts to have a defined node near the Gateway SkyTrain station. Any increase in density should be accompanied by a significant community amenity contribution.

### SITE CHARACTERISTICS

Existing Land Use: Vacant residential parcels.

Adjacent Area:

<b>Direction</b>	<b>Existing Use</b>	<b>City Centre Plan Designation</b>	<b>Existing Zone</b>
Northwest (Across Bolivar Road):	Automobile Sales Centre	Low to Mid Rise Residential up to 2.5 FAR and Creek Buffer	CHI
Northeast:	Single Family and Duplex Dwellings	Single Family/Duplex 0.6 FAR	RF and RM-D
Southwest (Across King George Blvd):	Bolivar Creek and Townhouses	Creek Buffer and Residential High Rise 5.5 FAR	CD By-law No.
Southeast:	Hotel and vacant single family lot	Low to Mid Rise Residential up to 2.5 FAR	CD By-law No. and RF

### DEVELOPMENT CONSIDERATIONS

#### Site Context

- The subject site is located on the north side of King George Boulevard at the intersection of King George Boulevard and Bolivar Road in the City Centre. The site is designated "Multiple Residential" in the Official Community Plan (OCP) and "Low to Mid Rise Residential up to 2.5 FAR" in the City Centre Plan. The subject site is zoned "Single Family Residential Zone (RF)", "Highway Commercial Industrial Zone (CHI)" and "Comprehensive Development Zone (CD)" (By-law No. 17223).
- The gross site area is 19,920 square metres (214,415 sq.ft.).

- The Official Community Plan (OCP) specifies a maximum permitted density of 2.5 floor area ratio (FAR) in this area, as it is designated Multiple Residential within the City Centre Plan.
- For lands within the City Centre plan area, the OCP permits density expressed as floor area ratio (FAR) to be calculated on the basis of the gross site area.
- The City Centre Plan Density Bonus Interim Policy permits up to a 20% increase in density for lands designated "Mid to High Rise 3.5 FAR", "High Rise & Mixed Use 5.5 FAR", and "Mixed Use 7.5 FAR" in exchange for public amenities. Such amenities may include affordable housing, civic amenities including child care spaces, public meeting spaces, civic and cultural facilities, public art, open space, publically accessible parks or gathering places, etc. The amenities obtained should benefit the area in which the development is located.
- The Density Bonus Policy does not apply to lands designated "Low to Mid Rise Residential up to 2.5 FAR".

#### Current Proposal

- The proposal is for the development of a multiple residential development consisting of 5 buildings on 2 lots with a gross floor area of 4.2 FAR.
- The proposed development would consist of approximately 929 residential units, including 42 townhouses and 887 apartments.
- The development proposal requires the following to enable the project to proceed:
  - an OCP Amendment to redesignate the subject site to "Central Business District" and include the site within Figure 16: Central Business District Densities with a permitted density of "3.5 FAR";
  - a City Centre Plan Amendment to redesignate the site from "Low to Mid Rise Residential up to 2.5 FAR" to "Residential Mid to High Rise 3.5 FAR";
  - rezoning from RF, CHI and CD By-law No. 17223 to a new CD By-law; and
  - a Development Permit for form & character.
- The Surrey City Centre Plan permits developments to increase densities up to 20% more than the densities shown in the City Centre Plan, subject to density bonusing in accordance with the Surrey City Centre Interim Density Bonus Policy. Should Council support the applicant's request to redesignate the property to "Mid to High Rise 3.5 FAR", the Interim Density Bonus Policy may be applied to the subject site, resulting in an allowable maximum gross density of 4.2 FAR.
- The proposed multiple residential development will be located on two lots, proposed Lot A at the southern portion of the subject site adjacent King George Boulevard, and proposed Lot B on the northern portion adjacent the existing single family neighbourhood.
- Proposed Lot A will consist of the following, at a gross density of 5.5 FAR:

- One 24-storey residential tower with a 7-storey residential podium;
  - One 24-storey residential tower with a 6-storey residential podium; and
  - One 22-storey residential tower with a 6-storey residential podium.
- Proposed Lot B will consist of two 6-storey apartment buildings, at a gross density of 1.8 FAR.

#### *Road Dedication and Parking*

- As part of this development, portions of the site will be dedicated for King George Boulevard, Barker Street, and Bolivar Road.
- Vehicle access to the underground parking is currently proposed to be from King George Boulevard and Barker Street. However, Engineering has provided comment that vehicle access would not be permitted from King George Boulevard.
- Approximately 5 levels of underground parking is proposed to be provided on Lot A, and approximately 3 levels of underground parking is proposed for Lot B.
- In total, 1,608 residential and visitor parking spaces are proposed for Lots A and B.
- The applicant is proposing 1,360 residential and visitor parking stalls for Lot A at a rate that exceeds the Zoning By-law requirements for City Centre. Based on a proposal of 789 units, 1,054 residential and visitor parking stalls would be required for the proposed development on Lot A.
- For proposed Lot B, the applicant is proposing 248 residential and visitor parking stalls, a rate that also exceeds the Zoning By-law requirement for City Centre. Based on a proposal of 140 units, 198 residential and visitor parking stalls would be required for the proposed development on Lot B.

#### PRE-NOTIFICATION

Pre-notification letters were mailed on March 19, 2018 to a total of 144 addresses, and two development proposal signs were erected on the site on March 23, 2018. To date, staff have received the following response:

- One property owner in the area called to seek information with respect to the project, and to request that the developer be sensitive to existing residents if and when construction should proceed on the subject site.

*(Staff provided additional information regarding the proposed development application and the related process.)*

## PUBLIC CONSULTATION PROCESS FOR OCP AMENDMENT

Staff have not consulted with any persons, organizations or authorities with respect to the proposed OCP amendment. Should Council direct staff to allow the application to proceed, staff will undertake the necessary consultation.

## PROJECT EVALUATION AND DISCUSSION

- The density proposed for the development (4.2 FAR) cannot be accommodated under the OCP Multiple Residential designation for sites within the City Centre, which permits densities up to 2.5 FAR.
- In addition, the proposed density exceeds that permitted in the "Residential Low to Mid Rise up to 2.5 FAR" designation in the City Centre Plan.
- The proposed development and building designs are not consistent with the objectives and intent specified in the City Centre Urban Design Guidelines, specifically those identified in the Building Height Concept section.
  - The City Centre Plan specifies clustering the tallest buildings and most significant density around each of the three principle nodes centred on the SkyTrain stations. The intent is to create an attractive and memorable skyline that defines Surrey City Centre by emphasizing the nodes with height and transitioning to lower built forms on the edges of the City Centre; and
  - The density and tower heights proposed for the subject site are contrary to the guidelines for the City Centre by proposing to locate high-density, high-rise residential built forms outside of a node, in an edge transition area, and this will impact the vision for the City Centre skyline as outlined in the City Centre Plan.
- The OCP includes policies that encourage infill development that is compatible with existing neighbourhoods.
- Similarly, a principal development policy within the City Centre Plan is to allow for gentle densification of single family neighbourhoods while retaining the single family housing form within the downtown.
- The City Centre Plan Urban Design Guidelines also promote an appropriate built form transition to single family neighbourhoods.
- The City Centre Plan specifically notes that the vision for Bolivar Heights is to preserve the strong single family residential built form and character, while providing opportunities for gentle infill. The existing Bolivar Heights single family neighbourhood adjacent the subject site is designated "Single Family/Duplex 0.6 FAR" in the City Centre Plan.

- Recognizing that the proposed development is located on a slope (Peterson Hill) above and to the south of an established, designated single family neighbourhood, the height and form of development has the potential to both dominate and shade the neighbourhood. This site is located at the perimeter of the City Centre, an area that is envisioned to provide a gentle transition from the most dense areas in the City Centre to the adjacent single family neighbourhoods.
- The proposed development therefore does not conform with OCP and City Centre Plan policy objectives and guidelines to develop in a manner compatible with single family-designated neighbourhoods
- The City Centre Plan is based on a vision that balances strategic densification with liveability. Should the proposed density be approved, there is risk of setting a precedent that will result in future applications seeking densities much greater than those adopted by Council in the City Centre Plan, not only in this neighbourhood but in all of the lower density transition areas identified in the Plan.
- Increases in density, such as those proposed in this application, should be considered carefully, and supported only when the policy objectives and urban design guidelines of the City Centre Plan, including skyline and interface considerations, can still be met and with consideration for an appropriate density bonus amenity contribution.
- The proposal may set an undesirable precedent for future development proposals seeking a density and built form that is non-compliant with the existing land use planning and policy framework established in the City Centre Plan and the OCP. Specifically, the transition areas at the outer boundary of the City Centre Plan, which are consistently designated "Low to Mid Rise Residential up to 2.5 FAR" in order to provide a sensitive and appropriate interface to the existing single family neighbourhoods outside of the plan area, will face pressure to allow for greater density and built form. In addition, such increases could erode the skyline concept envisioned for City Centre.

### Engineering Concerns

- The City Centre Plan Servicing Concept is based on an assumed density of 2.5 FAR will be achieved on the subject site. The proposed change in density will require a detailed assessment of the implications the increased density will have on the proposed servicing in the neighbourhood.
- In addition, in the event that the application is allowed to proceed at the density proposed by the applicant, there will be additional pressure to densify properties that are similarly designated "Low to Mid Rise Residential up to 2.5 FAR" in the City Centre Plan. This will have further implications on the servicing concept for the City Centre Plan in its entirety.

### *Transportation*

- Transportation will require that the applicant provide a Traffic Impact Study (TIS) to determine if additional road network upgrades and requirements will be necessary should the application proceed with the proposed change in density.
- Vehicle access will not be permitted from King George Boulevard.



### APPLICANT'S JUSTIFICATION FOR THE PROPOSED OCP AND CITY CENTRE PLAN AMENDMENT

The applicant has offered the following rationale for the proposed built form in this location:

- The proposed master-planned residential development will serve as an iconic entry gateway to the City Centre.
- The proposed development will provide a range of housing options and significant outdoor amenity spaces for residents.
- Directly southwest of the subject site, across King George Boulevard, properties are designated "High Rise 5.5 FAR", with the ability to achieve a maximum density of 6.6 FAR as per the conditions outlined in the Interim Density Bonus Policy. The proposed density of 4.2 FAR and form of development on the subject site is a more appropriate transition between these high rise sites and the single family Bolivar Heights neighbourhood to the northeast.
- The subject property is located within walking distance (approximately 550 metres/1,800 ft.) of the Gateway SkyTrain Station. It is also located in relative proximity to schools (James Ardiel Elementary, approximately 850 metres/2,800 ft. distance) and shopping along King George Boulevard and near Gateway SkyTrain Station. Whalley Athletic and Tom Binnie Park are within 900 metres (2,950 ft.).
- The proposed development will contribute to public safety by increasing the number of "eyes on the street" providing overlook over public spaces.
- The applicant as provided a written summary of their rationale, which is attached as Appendix VI.

### OPTIONAL COURSES OF ACTION

The following is a summary of three optional courses of action for Council's consideration, and the benefits and concerns associated with each approach:

- **Option A:** Council to refer the application back to staff to work with the applicant to develop the subject site in accordance with the "Low to Mid Rise Residential up to 2.5 FAR" designation in the City Centre Plan.

*Pros:*

- Staff could work with the applicant to design a development with a density, massing and built form that is more appropriate for the site context;
- The proposed development would therefore be compliant with the land use designations, policy objectives, and design guidelines specified in the City Centre Plan; and

- Modifications to the Central Business District Designation in the OCP would not be necessary.

*Cons:*

- The applicant's preferred development concept would not be achieved.
- **Option B:** Council could endorse a compromise solution, which is to refer the application back to staff to work with the applicant to develop the subject site with a form of development that achieves a 6-storey form along King George Boulevard, a mid-rise (maximum 10-storey) form in the middle of the development site, and a 4-5 storey form located adjacent the existing single family residential homes to the northeast of the subject site.

*Pros:*

- Although this compromise option would still require an amendment to the City Centre Plan, staff contend that the built form would be more in keeping with the policy objectives and urban design guidelines in the City Centre Plan and be more sensitive to the existing single family neighbourhood to the northeast;
- Staff could work with the applicant to develop this compromise solution as a form of development that is more appropriate for the location, yet closer in line with the development objectives of the applicant;
- This approach would require only modest modifications to land use designations, policy objectives, and design guidelines specified in the City Centre Plan; and
- Modifications to the Central Business District Designation in the OCP would not be necessary.

*Cons:*

- An amendment to the City Centre Plan to increase the density beyond the 2.5 FAR currently envisioned would still be required; and
- The applicant's development vision would not be achieved to the extent that they may desire. In previous discussions with staff, the applicant has been reluctant to explore this compromise solution.
- **Option C:** Refer the application back to staff to continue to process the application at the density currently proposed, with the provision of a significant amenity contribution above and beyond the required City Centre Amenity Charges and City Centre specific Development Cost Charges, which can be allocated towards amenity needs in the City Centre Plan area.

*Pros:*

- The applicant's development vision would be fully achieved.

*Cons:*

- The proposal may set an undesirable precedent for future development proposals seeking a density and built form that is non-compliant with the existing land use planning and policy framework established in the City Centre Plan and the OCP; and
  - The proposed development may negatively impact the vision that has been identified in the City Centre Plan, whereby the highest densities and tallest buildings are concentrated in nodes around the SkyTrain stations and then transitions gently towards the edges of the plan area to interface sensitively with existing single family neighbourhoods, thereby creating an attractive and memorable skyline that defines Surrey City Centre.
- The three building massing options described above are included as Appendix VII for Council's consideration.

**CONCLUSION**

The Planning & Development Department recommends that Council endorse **Option A**, which is to refer the application back to staff to work with the applicant to develop the subject site in accordance with the "Low to Mid Rise Residential up to 2.5 FAR" designation in the City Centre Plan.

Council may also consider endorsing **Option B**, a compromise solution, which is to refer the application back to staff to work with the applicant to develop the subject site with a form of development that achieves a 6-storey form along King George Boulevard, a mid-rise (maximum 10-storey) form in the middle of the development site, and a 4-5 storey form located adjacent the existing single family residential homes to the northeast of the subject site.

If Council is of the view that the merits of the application are sufficient to allow it to proceed at the building heights and density (4.2 FAR) currently proposed, Council could endorse **Option C**, which is to refer the application back to staff to continue to process the application at the current density, with the consideration of the provision of a significant amenity contribution above and beyond the required City Centre Amenity Charges and City Centre specific Development Cost Charges, which can be allocated towards amenity needs in the City Centre Plan area.

Under any of these three options, staff would return to Council with a completed rezoning and development permit submission at a future Regular Council – Land Use Meeting, once all submission materials are received and the detailed development application review process is completed.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

- Appendix I. Lot Owners and Action Summary (Confidential)
- Appendix II. Proposed Subdivision Layout, Site Plan, and Building Elevations
- Appendix III. Preliminary Engineering Summary
- Appendix IV. City Centre Plan Redesignation Map
- Appendix V. Aerial Context Photo
- Appendix VI. Applicant's Rationale
- Appendix VII. Massing Options (Options A, B and C)

*original signed by Ron Gill*

Jean Lamontagne  
General Manager  
Planning and Development


CA/da

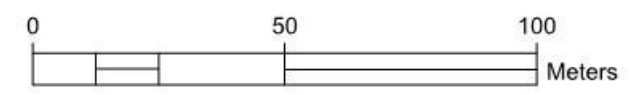
APPENDIX I HAS BEEN  
REMOVED AS IT CONTAINS  
CONFIDENTIAL INFORMATION

New Great Land Developing Ltd.  
Multi-Family Development  
13317 & 13335 King George Blvd  
& 13377 Barker St

# PROPOSED SUBDIVISION PLAN



 Road Dedication  
3826.2m<sup>2</sup>  
(0.38 Ha / 0.95 Ac)



**LEGAL DESCRIPTION**  
PID 004-520-360  
PID 028-625-293  
PID 028-625-307

**GROSS SITE AREA**  
1.99 hectares / 4.93 acres  
**NET SITE AREA**  
1.61 hectares / 3.98 acres

**EXISTING DESIGNATIONS**  
OCP: Multiple Residential  
City Centre Plan: Low to Mid Rise (2.5 FAR)  
Zoning: CHI, CD, RF

**PROPOSED DESIGNATIONS**  
OCP: Central Business District  
City Centre Plan: Residential High Rise (5.5 FAR)  
Zoning: CD

**LOT YIELD**  
Existing: 3 lots  
Proposed: 2 lots



Scale: 1:1500

**APLIN  
MARTIN**  
Project 14-247  
06 / 03 / 2018

**Drawing  
1**

NOTE: Conceptual layout only, subject to change without notice. Property of Aplin & Martin Consultants Ltd. and not to be reproduced or used without written permission by the Company.  
M:\2014\14-247\DWG\PLANNING\14-247 - Subdivision Plan - 2018-03-06.dwg

**SOUTH PROPERTY 01**  **12,691 m<sup>2</sup>**  
(136,599.7)

**TOWER 01**  
TOWER HEIGHT 92 m/24 F **24,387 m<sup>2</sup>**  
(262,501.1)  
FLOOR PLATE AREA

**TOWER 02**  
TOWER HEIGHT 92 m/24 F **24,545 m<sup>2</sup>**  
(264,197.6)  
FLOOR PLATE AREA

**TOWER 03**  
TOWER HEIGHT 92 m/22 F **21,499 m<sup>2</sup>**  
(231,412.3)  
FLOOR PLATE AREA

**TOTAL GROSS FLOOR AREA** **70,431 m<sup>2</sup>**  
(758,110.0)

**FAR** **70,431 m<sup>2</sup>** / **12,712 m<sup>2</sup>**  
(758,110.0) (136,826.0)  
**5.5**

**SOUTH PROPERTY 02**  **7,229 m<sup>2</sup>**  
(77,814.9)

**VILLAS/TOWNHOUSES 01**  
BUILDING HEIGHT 23.6 m/6 F  
GROSS FLOOR AREA **6,657 m<sup>2</sup>**  
(71,655.4)

**VILLAS/TOWNHOUSES 02**  
BUILDING HEIGHT 23.6 m/6 F  
GROSS FLOOR AREA **6,657 m<sup>2</sup>**  
(71,655.4)

**TOTAL GROSS FLOOR AREA** **13,314 m<sup>2</sup>**  
(143,311.0)

**FAR** **13,314 m<sup>2</sup>** / **7,229 m<sup>2</sup>**  
(143,311.0) (77,814.9)  
**1.8**

**TOTAL SOUTH PROPERTY FAR**

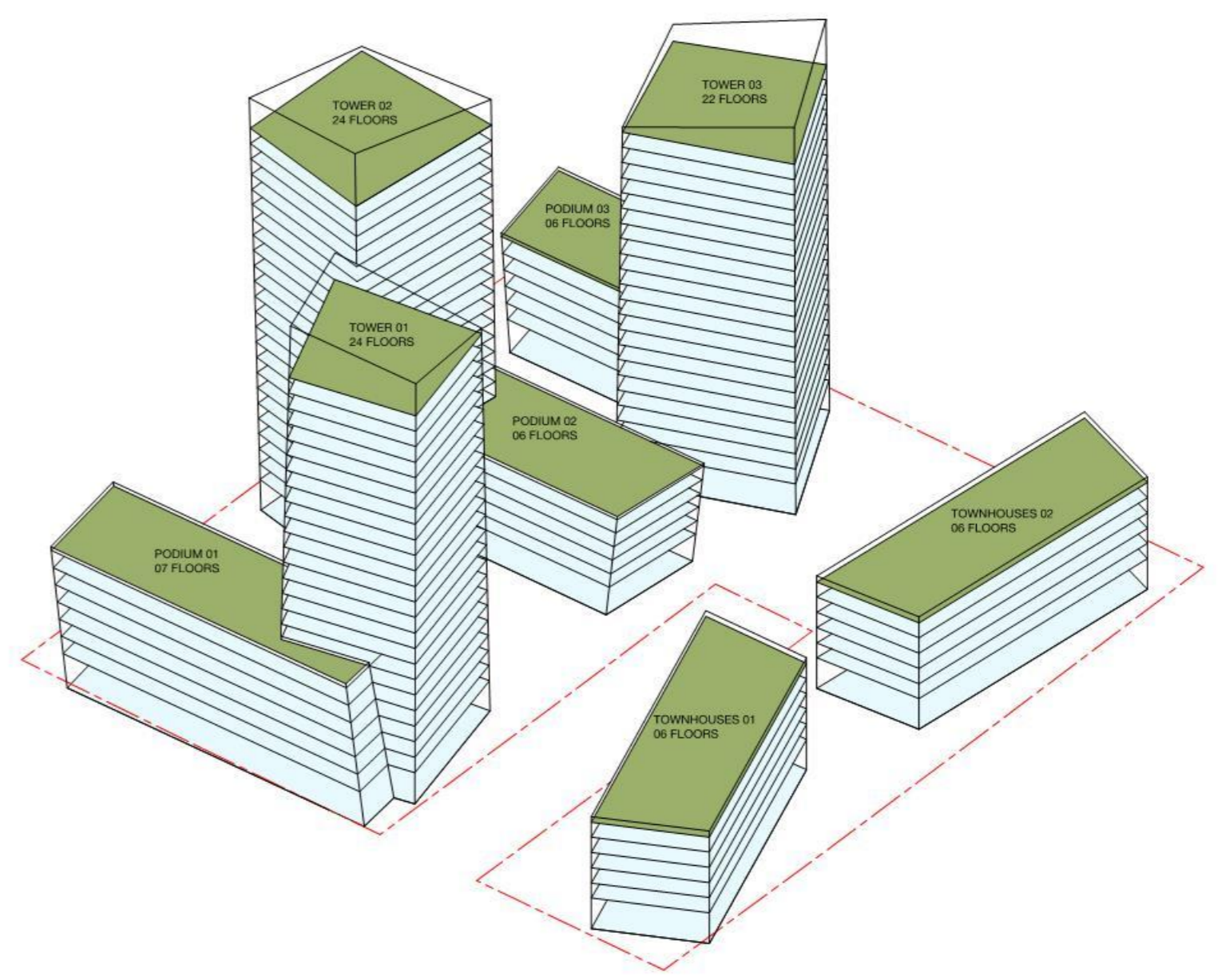
**SOUTH PROPERTY GROSS FLOOR AREA** **83,745 m<sup>2</sup>**  
(901,424.0)

**FAR** **83,745 m<sup>2</sup>** / **19,920 m<sup>2</sup>**  
(901,424.0) (214,414.6)  
**4.2**

\* (0,000,000.0) Area in sq ft



01 SITE LOCATION



02 AXONOMETRIC DIAGRAM 4.2 FAR



03 PLAN DIAGRAM 4.2 FAR



  
**KING GEORGE BOULEVARD  
SITE PLAN 1:1000**  
**4.2 FAR**

Revisions  
YYYY-MM-DD

Seal  
**13335 King George  
Boulevard**

**13335 KING GEORGE  
BOULEVARD,  
SURREY, BC**

Project  
**SITE PLAN**

Drawing  
Scale 1:1000  
Project 217022.01  
Sheet **A 101**





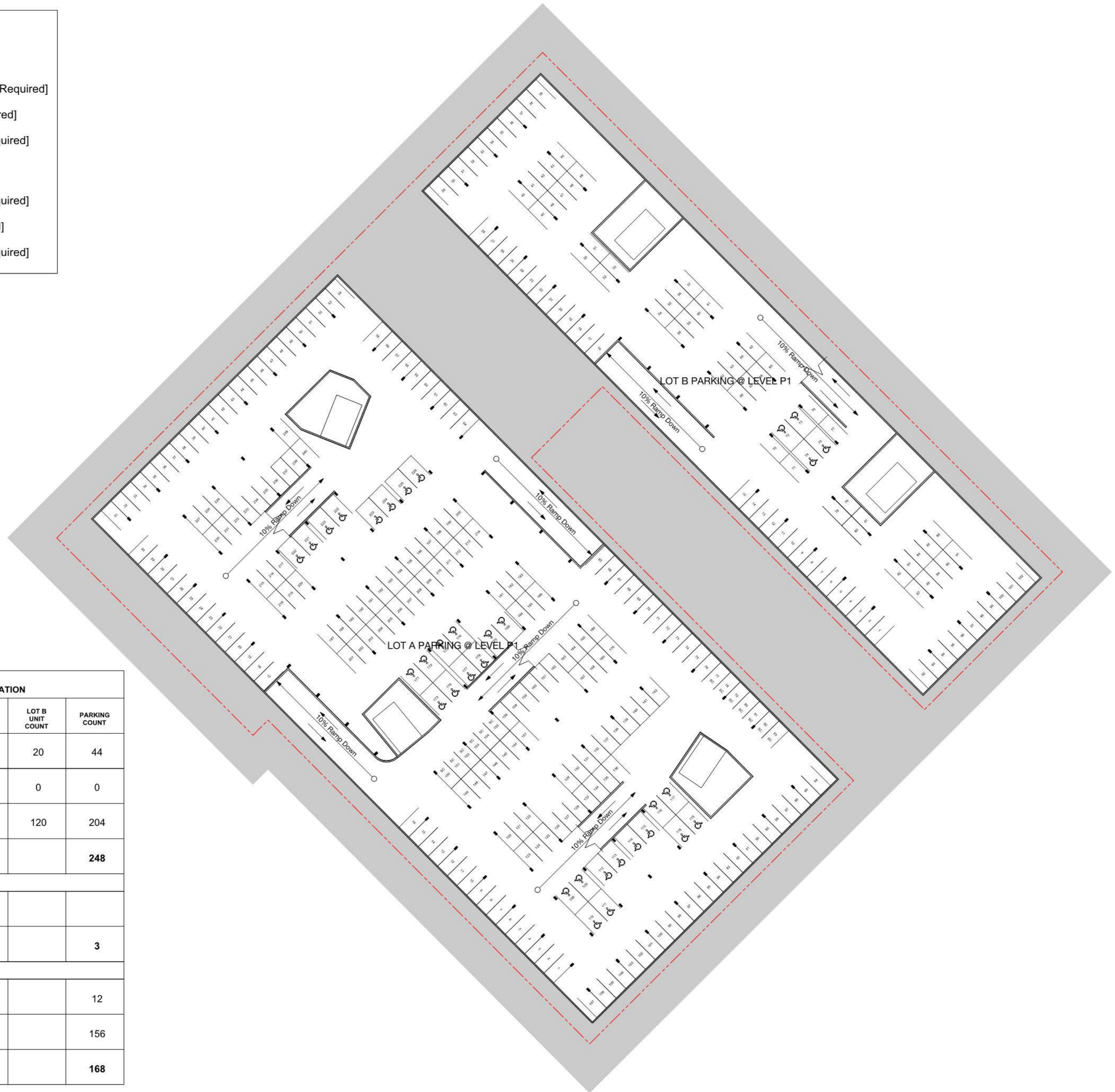
**PARKING STATISTICS**

**LOT A**

Total Parking Count: **1,360** [1,318 Required]  
 Handicap Parking Count: **30** [27 Required]  
 Bicycle Parking **944** [944 Required]

**LOT B**

Total Parking Count: **294** [248 Required]  
 Handicap Parking Count: **4** [3 Required]  
 Bicycle Parking **168** [168 Required]



PARKING BY-LAW REQUIREMENT CALCULATION					
USE	BY-LAW REQUIRED PARKING SPACES	LOT A UNIT COUNT	PARKING COUNT	LOT B UNIT COUNT	PARKING COUNT
Ground-Oriented	2 parking spaces per dwelling unit; plus 0.2 parking space per dwelling unit for visitors	32	70	20	44
Non-Ground-Oriented	1.3 parking spaces per dwelling unit with 1 or no bedrooms; plus 0.2 parking space per dwelling unit for visitors	198	297	0	0
	1.5 parking spaces per dwelling unit with 2 or no bedrooms; plus 0.2 parking space per dwelling unit for visitors	559	950	120	204
<b>TOTALS</b>			<b>1318</b>		<b>248</b>
HANDICAP PARKING					
Handicap Parking	5 parking spaces plus 1 parking space per 100 required parking spaces or portion thereof in excess of 500 parking spaces		<b>27</b>		
	Required parking space of 3 for parking count of between 201-300				<b>3</b>
BICYCLE PARKING					
Ground-Oriented	6 visitor bicycle spaces per multiple unit residential building		<b>18</b>		<b>12</b>
Non-Ground-Oriented	6 visitor bicycle spaces per multiple unit residential building; plus 1.2 bicycle spaces in a secure bicycle parking are per dwelling unit		<b>926</b>		<b>156</b>
<b>TOTALS</b>			<b>944</b>		<b>168</b>

Revisions YYY-MM-DD

Seal  
13335 King George  
Boulevard

13335 KING GEORGE  
BOULEVARD,  
SURREY, BC

Project

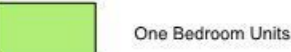



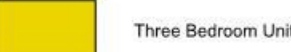

PARKING @ LEVEL P1

Drawing  
Scale 1:500  
Project 217022.01

Sheet **A 206**

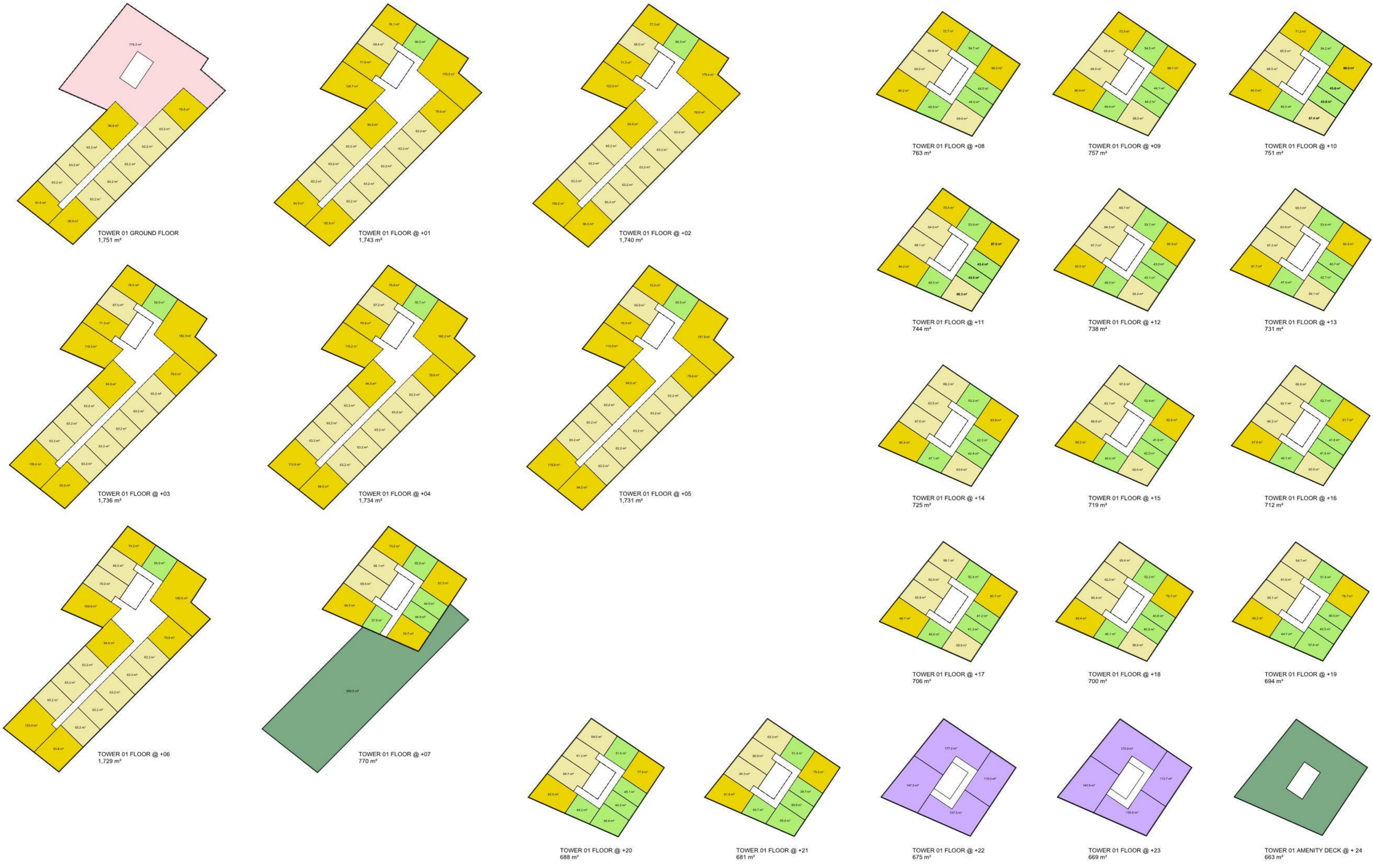


**LEGEND**  
Residential Unit Types

	One Bedroom Units		Lobby, Bicycle Storage & Indoor Amenity Area
	Two Bedroom Units		Penthouse Units
	Three Bedroom Units		Outdoor Amenity Area

**LOT A TOWER 01 [92 m/24 F]**

Podium: [26.3 m/7 F]  
Units: 286 Units  
GFA: 24,387 m<sup>2</sup>



Revisions \_\_\_\_\_ YYYY-MM-DD

Seal \_\_\_\_\_  
13335 King George  
Boulevard

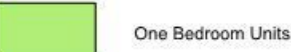



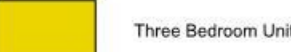

13335 KING GEORGE  
BOULEVARD,  
SURREY, BC

Project \_\_\_\_\_  
TOWER 01 UNIT TYPES

Drawing \_\_\_\_\_  
Scale \_\_\_\_\_  
Project 217022.01

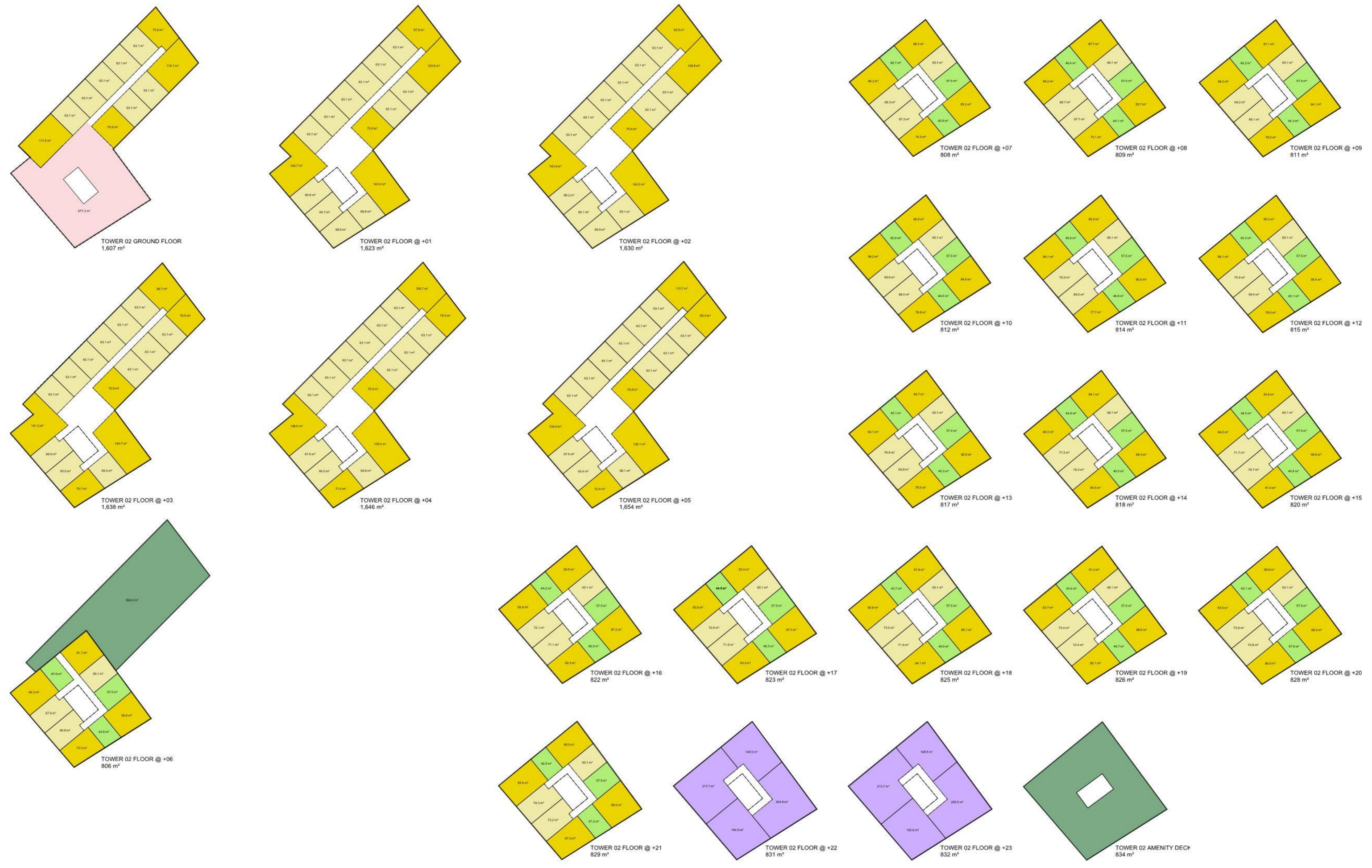


**LEGEND**  
Residential Unit Types

	One Bedroom Units		Lobby, Bicycle Storage & Indoor Amenity Area
	Two Bedroom Units		Penthouse Units
	Three Bedroom Units		Outdoor Amenity Area

**LOT A TOWER 02 [92 m/24 F]**

Podium: [23.6 m/6 F]  
Units: 272 Units  
GFA: 24,545 m<sup>2</sup>



Revisions YYY-MM-DD

Seal  
1335 King George  
Boulevard

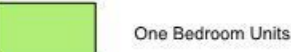





1335 KING GEORGE  
BOULEVARD,  
SURREY, BC

Project  
TOWER 02 UNIT TYPES

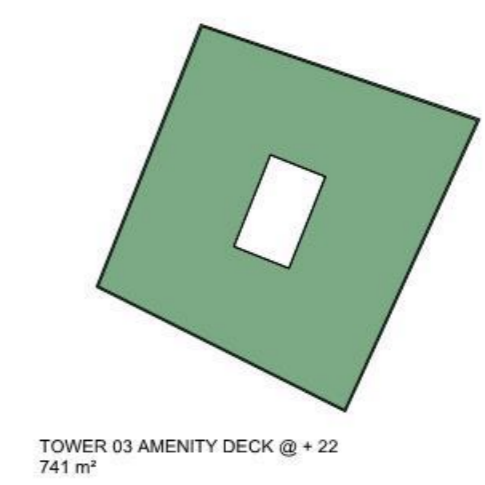
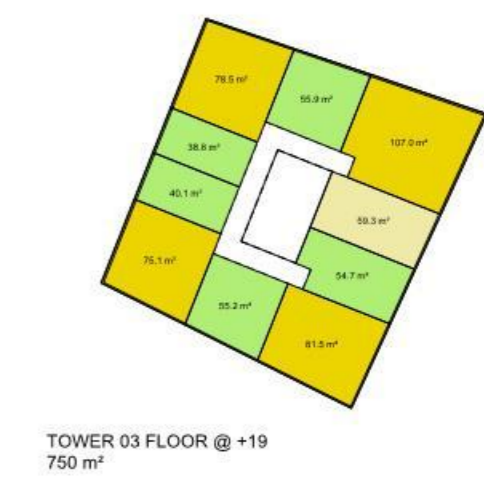
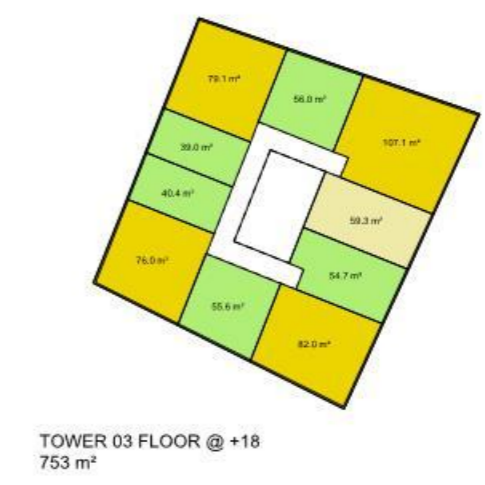
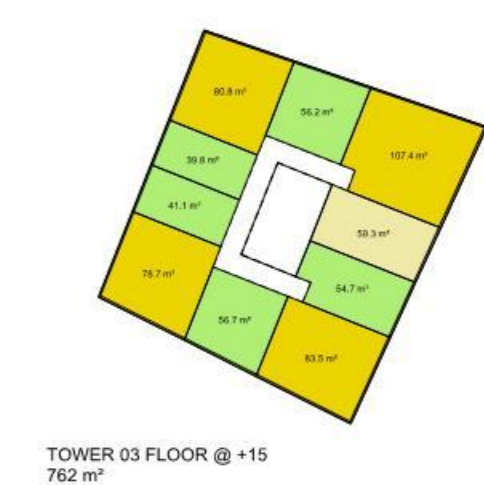
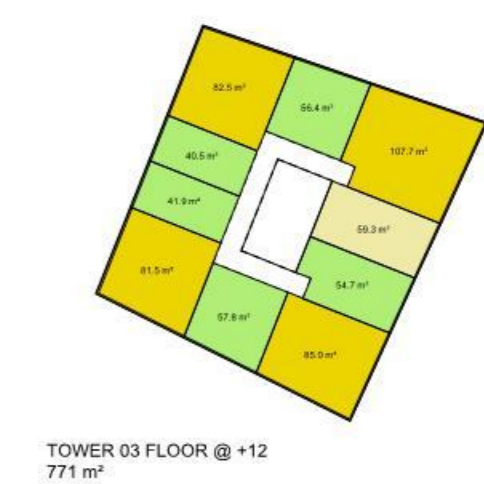
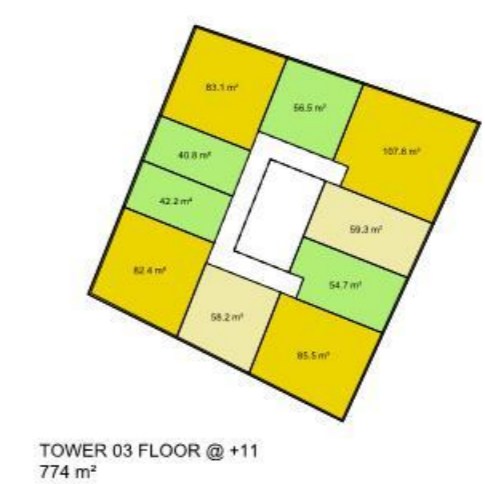
Drawing  
Scale  
Project 217022.01



**LEGEND**  
Residential Unit Types

	One Bedroom Units		Lobby, Bicycle Storage & Indoor Amenity Area
	Two Bedroom Units		Penthouse Units
	Three Bedroom Units		Outdoor Amenity Area

**LOT A TOWER 03 [92 m/22 F]**  
Podium: [23.6 m/6 F]  
Units: 238 Units  
GFA: 21,499 m<sup>2</sup>



Revisions YYY-MM-DD

Seal  
13335 King George  
Boulevard







13335 KING GEORGE  
BOULEVARD,  
SURREY, BC

Project  
TOWER 03 UNIT TYPES

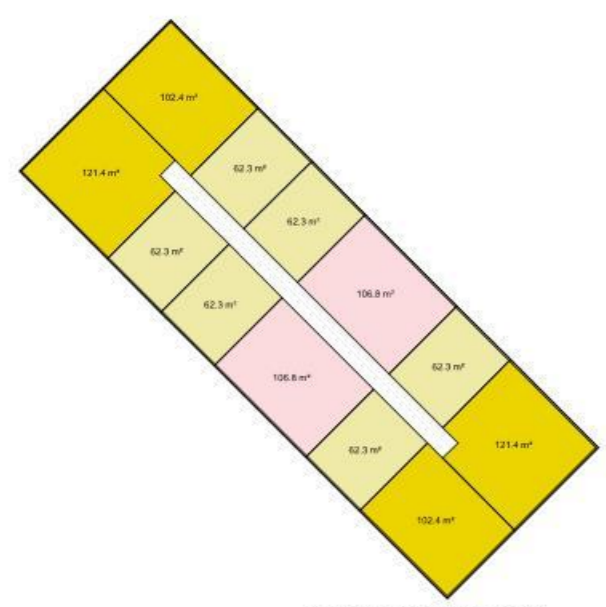
Drawing  
Scale  
Project 217022.01



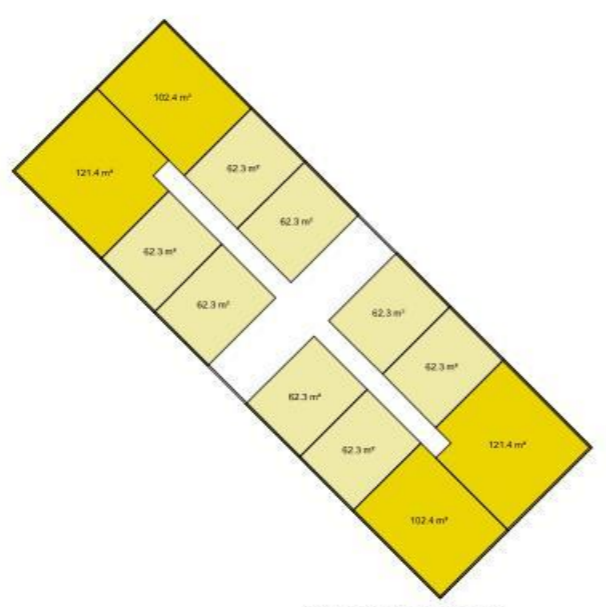
**LEGEND**  
Residential Unit Types

	One Bedroom Units		Lobby, Bicycle Storage & Indoor Amenity Area
	Two Bedroom Units		Penthouse Units
	Three Bedroom Units		Outdoor Amenity Area

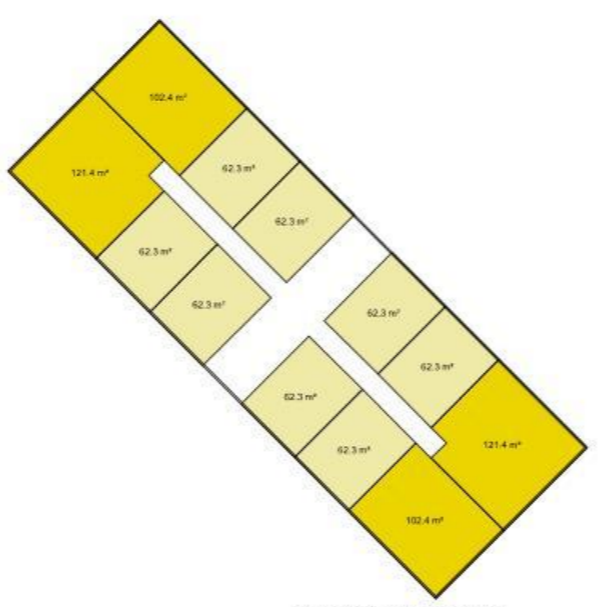
**LOT B VILLA 01 [23.6 m/6 F]**  
Units: 70 Units  
GFA: 6,657 m<sup>2</sup>



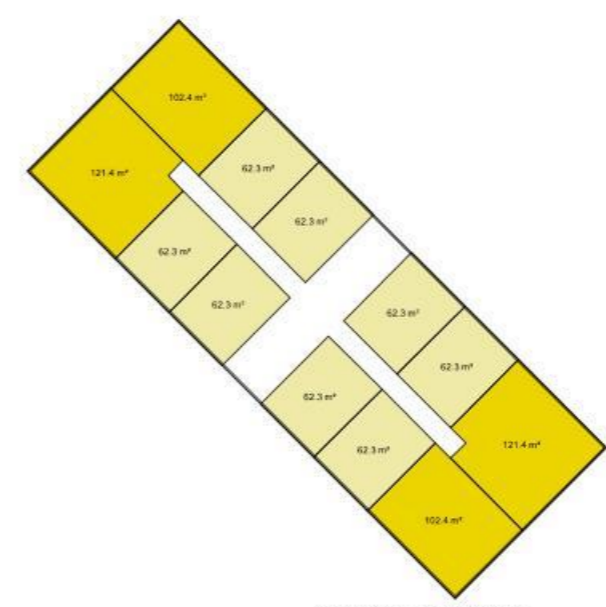
VILLA 01 GROUND FLOOR  
1,109 m<sup>2</sup>



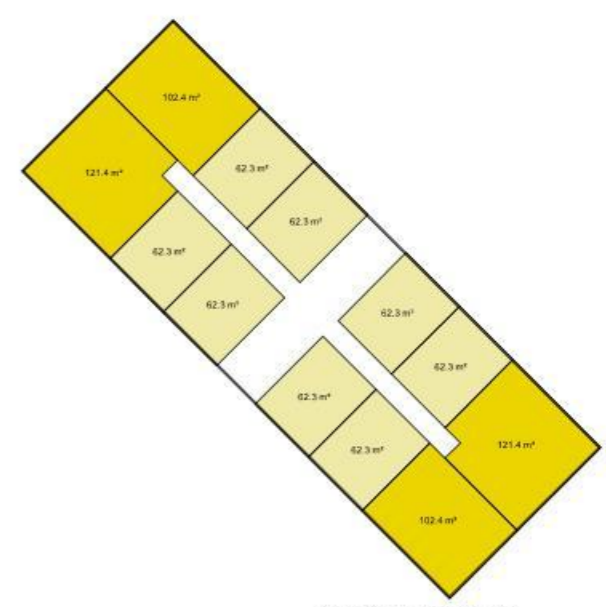
VILLA 01 FLOOR @ +01  
1,109 m<sup>2</sup>



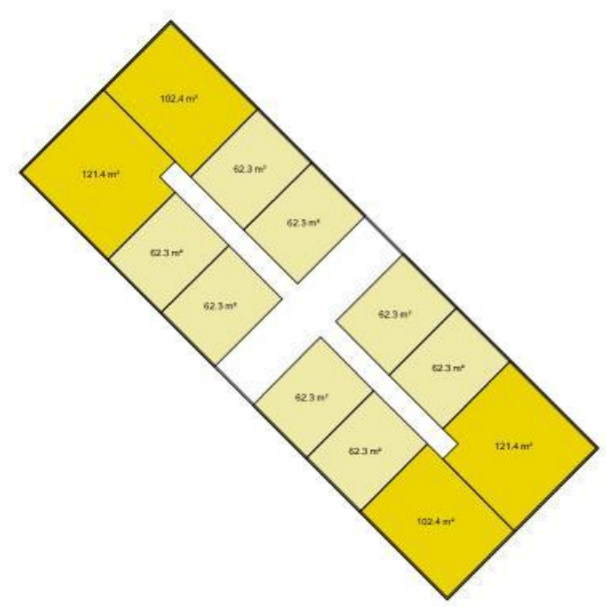
VILLA 01 FLOOR @ +02  
1,109 m<sup>2</sup>



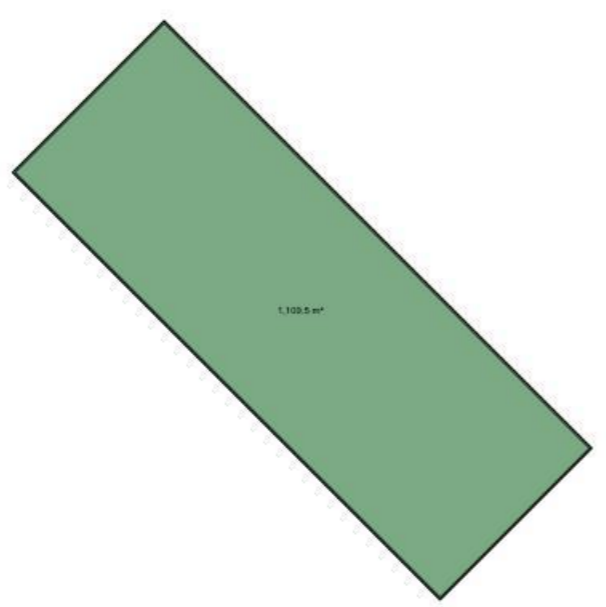
VILLA 01 FLOOR @ +03  
1,109 m<sup>2</sup>



VILLA 01 FLOOR @ +04  
1,109 m<sup>2</sup>



VILLA 01 FLOOR @ +05  
1,109 m<sup>2</sup>



VILLA 01 AMENITY DECK @ +06  
1,109 m<sup>2</sup>

Revisions \_\_\_\_\_ YYYY-MM-DD

Seal  
13335 King George  
Boulevard



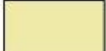



13335 KING GEORGE  
BOULEVARD,  
SURREY, BC

Project  
VILLA 01 UNIT TYPES

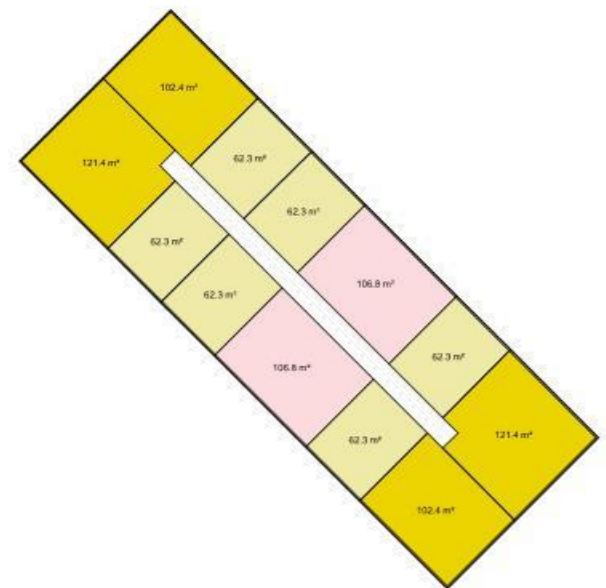
Drawing  
Scale  
Project 217022.01  
Sheet **A 210**



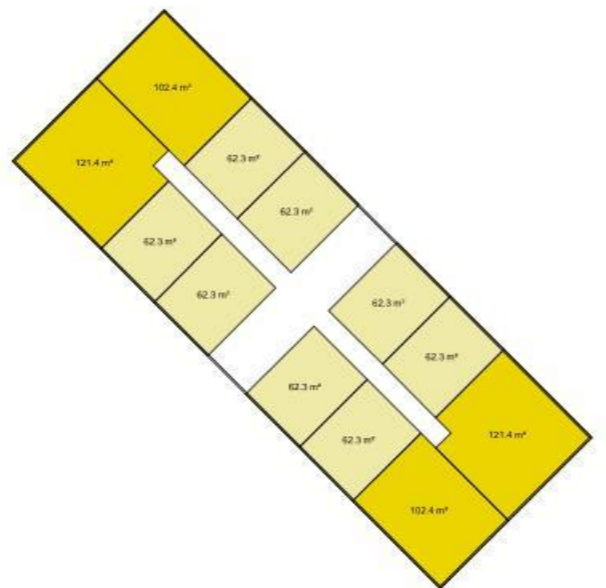
**LEGEND**  
Residential Unit Types

	One Bedroom Units		Lobby, Bicycle Storage & Indoor Amenity Area
	Two Bedroom Units		Penthouse Units
	Three Bedroom Units		Outdoor Amenity Area

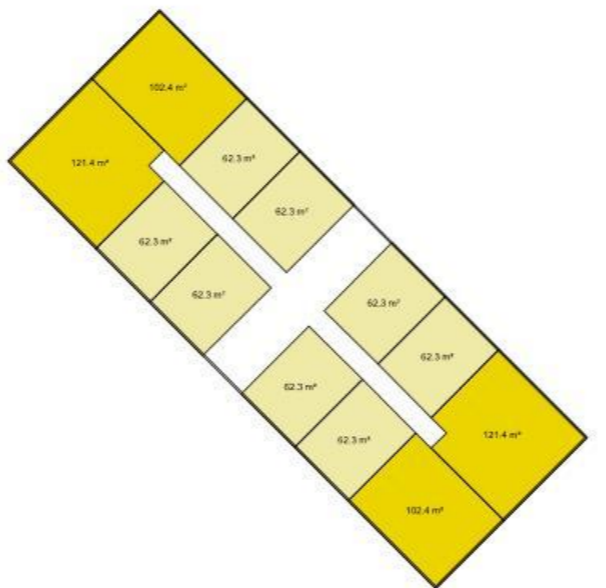
**LOT B VILLA 02 [23.6 m/6 F]**  
Units: 70 Units  
GFA: 6,657 m<sup>2</sup>



VILLA 02 GROUND FLOOR  
1,109 m<sup>2</sup>



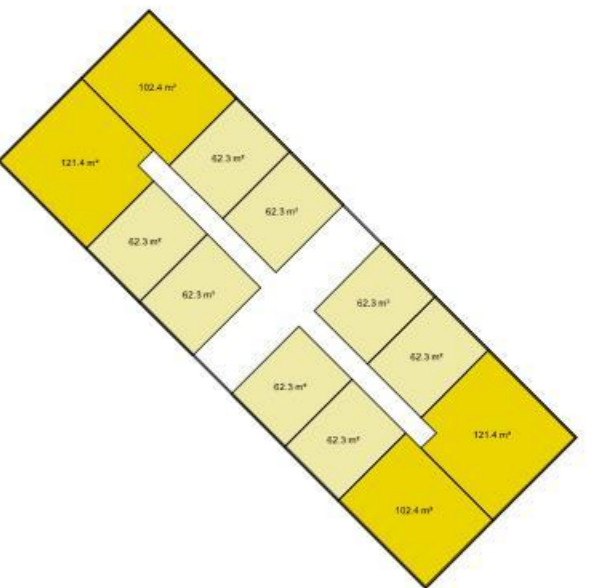
VILLA 02 FLOOR @ +01  
1,109 m<sup>2</sup>



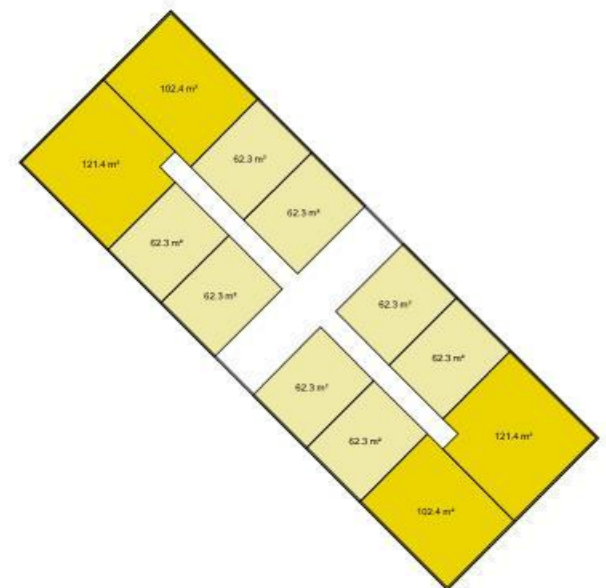
VILLA 02 FLOOR @ +02  
1,109 m<sup>2</sup>



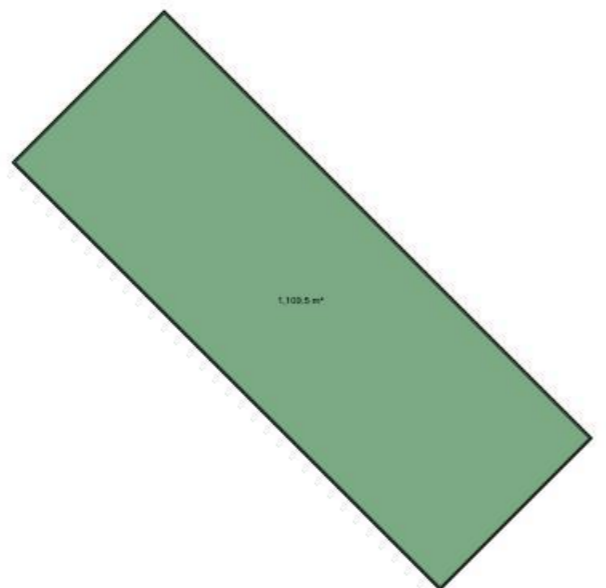
VILLA 02 FLOOR @ +03  
1,109 m<sup>2</sup>



VILLA 02 FLOOR @ +04  
1,109 m<sup>2</sup>



VILLA 02 FLOOR @ +05  
1,109 m<sup>2</sup>



VILLA 02 AMENITY DECK @ +06  
1,109 m<sup>2</sup>

Revisions \_\_\_\_\_ YYYY-MM-DD

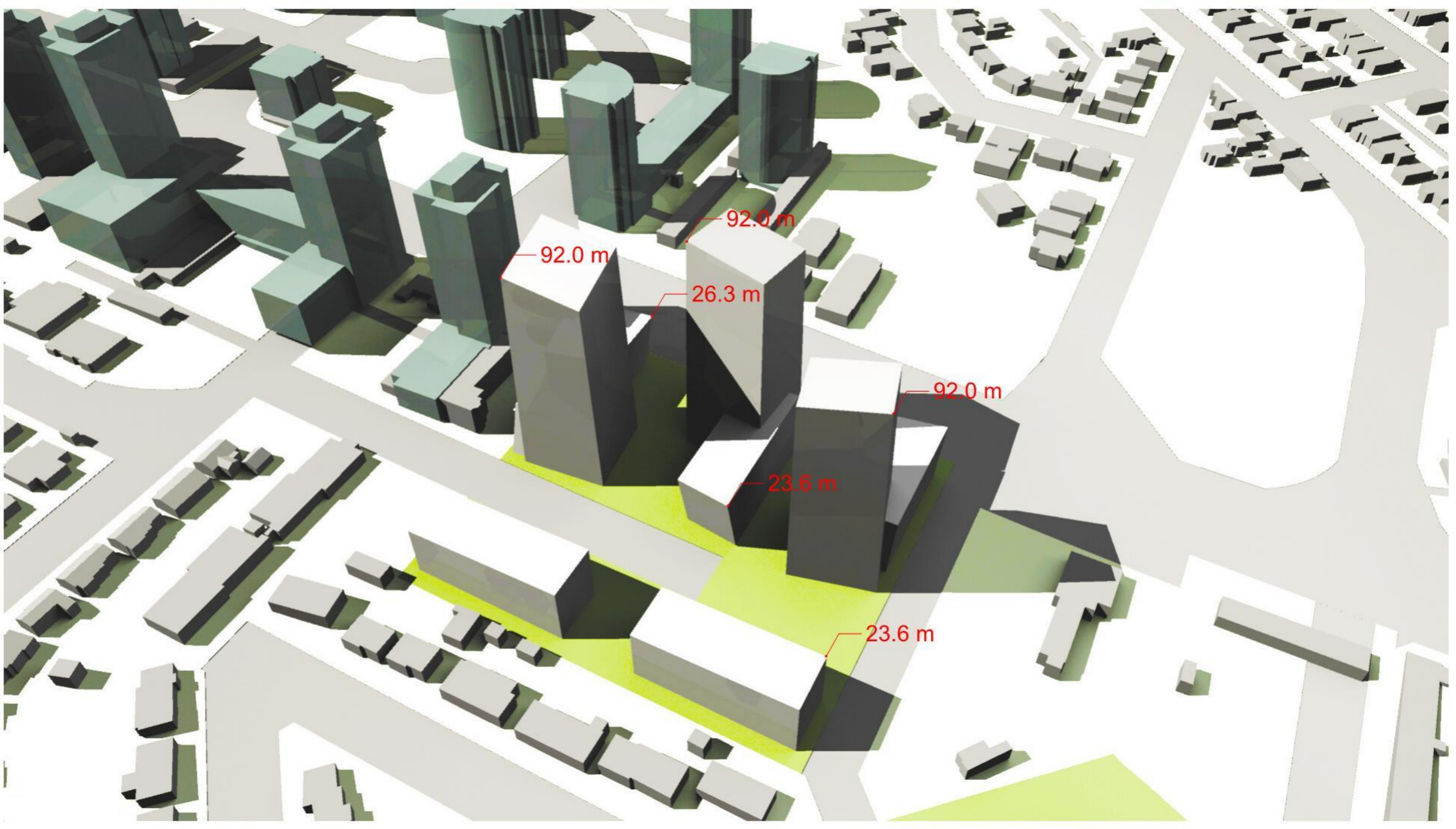
Seal  
13335 King George  
Boulevard

13335 KING GEORGE  
BOULEVARD,  
SURREY, BC

Project  
VILLA 02 UNIT TYPES

Drawing  
Scale  
Project 217022.01

Sheet **A 211**



Revisions \_\_\_\_\_ YYYY-MM-DD

Seal  
13335 King George  
Boulevard

13335 KING GEORGE  
BOULEVARD,  
SURREY, BC

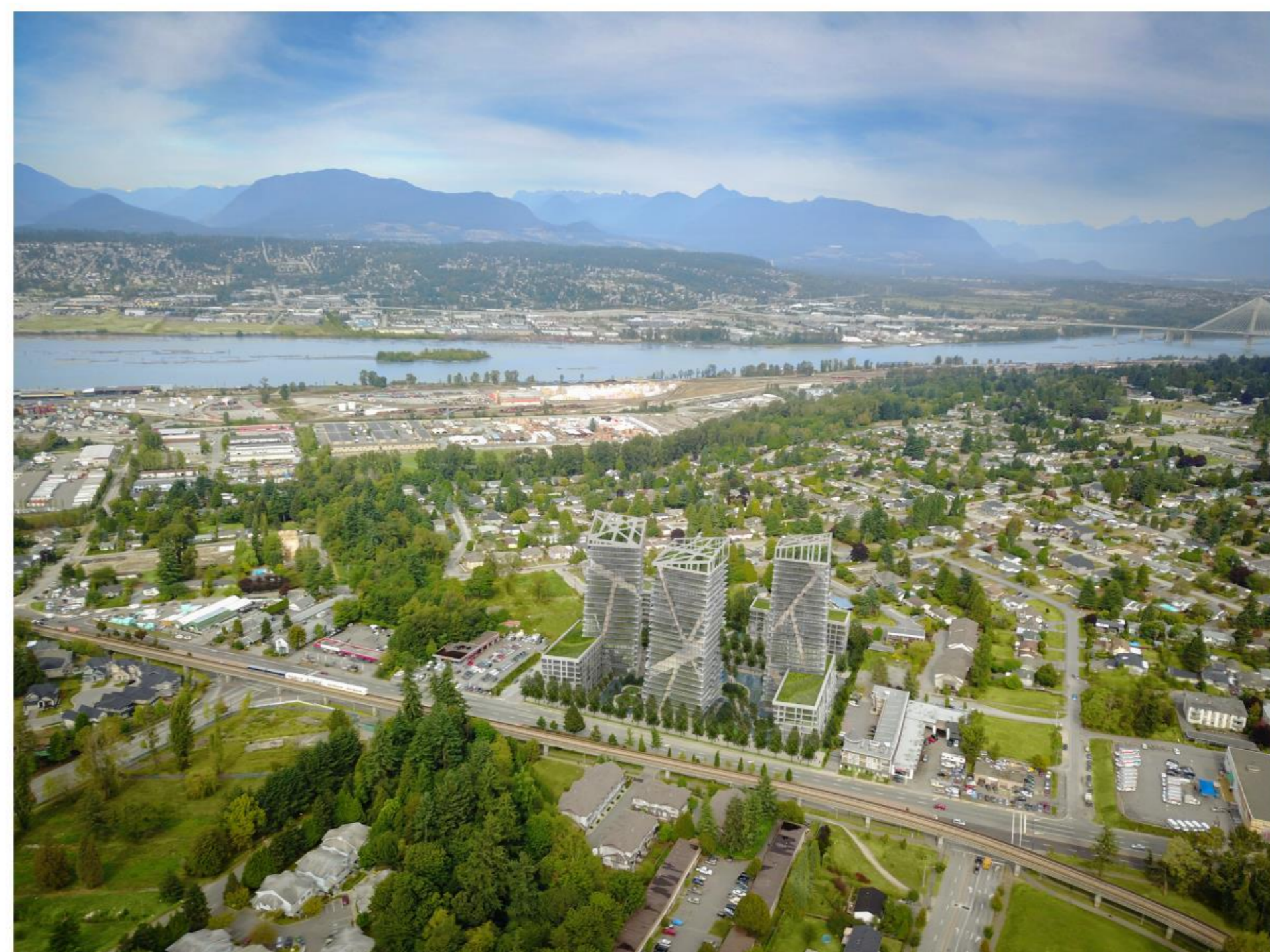
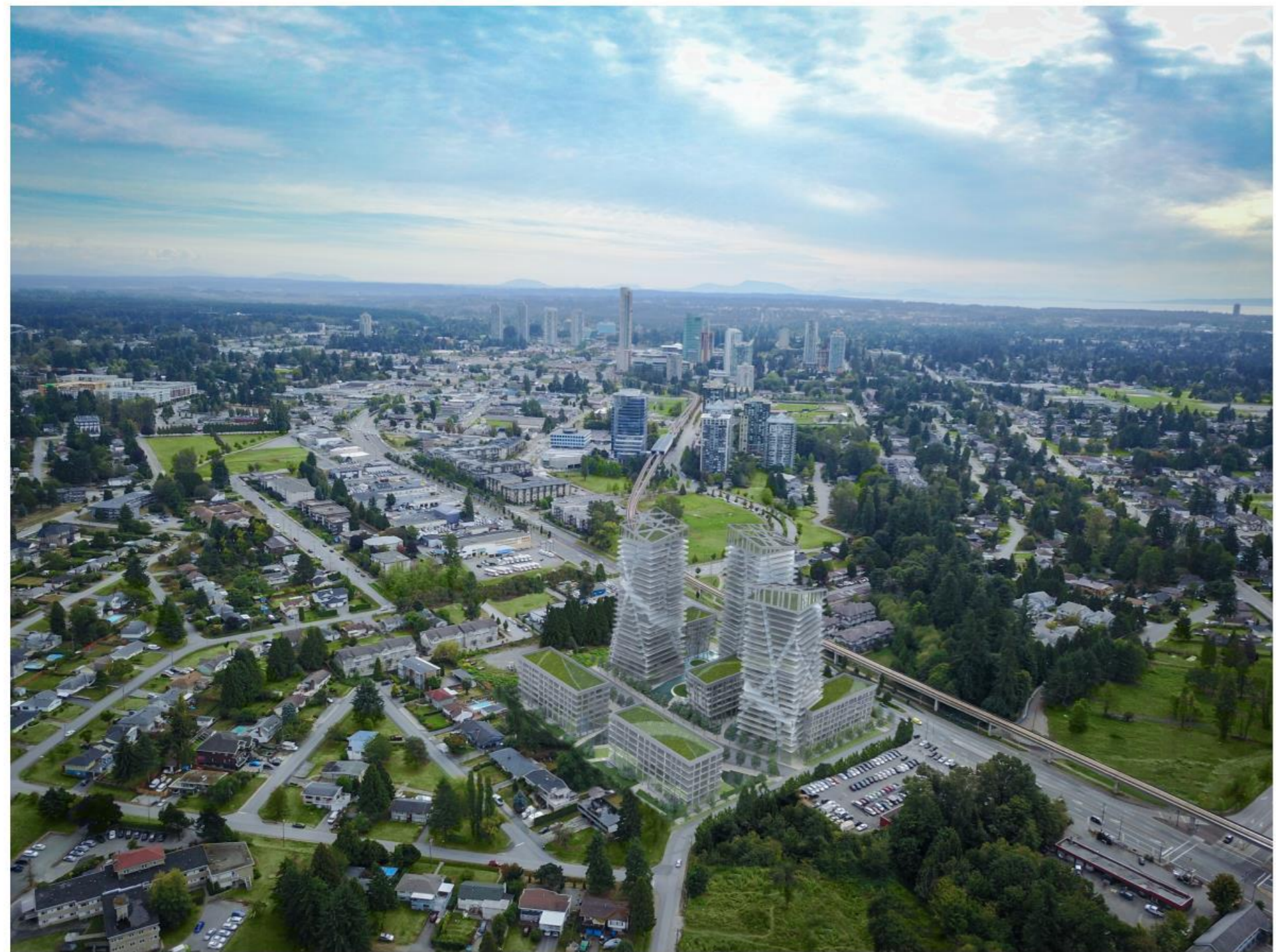
Project  
BUILDING HEIGHT DIAGRAM

Drawing \_\_\_\_\_  
Scale \_\_\_\_\_  
Project 217022.01

Sheet **A 306**

Musson  
Cattell  
Mackey  
Partnership

Architects Designers Planners  
Oceanic Plaza  
1066 West Hastings Street  
Suite 1900  
Vancouver, British Columbia  
Canada V6E 3X1  
T: 604.687.2990  
F: 604.687.1771  
MCMPartners.com



Revisions \_\_\_\_\_ YYYY-MM-DD

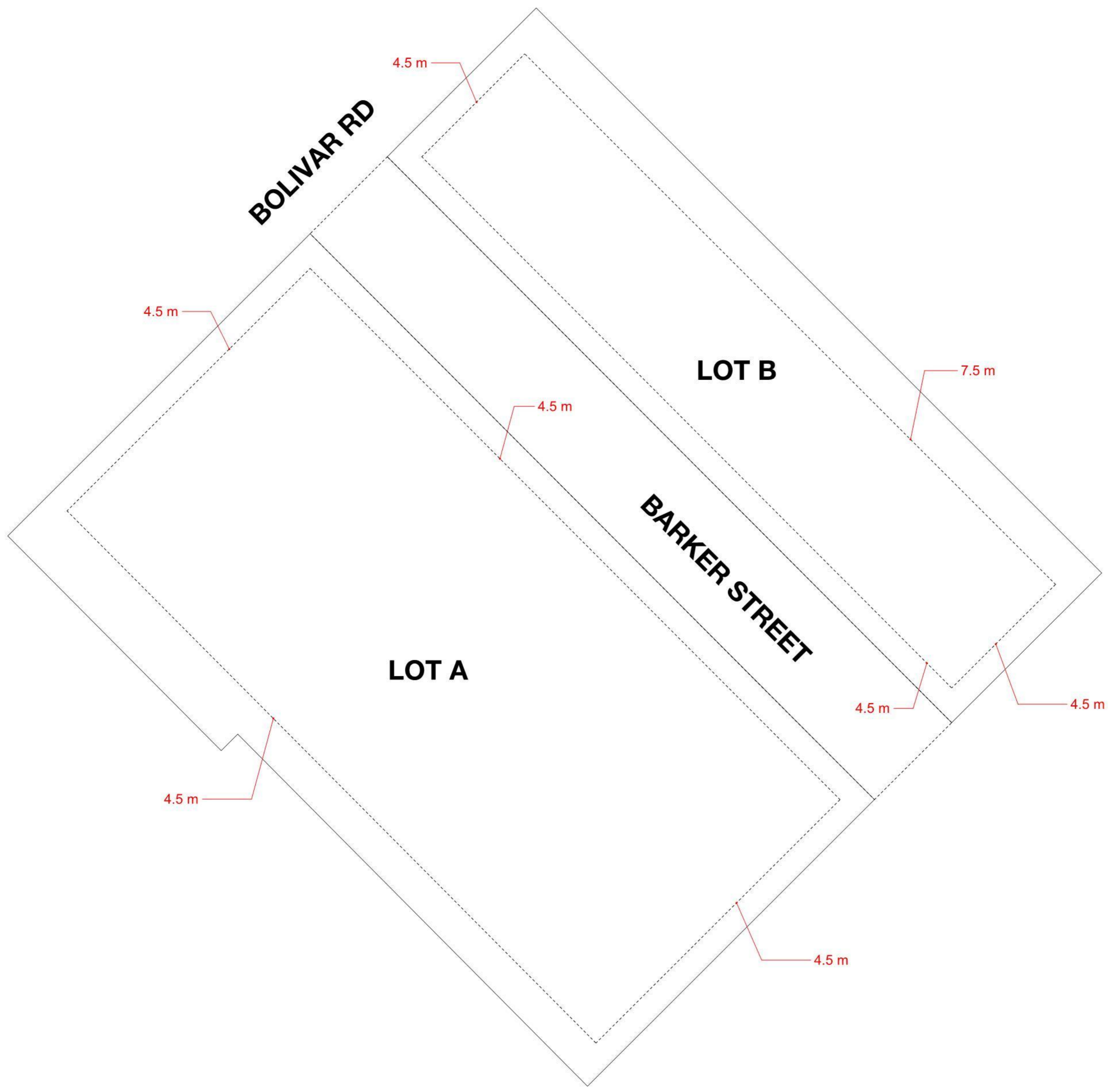
Seal  
13335 King George  
Boulevard

13335 KING GEORGE  
BOULEVARD,  
SURREY, BC

Project  
RENDER IMAGES

Drawing \_\_\_\_\_  
Scale \_\_\_\_\_  
Project 217022.01  
Sheet **A 307**





Revisions \_\_\_\_\_ YYYY-MM-DD

Seal  
13335 King George  
Boulevard

13335 KING GEORGE  
BOULEVARD,  
SURREY, BC

Project  
PROPERTY SETBACKS

Drawing  
Scale 1:500  
Project 217022.01

Sheet **A 312**

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

**FROM: Development Project Engineer, Engineering Department**

**DATE: Apr 03, 2018**      **PROJECT FILE: 7817-0397-00**

**RE: Engineering Requirements  
Location: 13317/13337 King George Blvd & 13377 Barker Street  
OCP AMENDMENT/CITY CENTRE PLAN AMENDMENT**

There are no engineering requirements relative to the OCP Amendment and City Centre Plan Amendment beyond those noted below

#### **REZONE/SUBDIVISION**

##### ***Property and Right-of-Way Requirements***

- Dedicate approximately 6.5m for a total of 32.0m road allowance from south curb of King George Blvd for an ultimate 37.0m arterial standard.
- Dedicate 20.0m for Barker Street (local road).
- Dedicate 4.912m for a total of 20.0m for Bolivar Road (local road).
- Dedicate 3.0m x 3.0m corner cuts at intersections, as required.
- Provide 0.5m wide statutory rights-of-way along all site frontages.

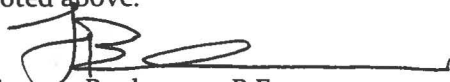
##### ***Works and Services***

- Construct east side of King George Blvd to City Centre arterial road standard.
- Construct Barker Street as a full road to City Centre local road standard.
- Construct south side of Bolivar Road to City Centre local road standard.
- Construct traffic signalization at intersections in accordance with Traffic Impact Study and as determined by Transportation.
- Construct sanitary mains along King George Blvd, Barker Street and Bolivar Road. Confirm adequate capacity is available and complete sanitary catchment analysis to determine required pipe sizes. Minimum size to be 250mm.
- Construct water mains along King George Blvd, Barker Street and Bolivar Road. Submit fire flow calculations and daily water demand analysis to determine required pipe sizes. Minimum main size to be 300mm.
- Construct storm main along Barker Street.
- Register restrictive covenants for sustainable drainage; water quality/sediment control; access restriction along King George Blvd and legal documents for district energy.
- Pay amenity charge for undergrounding existing overhead electrical and telecommunication infrastructure.

A Servicing Agreement is required prior to Rezone/Subdivision.

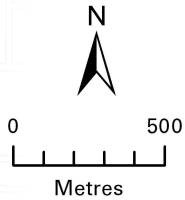
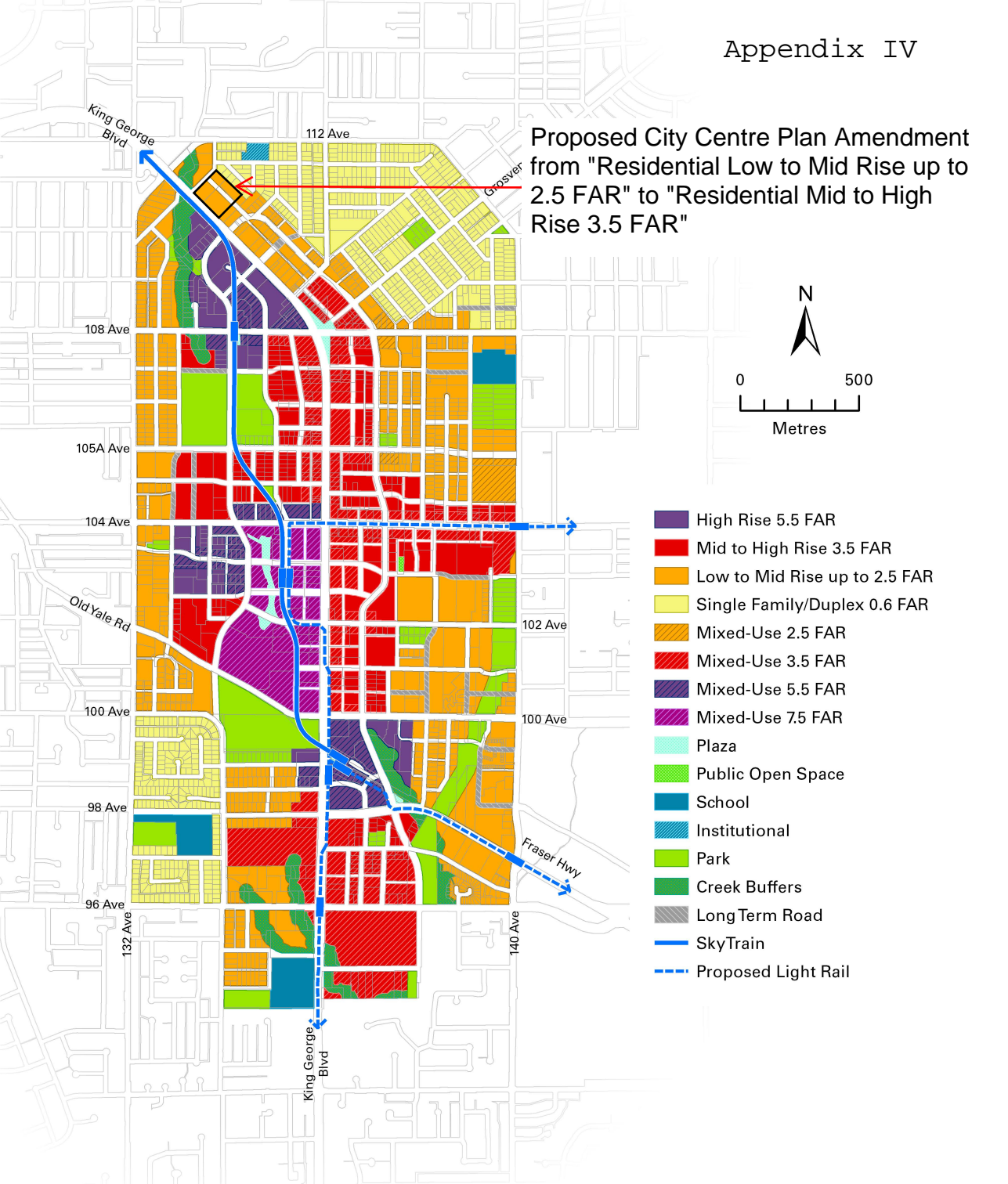
#### **DEVELOPMENT PERMIT**

There are no engineering requirements relative to issuance of the Development Permit beyond those noted above.

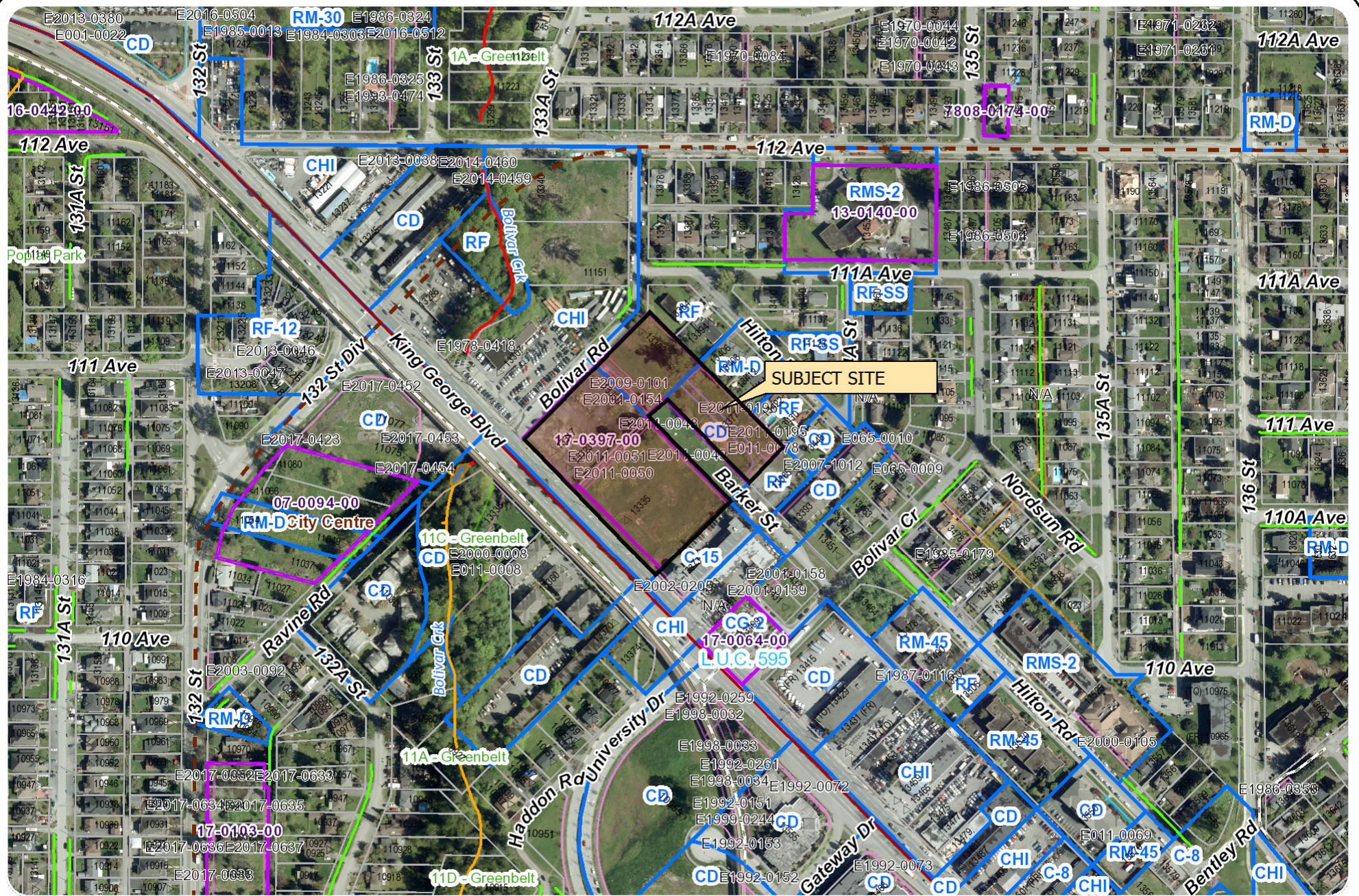
  
Tommy Buchmann, P.Eng.  
Development Engineer  
HB4

NOTE: Detailed Land Development Engineering Review available on file

Proposed City Centre Plan Amendment from "Residential Low to Mid Rise up to 2.5 FAR" to "Residential Mid to High Rise 3.5 FAR"



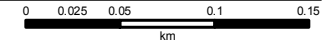
- High Rise 5.5 FAR
- Mid to High Rise 3.5 FAR
- Low to Mid Rise up to 2.5 FAR
- Single Family/Duplex 0.6 FAR
- Mixed-Use 2.5 FAR
- Mixed-Use 3.5 FAR
- Mixed-Use 5.5 FAR
- Mixed-Use 7.5 FAR
- Plaza
- Public Open Space
- School
- Institutional
- Park
- Creek Buffers
- Long Term Road
- SkyTrain
- Proposed Light Rail



Enter Map Description

Scale: 1:4,000

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



## **CITY CENTRE PLAN AMENDMENT RATIONALE**

This application is in support of a proposal to rezone the site at 13335 King George Boulevard to allow an increase in density from 2.5 to 4.2 FAR and an increase in height from 6 storeys to 24 storeys.

The site is located at the Northern edge of the City Centre and has a context of transition. King George Boulevard, which is the Eastern boundary of the site, is the planned central spine of the City Centre. South and east from the site is designated as higher density mixed use – associated with Gateway Sky train station. To the north and west are lower density, predominantly residential neighbourhoods in transition.

Our vision is to create a master-planned, residential community which will provide a range of housing options for residents. The project will provide an iconic gateway into the City and significant public spaces to encourage outdoor gathering and pedestrian activity. The development is proposed as a transformative project for the northern boundary of the City Centre Plan.

### **Gateway Design**

This 4.5 acre site is located at the northern boundary of the City Centre Plan along King George Boulevard, providing the ideal opportunity to create a Gateway project as the entry to Surrey City Centre. The project proposes an iconic design which will guide people into the City Centre, and due to the prominent location on the hill, will be prominent from north of the Fraser.

### **Suitability within the City Centre Plan**

The subject properties are located on the eastern side of King George Blvd. They are currently designated Low Rise 2.5 FAR in the City Centre Plan. Directly across the road the properties are designated High Rise 5.5 FAR with the option for a 20% density increase to 6.6 FAR. This proposal provides a more appropriate density transition between the high rise sites to east and south and midrise sites to the west and north. The proposal is for a 4.2 FAR site with massing that transitions between tower forms on King George Boulevard and 6-storey massing closer to the mid-rise Bolivar Heights area.

### **Density Near Transit and Amenities**

One of the guiding principles of the City Centre plan is to create walkable spaces and increase density close to transit. The subject property is the ideal location for density. It is within 450 metres of the Gateway Sky Train Station and is close to amenities including shopping, parks and schools. From walkscore.com the property is rated:

- walkability score of 70 (Very Walkable)
- transit score of 74 (Excellent transit)
- bike score of 78 (very bikeable)

The sites proximity to City Centre amenities and transit combined with the opportunity provided by its gateway aspect and the proposed density of surrounding sites contribute to the proposed notion of a higher density is an appropriate utilization of the site.

## **CPTED**

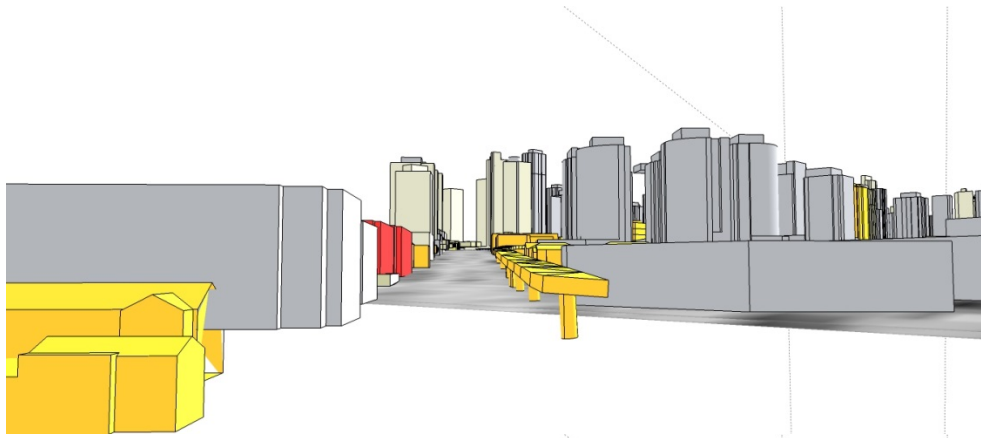
A number of townhouse projects have been attempted on neighbouring subject properties. These sought to maximize the site coverage to achieve density. Ground floor townhouses in the area are seen as unsafe and often result in bared windows and locked down patio furniture. There is little outdoor activity and these projects do not encourage pedestrian activity.

By increasing the permitted height, the current proposal includes significant outdoor space which will utilize CPTED design principles to ensure safe and usable spaces. The project will include amenities such as community gardens to encourage use of the outdoor amenity spaces.

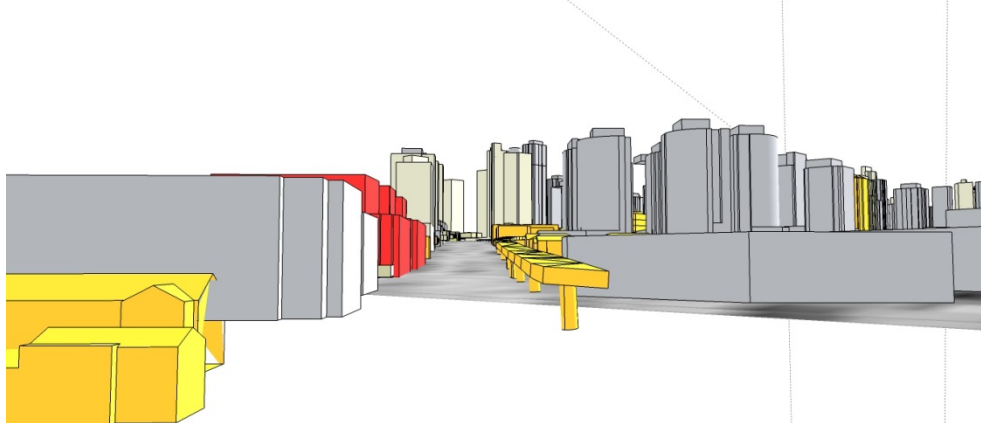
The resident population living in a higher density development encourages positive change to the area by bringing eyes and activity to street level. This will help to create a safer environment at the northern edge of the City Plan, which in turn will encourage more positive development.

# 17-397 King George/Barker St Massing Study King George View

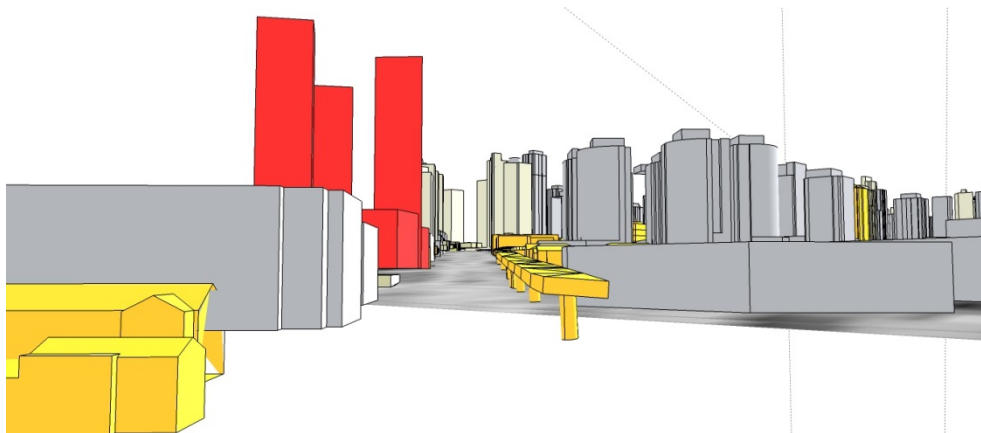
March 29, 2018



**A**  
**City Centre Plan**  
**4/6 storeys**

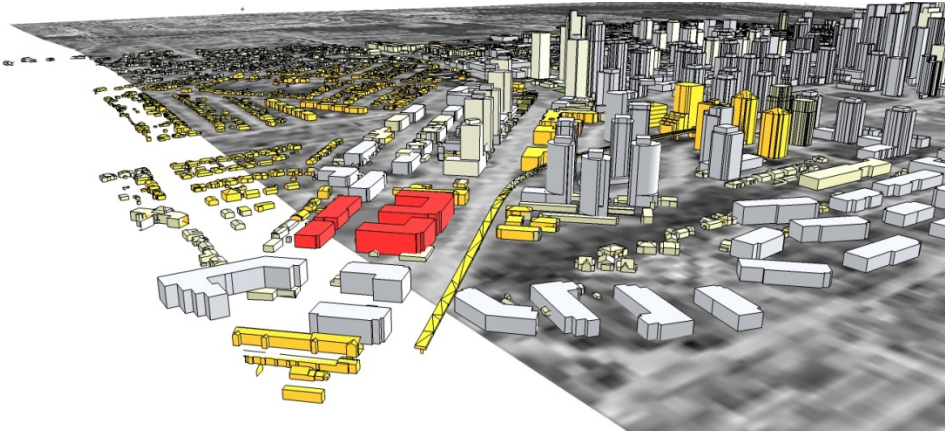


**B**  
**3FAR**  
**4/6/10 storeys**

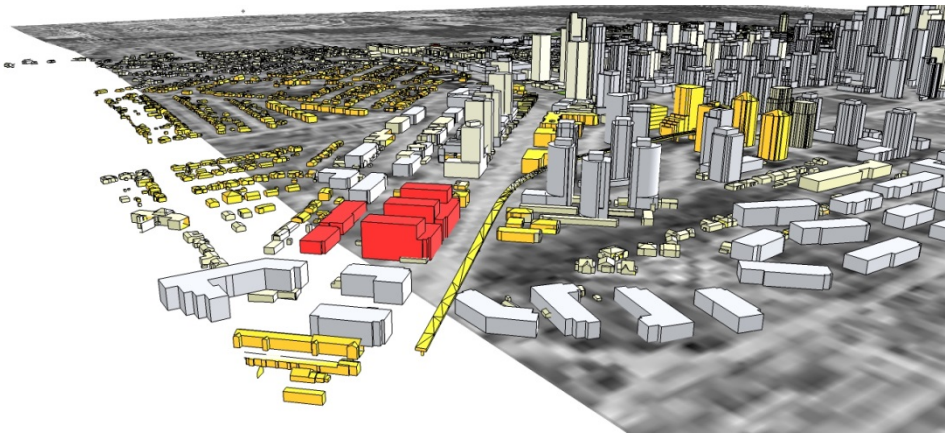


**C**  
**Proposal**  
**92m 28 storeys**

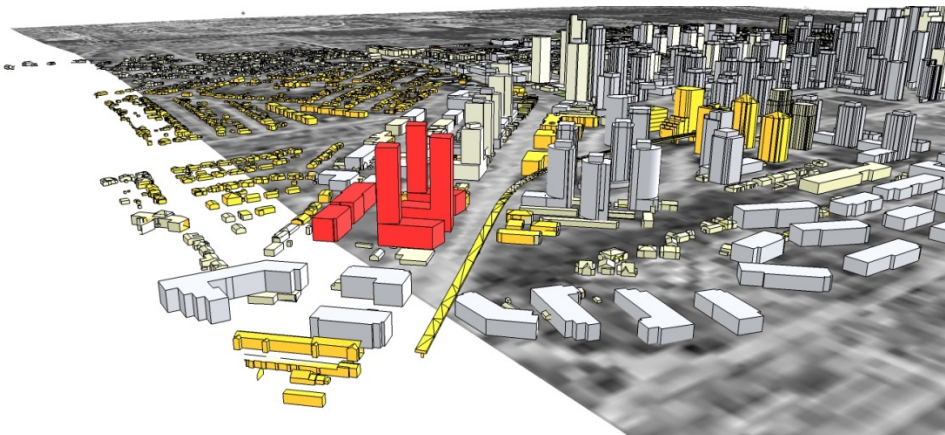
# 17-397 King George/Barker St Massing Study



A  
City Centre Plan  
4/6 storeys



B  
3FAR  
4/6/10 storeys



C  
Proposal  
92m 28 storeys