

City of Surrey
PLANNING & DEVELOPMENT REPORT

Application No.: 7923-0128-00

Planning Report Date: October 21, 2024

PROPOSAL:

- **NCP Amendment** to the South Newton NCP from Suburban Residential ½ Acre to Suburban Residential ¼ Acre
- **Rezoning** from R1 to R2
- **Development Variance Permit**

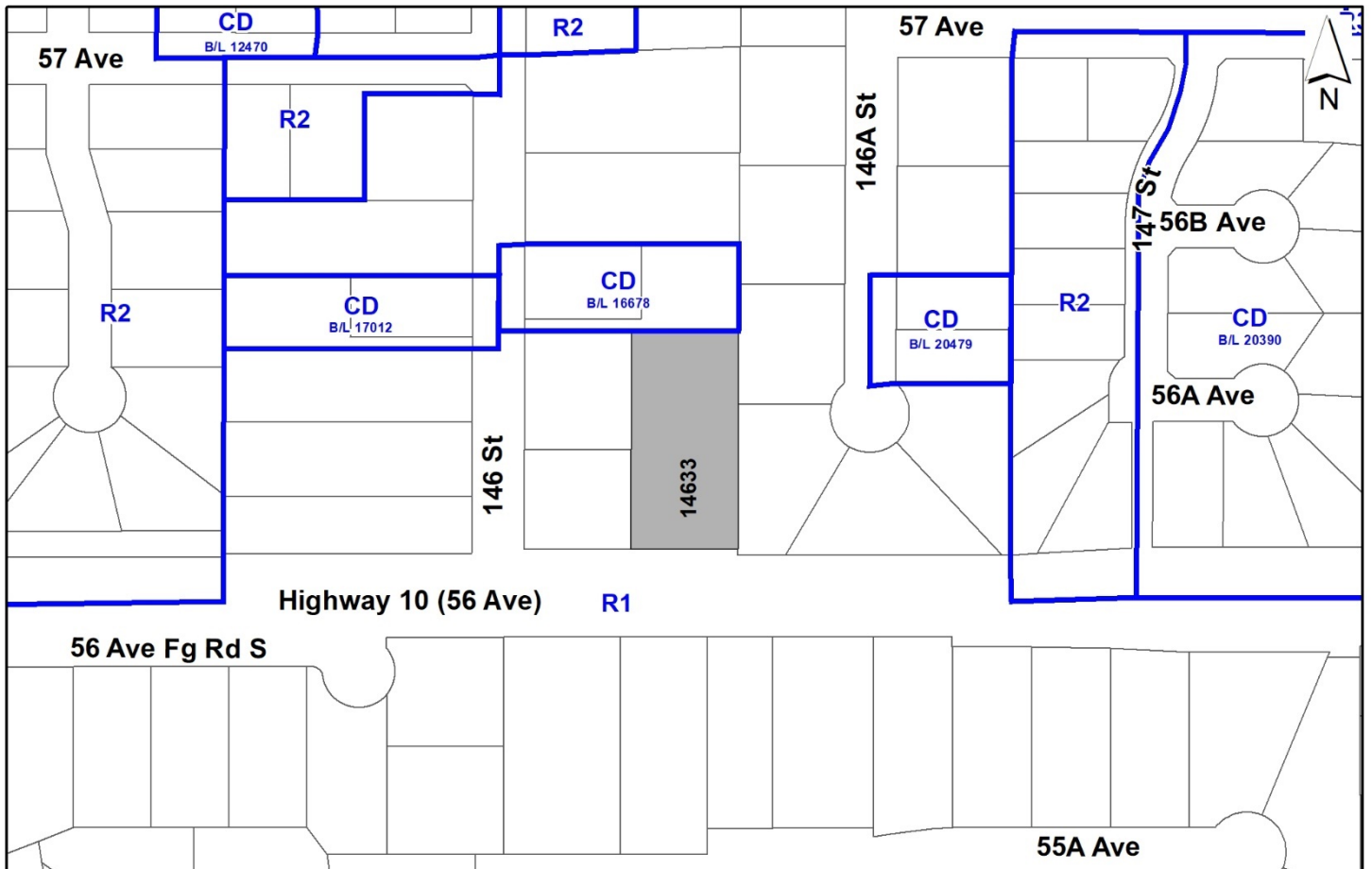
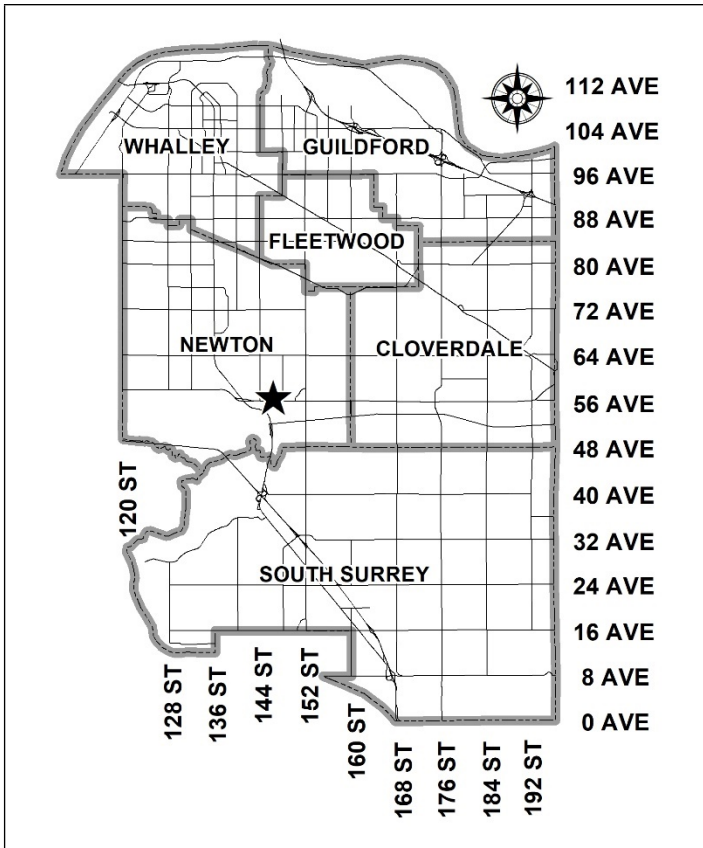
to allow subdivision into three (3) single family lots.

LOCATION: 14633 - No 10 (56 Avenue) Highway

ZONING: R1

OCP DESIGNATION: Urban

NCP DESIGNATION: Suburban Residential ½ Acre



RECOMMENDATION SUMMARY

- Rezoning By-law to proceed to Public Notification. If supported the By-law will be brought forward for consideration of First, Second and Third Reading.
- Approval for Development Variance Permit to proceed to Public Notification.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Proposing an amendment to the South Newton Neighbourhood Concept Plan (NCP) from "Suburban Residential ½ Acre" to "Suburban Residential ¼ Acre".
- Proposing to reduce the lot width requirements of the Quarter Acre Residential (R2) Zone from 24 meters to 13.8 meters.
- Proposing to reduce the front yard setback requirements of the Quarter Acre Residential (R2) Zone from 7.5 meters to 6.5 meters.
- Proposing to reduce the side yard setback requirements of the Quarter Acre Residential (R2) Zone from 2.4 meters to 1.8 meters.

RATIONALE OF RECOMMENDATION

- The proposal complies with the "Urban" designation in the Official Community Plan (OCP).
- In accordance with changes to the Local Government Act, Section 464, under Bill 44 (2023) a Public Hearing is not required for the subject rezoning application as the proposed rezoning is consistent with the Official Community Plan (OCP). As such, Council is requested to endorse the Public Notification to proceed for the proposed Rezoning By-law. The Rezoning By-law will be presented to Council for consideration of First, Second, and Third Reading, after the required Public Notification is complete, with all comments received from the Public Notification presented to Council prior to consideration of the By-law readings.
- The proposal includes an amendment to the South Newton Neighbourhood Concept Plan (NCP). The proposed "Suburban Residential ¼ Acre" designation and proposed Quarter Acre Residential Zone (R2) lots are a suburban type of lot that are appropriate for suburban infill development in this neighbourhood. The proposal will follow the pattern of redevelopment in this neighbourhood, providing an appropriate lot size transition between land designated "Single Family Residential" to the east and land designated "Suburban Residential ½ Acre" to the west.
- Proposed Lots 1, 2 and 3 are over 84 meters in depth, exceeding the minimum lot depth requirement of the R2 Zone. Additionally, the proposed Lot sizes of 1,163 square meters exceed the minimum lot size requirement of the R2 Zone.
- The proposal includes vehicular access from the rear only by utilizing the rear access easement from 146 Street that was provided under previous Development Application

No.7907-0234-00 to the subject property in order to ensure access could be provided in the event of subdivision. Access from Highway No. 10 is not supported from the Ministry of Transportation and Infrastructure.

- The applicant will provide a density bonus amenity contribution consistent with the Tier 2 Capital Projects Community Amenity Contributions (CACs), in support of the requested increased density.

RECOMMENDATION

The Planning & Development Department recommends that:

1. Council endorse the Public Notification to proceed for a By-law to rezone the subject site from "Suburban Residential Zone" (R1) to "Quarter Acre Residential Zone" (R2).
2. Council approve Development Variance Permit No. 7923-0128-00 (Appendix VII) varying the following, to proceed to Public Notification:
 - (a) to reduce the minimum lot width of the R2 Zone from 24 metres to 13.8 metres for proposed Lots 1, 2 and 3;
 - (b) to reduce the minimum front yard setback of the R2 zone from 7.5 meters to 6.5 meters for proposed Lots 1, 2 and 3.
 - (c) to reduce the minimum side yard setback from 2.4 meters to 1.8 meters for proposed Lots 1, 2 and 3.
3. Council instruct staff to resolve the following issues prior to final adoption:
 - (a) ensure that all engineering requirements and issues including restrictive covenants, dedications, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
 - (b) submission of a subdivision layout to the satisfaction of the Approving Officer;
 - (c) Approval from the Ministry of Transportation & Infrastructure;
 - (d) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
 - (e) the applicant satisfy the deficiency in tree replacement on the site, to the satisfaction of the Planning and Development Department;
 - (f) the applicant provide a density bonus amenity contribution consistent with the Tier 2 Capital Projects CACs in support of the requested increased density, to the satisfaction of the General Manager, Planning and Development Department;
 - (g) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department; and

- (h) registration of a Restrictive Covenant to prohibit habitable buildings in the area north of the safety line as shown on Appendix I
- (i) registration of a combined Section 219 Restrictive Covenant/access easement to prohibit direct vehicular access to Highway 10 and ensure access to proposed Lots 1, 2 and 3 is from the rear driveway.
4. Council pass a resolution to amend the South Newton Neighbourhood Concept Plan (NCP) to redesignate the land from Suburban Residential ½ Acre to Suburban Residential ¼ Acre when the project is considered for final adoption.

SITE CONTEXT & BACKGROUND

| Direction | Existing Use | OCP/NCP Designation | Existing Zone |
|-------------------------------------|---------------------------|------------------------------------|---------------------------------------|
| Subject Site | Single Family Residential | Urban/ Suburban Residential ½ Acre | R1 |
| North: | Single Family Dwelling | Urban/ Suburban Residential ½ Acre | CD Zone Bylaw No. 16678 (Based on R1) |
| East: | Single Family Dwelling | Urban/ Suburban Residential ½ Acre | R1 |
| South (Across Highway 10 (56 Ave)): | Single Family Dwelling | Suburban | R1 |
| West: | Single Family Dwelling | Urban/ Suburban Residential ½ Acre | R1 |

Context & Background

- The subject site is 0.35 hectares and is located north of Highway 10 (56 Avenue) and approximately 50 metres to the east of 146 Street.
- The subject site is designated "Urban" in the Official Community Plan (OCP), "Suburban Residential ½ Acre" in the South Newton Neighbourhood Concept Plan (NCP) and is zoned "Suburban Residential Zone (R1)."
- Suburban Residential ¼ Acre lots have previously been introduced into this neighbourhood as a compatible type of suburban infill development. To the East of the subject site, Development Application No.7921-0175-00 received final adoption on February 26, 2024 to rezone from RH to CD based on RQ to allow subdivision into 2 lots. Further to the East of the subject site, Development Application No.7921-0202-00 received initial Conditional Approval on January 16, 2023 to rezone from RH to RQ to allow subdivision into 2 single family lots.
- The property currently has an existing home and driveway access directly from Highway 10 (56 Avenue). As the property only has vehicular access from the frontage along Highway 10, previous Development Application No.7907-0234-00 was required to provide an access easement from 146 St to the subject property in order to ensure access could be provided in the event of subdivision.

DEVELOPMENT PROPOSAL

Planning Considerations

- The applicant is proposing to rezone the site from "Suburban Residential Zone (R1)" to "Quarter Acre Residential Zone (R2)" and to amend the South Newton Neighbourhood Concept Plan (NCP) to designate the site from "Suburban Residential ½ Acre" to "Suburban Residential ¼ Acre", to facilitate subdivision into 3 single family lots.
- To facilitate this subdivision, the applicant is proposing a Development Variance Permit to reduce the lot widths of proposed Lots 1, 2 and 3 from the minimum 24 meters to 13.8 meters.
- The DVP for lot width is considered suitable since the lots have significant depth, exceed the R2 area minimum and this portion along Highway 10 has non-uniform lot widths and streetscape appearance.
- The DVP for front yard setback is appropriate in order to accommodate the proposed Restrictive Covenant prohibiting habitable buildings in the area north of the fire safety line as shown in Appendix I.

| | Proposed |
|------------------------|-------------------------------------|
| Lot Area | |
| Net Site Area: | 0.35 hectares (3,480 square meters) |
| Number of Lots: | 3 |
| Lot Size | 1163 square meters each |
| Lot Widths | 13.8 meters |
| Lot Depth | 84.3 meters |
| Unit Density | 8.6 lots per hectare |

Referrals

Engineering: The Engineering Department has no objection to the project subject to the completion of Engineering servicing requirements as outlined in Appendix II.

School District: The School District has advised that there will be approximately 2 school-age children generated by this development, of which the School District has provided the following expected student enrollment.

- 1 Elementary student at Cambridge School
- 1 Secondary student at Sullivan Heights School

(Appendix III)

| | |
|---|--|
| Parks, Recreation & Culture: | <p>Parks has no concerns with this proposal.</p> <p>The closest active park is Goldstone Park and is 450 metres away, and the closest natural area is Bob Rutledge Park and is 575 metres away.</p> |
| Ministry of Transportation & Infrastructure (MOTI): | <p>MOTI has granted preliminary approval of the proposal for 1 year.</p> <p>No direct vehicular access will be permitted to Highway 10 (56 Avenue). No on-site drainage shall be directed to MOTI drainage systems. All access must be obtained via the rear driveway access easement. A combined Section 219 Covenant/access easement is a requirement of approval. Provincial Approving Officer approval is required as the proposed subdivision is adjacent to a controlled access highway.</p> |
| Surrey Fire Department: | <p>No objection to the proposed subdivision. Further comments will be made at the future Building Permit stage. The lots will be Fire serviced from along the frontage.</p> |

Transportation Considerations

- Vehicle access for the existing lot currently utilizes driveway access from Highway 10 (56 Avenue). Under the proposal this driveway access from Highway 10 will be removed and vehicular access for proposed Lots 1, 2 and 3 will instead utilize the rear vehicular access easement in order to meet MOTI conditions, which do not permit direct vehicular access to Highway 10 for the proposed lots.

POLICY & BY-LAW CONSIDERATIONS

Official Community Plan

Land Use Designation

- The proposal complies with the "Urban" designation in the Official Community Plan (OCP).

Themes/Policies

- A3.1: Permit gradual and sensitive residential infill within existing neighbourhoods, particularly in areas adjacent to Town Centres, neighbourhood centres and transit corridors, in order to support significant transit improvements, utilize existing infrastructure and implement improvements to the public realm.

(The proposed development is representative of a suburban type of lot that will provide an appropriate transition between higher-density Single Family Residential Lots designated land to the east and lower-density Suburban Residential ½ Acre land to the west. The proposed development is near the Panorama Village neighbourhood centre at the intersection of 152 Street and No 10 (56 Avenue) Highway.)

- A3.5: Support infill development that is appropriate in scale and density to its neighbourhood context and that uses compatible design to reinforce neighbourhood character.

(The lot sizes are compatible within the context. The applicant has provided Design Guidelines for the proposed development based on a Character Study evaluating the form and character of the residential neighbourhood surrounding the subject site.)

Secondary Plans

Land Use Designation

- The property at 14633 – No 10 (56 Avenue) Highway is designated "Suburban Residential ½ Acre" in the South Newton Neighbourhood Concept Plan (OCP).

Amendment Rationale

- The applicant proposes an NCP amendment to redesignate 14633 – No 10 (56 Avenue) Highway from "Suburban Residential ½ Acre" to "Suburban Residential ¼ Acre".
- The South Newton NCP was first approved by Council in May 1999. Under Development Application No. 7918-0167-00, Council passed a resolution to introduce the "Suburban Residential ¼ Acre" land use designation to the South Newton NCP on July 22, 2019. Subsequently, additional infill proposals have followed, Development Application No.7920-0145-00 to the east of the subject property, was approved for rezoning to R2 Zone and an amendment to the "Suburban Residential ¼ Acre designation on July 29, 2021.
- The proposed lots would be narrower in width relative to this suburban pocket. However, the "Suburban Residential ¼ Acre" designation is still representative of a suburban type of lot. The proposed lots at 1163 square metres, exceed the R2 lot area minimum (930 square metres) and this portion along Highway 10 has non-uniform lot widths and streetscape appearance.
- The proposed development will be subject to the Tier 2 Capital Plan Project CACs for proposed density greater than the Secondary Plan designation, as described in the Community Amenity Contribution section of this report.

Themes/Objectives

- The proposal is consistent with the following NCP goals and objectives:
 - Protect development patterns and character of existing single family urban and suburban subdivisions in planning for future land uses;
 - Ensure that the types of and densities of land uses in South Newton are in keeping with the hierarchy of urban centres promoted in the OCP; and
 - Providing a mix of housing densities and types to accommodate a range of needs.

Zoning By-law

- The applicant proposes to rezone the subject site from "Suburban Residential Zone (R1)" to "Quarter Acre Residential Zone (R2)".
- The table below provides an analysis of the development proposal in relation to the requirements of the Zoning By-law, including the "Quarter Acre Residential Zone (R2)".

| R2 Zone (Part 15C) | Permitted and/or Required | Proposed |
|---------------------------|---------------------------|----------------------|
| Unit Density: | 10 lots per hectare | 8.6 lots per hectare |
| Yards and Setbacks | | |
| Front Yard: | 7.5 meters | 6.5 meters* |
| Side Yard: | 2.4 meters | 1.8 meters* |
| Rear Yard: | 7.5 meters | 7.5 meters |
| Lot Size | | |
| Lot Size: | 930 square meters | 1163 square meters |
| Lot Width: | 24 meters | 13.8 meters* |
| Lot Depth: | 30 meters | 84.3 meters |

*Development Variance Required

Lot Width and Front Yard Setback Variance

- The applicant is requesting the following variances:
 - to reduce the minimum lot width of the R2 Zone from 24 metres to 13.8 metres for proposed Lots 1, 2 and 3.
 - to reduce the minimum front yard setback of the R2 zone from 7.5 meters to 6.5 meters for proposed Lots 1, 2 and 3.
 - to reduce the minimum side yard setback from 2.4 meters to 1.8 meters for proposed Lots 1, 2 and 3.
- Proposed Lots 1, 2 and 3 are over 84 meters in depth, exceeding the minimum lot depth requirement of the R2 Zone (30 meters). Additionally, the proposed Lot sizes of 1163 square meters exceed the minimum lot size requirement of the R2 Zone (930 square metres) and are in keeping with the suburban character of the neighbourhood.
- Vehicle access for proposed Lots 1, 2 and 3 are restricted to the rear driveway easement and will not be permitted to have direct vehicular access to Highway 10 in accordance with MOTI requirements. The proposed lot width and side yard setback variances allow for all three proposed lots to be accessed via the rear easement.
- The proposed buildable area is restricted to the area south of the fire safety line shown in Appendix I, as such the proposed front yard setback variance is reasonable while maintaining a suburban type of lot.

- While the proposed lots are narrower than a typical suburban lot type, they will not be fully visible from major roads given the presence of an existing sound attenuation fence along Highway No. 10. Similarly, development of habitable space in the rear yards is not supported as these areas cannot be serviced by the Fire Department and thus the potential impact on surrounding property's should be minimized with lots located on the south of the property.
- Staff support the requested variances to proceed for consideration.

Lot Grading and Design Guidelines

- The applicant retained Angus J. Muir of AJ Muir Design Ltd. as the Design Consultant. The Design Consultant conducted a character study of the surrounding homes and based on the findings of the study, proposed a set of building design guidelines (Appendix VI)
- Styles recommended for this site include Modern Prairie, Modern Farmhouse, or Contemporary-Traditional.
- A preliminary lot grading plan, submitted by Aplin & Martin Consultants Ltd., and dated August 13, 2024, has been reviewed by staff and found to be generally acceptable. The applicant does propose in-ground basements. The feasibility of in-ground basements will be confirmed once the City's Engineering Department has reviewed and accepted the applicant's final engineering drawings.

Capital Projects Community Amenity Contributions (CACs)

- On December 16, 2019, Council approved the City's Community Amenity Contribution and Density Bonus Program Update (Corporate Report No. R224; 2019). The intent of that report was to introduce a new City-wide Community Amenity Contribution (CAC) and updated Density Bonus Policy to offset the impacts of growth from development and to provide additional funding for community capital projects identified in the City's Annual Five-Year Capital Financial Plan. A fee update has been approved in April 2023, under Corporate Report No.R037;2023.
- The proposed development will be subject to the Tier 2 Capital Plan Project CACs for proposed density greater than the Secondary Plan designation.
- The applicant will be required to provide the per lot flat rate for the number of lots above the approved Secondary Plan in order to satisfy the proposed Secondary Plan Amendment. The contribution will be payable at the rate applicable at the time of Rezoning Final Adoption.

Affordable Housing Strategy

- On April 9, 2018, Council approved the City's Affordable Housing Strategy (Corporate Report No. R066; 2018) requiring that all new rezoning applications for residential development contribute \$1,113.92 per new lot to support the development of new affordable housing. The funds collected through the Affordable Housing Contribution will be used to purchase land for new affordable rental housing projects.

- The applicant will be required to contribute \$1,113.92 per new lot to support the development of new affordable housing.

PUBLIC ENGAGEMENT

- Pre-notification letters were sent on November 10, 2023, and the Development Proposal Signs were installed on November 28, 2023. Staff was contacted by a homeowner at an adjacent property to the north of the subject site. That lot utilizes the 4.5 m wide driveway easement from 146 Street. They expressed concern that the proposed new development on the subject site would increase traffic on the driveway. Staff noted that the driveway easement was put in place several years ago specifically to allow access for the subject property and any subdivision.

TREES

- Anne Kulla and Tony Zang, ISA Certified Arborists of Huckleberry Landscape Design prepared an Arborist Assessment for the subject site. The table below provides a summary of the proposed tree retention and removal. A detailed list of the proposed tree retention and removal by tree species can be found in (Appendix IV):
- All trees identified for removal, retention and/or replacement are subject to change prior to final approval of the arborist report.

Table 1: Summary of Proposed Onsite Tree Preservation by Tree Species:

| | Existing | Remove | Retain |
|--|-----------|-----------|-----------|
| Deciduous Trees | 4 | 2 | 2 |
| Coniferous Trees | 23 | 15 | 8 |
| Onsite Tree Totals | 27 | 17 | 10 |
| Onsite Replacement Trees Proposed | 11 | | |
| Total Onsite Retained and Replacement Trees | 21 | | |

- The Arborist Assessment states that there are a total of 27 bylaw protected on-site and a total of 5 protected off-site trees. Additionally, there are no bylaw protected City trees within proximity of the proposed development. The applicant proposes to retain 10 onsite trees as part of this development proposal. The proposed tree retention was assessed taking into consideration the location of services, building footprints, road dedication and proposed lot grading.
- For those trees that cannot be retained, the applicant will be required to plant trees on a 2 to 1 replacement ratio. There are no Alder/Cottonwood trees. This will require a proposed total of 34 replacement trees on the site. Since the proposed 34 replacement trees cannot be accommodated on the site, the proposed deficit of 23 replacement trees will require an estimated cash-in-lieu payment of \$12,650.00, representing \$550 per tree to the Green City Program, in accordance with the City’s Tree Protection By-law.
- In summary, a total of 21 trees are proposed to be retained or replaced on the site with an estimated contribution of \$12,650.00 to the Green City Program.

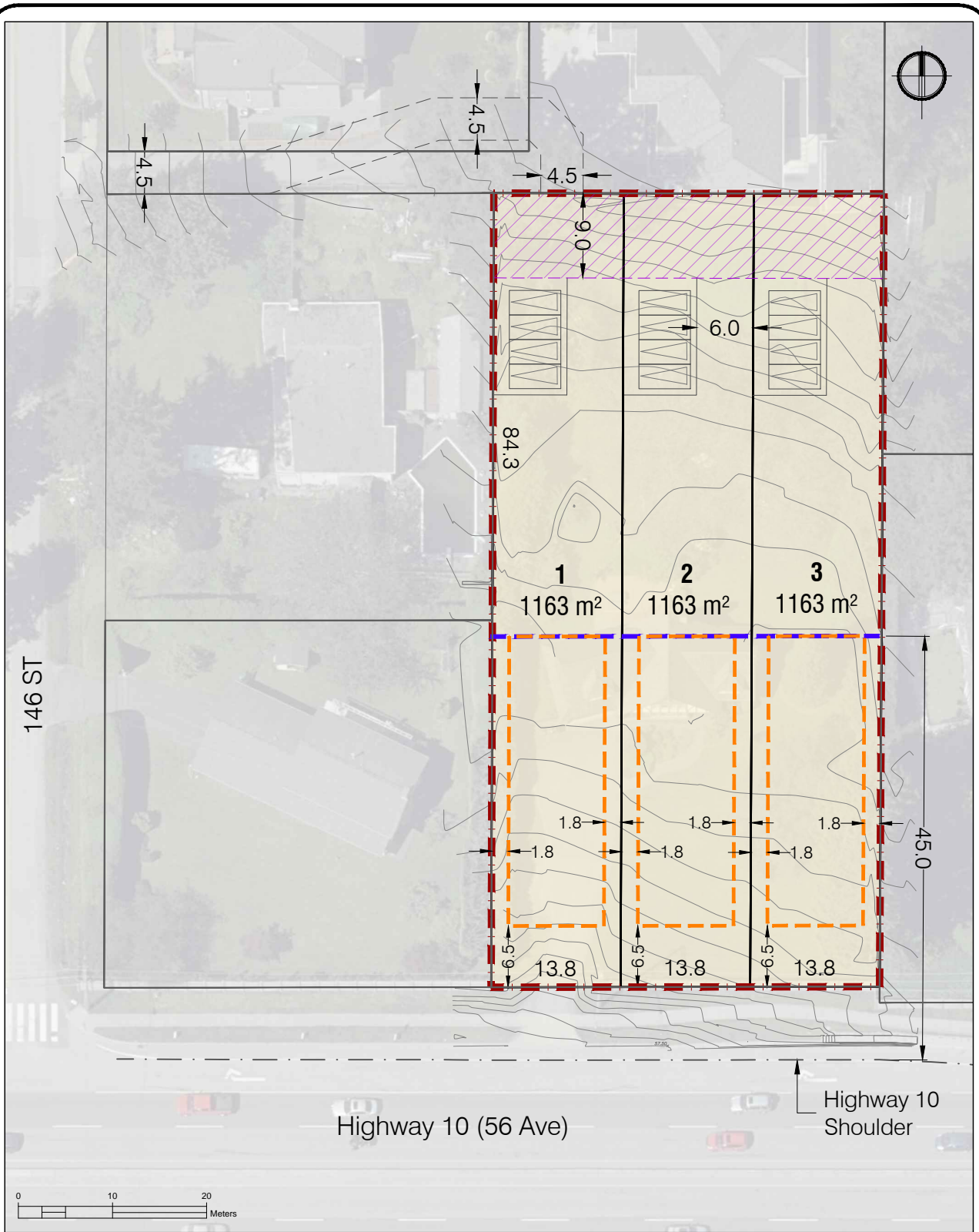
INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

- Appendix I. Survey Plan, Proposed Subdivision Layout, Site Plan
- Appendix II. Engineering Summary
- Appendix III. School District Comments
- Appendix IV. Summary of Tree Survey, Tree Preservation and Tree Plans
- Appendix V. NCP Plan
- Appendix VI. Design Guidelines Summary
- Appendix VII. Development Variance Permit No. 7923-0128-00

Ron Gill
Acting General Manager
Planning and Development

AB/cb



LEGAL DESCRIPTION
PID 008-374-775

GROSS SITE AREA
0.35 hectares / 0.86 acres

NET SITE AREA
0.35 hectares / 0.86 acres

EXISTING DESIGNATIONS
OCP: Urban

NCP: Suburban Residential 1/2 acre,
Buffers
Zoning: R1

PROPOSED DESIGNATIONS
OCP: Urban

NCP: Single Family
Residential, Buffers
Zoning: R3

LOT YIELD
Existing: 1 lots
Proposed: 3 lots

DENSITY
Gross Area: 8.6 uph / 3.5 upa
Net Area: 8.6 uph / 3.5 upa

- Site Boundary
- Proposed Lots
- Proposed Shared Access Easement
- Building Envelope
- Existing Easement
- Fire Safety Line

Mercier Family Estate
Residential Development
14633 Highway 10, Surrey, BC

SUBDIVISION CONCEPT

| | Lot Area | Permitted Lot Coverage | Permitted Coverage |
|-------|---------------------|------------------------|--------------------|
| Lot 1 | 1163 m ² | 37.2% | 433 m ² |
| Lot 2 | 1163 m ² | 37.2% | 433 m ² |
| Lot 3 | 1163 m ² | 37.2% | 433 m ² |

- Notes:
- All dwelling units to be constructed south of the fire safety line. No-Build Restrictive Covenants will be registered on the title of each proposed lot for the areas north of the fire safety line.
 - Three (3) lots would require a 1.2m lot width variance.



Project 22-1065A
08 / 08 / 2024
Drawn By: BJ / AR / CV

Drawing
1

TO: **Director, Development Planning, Planning and Development Department**

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

DATE: **October 15, 2024**

PROJECT FILE: **7823-0128-00**

RE: **Engineering Requirements**
Location: 14633 No 10 (56 Ave) Hwy

NCP AMENDMENT

There are no engineering requirements relative to the NCP Amendment.

REZONE/SUBDIVISION

Property and Right-of-Way Requirements

- Register reciprocal access easement over the rear of proposed lots.

Works and Services

- Extend the drainage main along Hwy 10.
- Prepare a stormwater control plan to assess downstream capacity of existing drainage mains and address deficiencies as required.
- Extend the sanitary main along Hwy 10
- Address sanitary constraints within existing 200 mm sanitary main along Hwy 10.
- Provide driveways, water, drainage, and sanitary service connections to each lot.

A Servicing Agreement is required prior to Rezone and Subdivision.

DEVELOPMENT VARIANCE PERMIT

There are no engineering requirements relative to issuance of the Development Variance Permit.



Jeff Pang, P.Eng.
Manager, Development Services

JNC

Department: **Planning and Demographics**
Date: **November 22, 2023**
Report For: **City of Surrey**

Development Impact Analysis on Schools For:

Application #: **23 0128 00**

The proposed development of **3** Single Family with Suite units are estimated to have the following impact on elementary and secondary schools within the school regions.

| | |
|---|----------|
| School-aged children population projection | 2 |
|---|----------|

| | |
|---|---|
| Projected Number of Students From This Development In: | |
| Elementary School = | 1 |
| Secondary School = | 1 |
| Total Students = | 2 |

| | |
|--|------|
| Current Enrolment and Capacities: | |
| Cambridge Elementary | |
| Enrolment | 784 |
| Operating Capacity | 495 |
| # of Portables | 13 |
| Sullivan Heights Secondary | |
| Enrolment | 1882 |
| Operating Capacity | 1700 |
| # of Portables | 11 |

Summary of Impact and Commentary
The following tables illustrate the historical, current and future enrolment projections including current/approved ministry operating capacity for the elementary and secondary schools serving the proposed development.

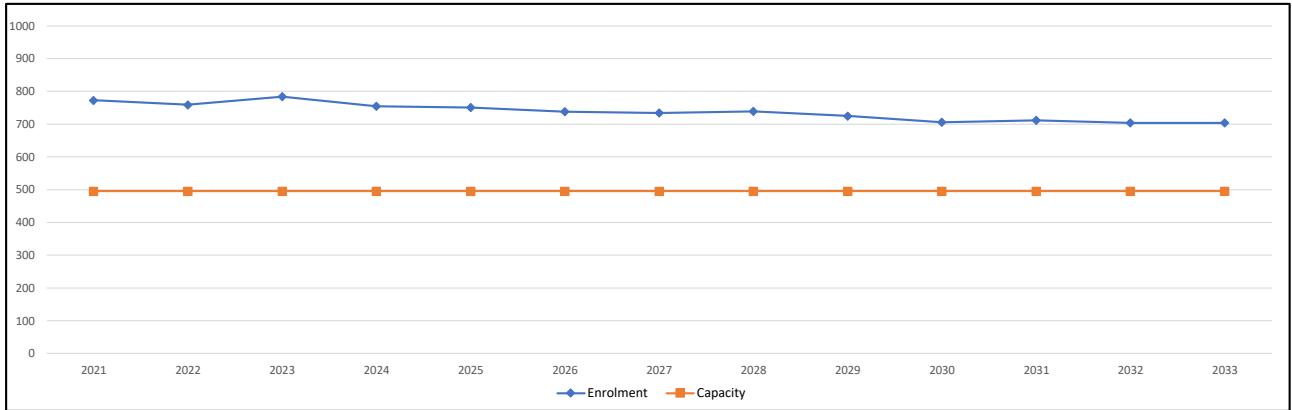
Cambridge Elementary along with Goldstone Park, Woodward Hill and Sullivan Elementary service the south Newton community. All schools work together to meet the in-catchment demand. With 64th Street to the north, ALR to east and south and King George Boulevard to the West, these schools catchments are contained within these barriers. As both 64th and King George serve as major arterial roads, catchments have been created to ensure families do not have to cross such major roadways for safety reasons.

As of September 2023, Cambridge elementary was operating 158%, there are 13 portables on site used for enrolling space. Though the school site is large enough to accommodate more portables in the future, actual enrolment is almost double of the capacity of the existing school. The neighbouring schools are in a similar situation.

Enrolment pressure will continue in this area for the next 10 years. To manage this long term demand, on June 2020, the Ministry approved design and construction funding to build a new 612-capacity elementary school; located next to the existing Goldstone Park. The new Snokomish Elementary is targeted to open in the Spring of 2026 will provide enrolment relief to the other neighbouring schools: Goldstone Park, Woodward Hill and Cambridge.

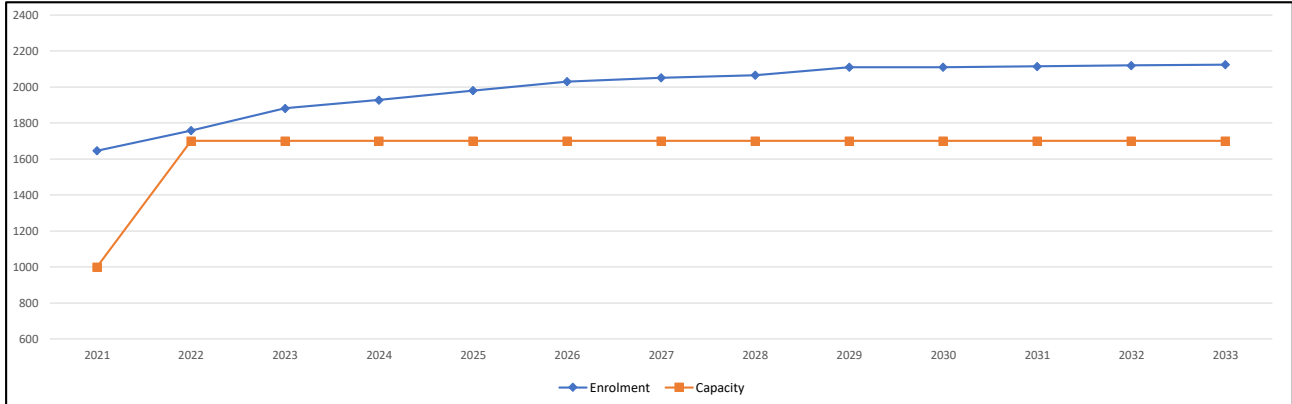
The 700 capacity addition at Sullivan Heights Secondary opened in September 2022 but the school has 11 portables and is still operating above capacity even with the addition.

Cambridge Elementary



Note: If this report is provided in the months of October, November and December, the 10-year projections are out of date and they will be updated in January of next year.

Sullivan Heights Secondary



Note: If this report is provided in the months of October, November and December, the 10-year projections are out of date and they will be updated in January of next year.

Population : The projected population of children aged 0-17 impacted by the development.
Enrolment: The number of students projected to attend the Surrey School District ONLY.

Tree Preservation Summary

Surrey Project No: 7923 0128 00

Address: 14633 56 Ave, Surrey

Registered Arborist: Anne Kulla, Huckleberry Landscape Design

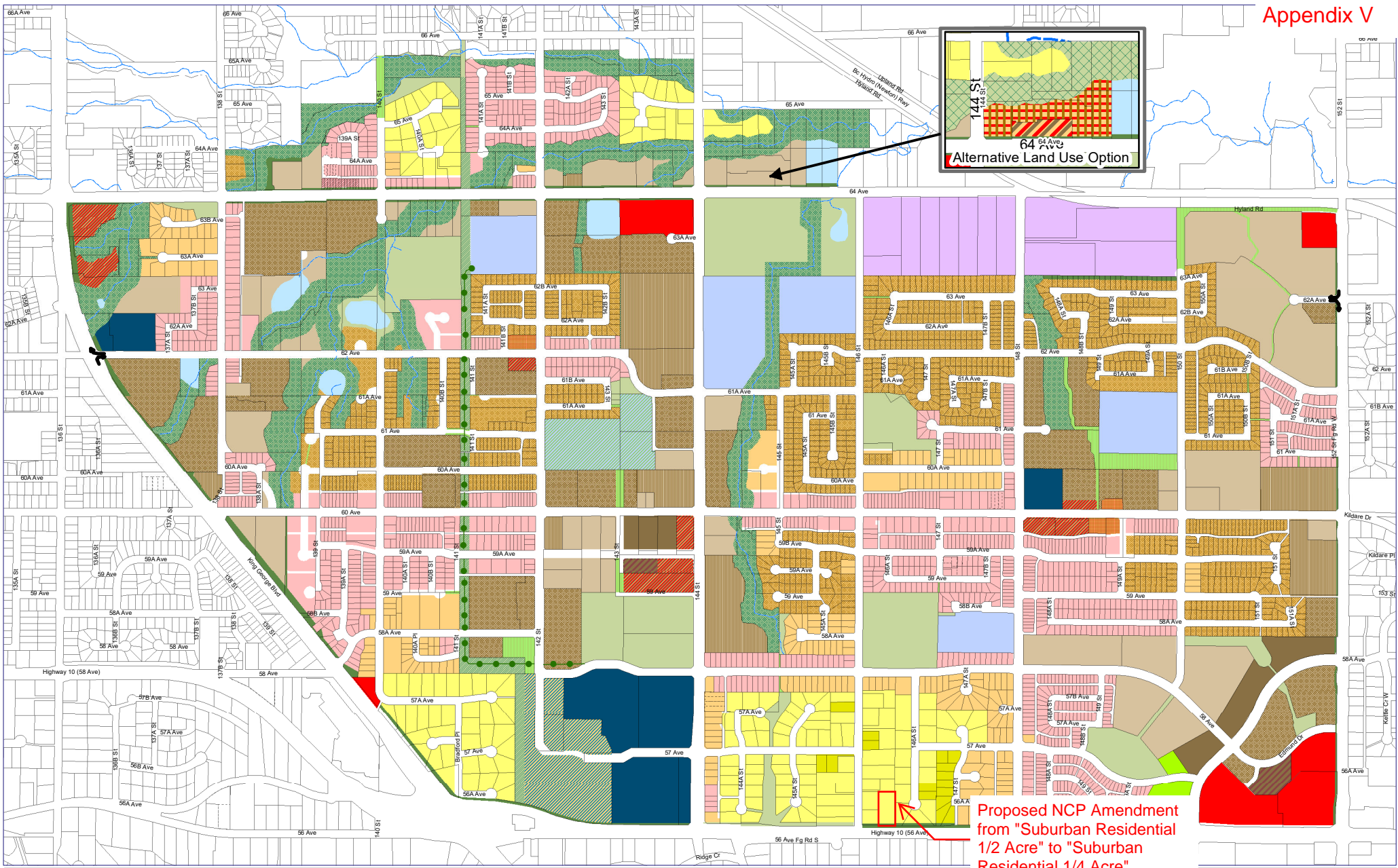
| On-Site Trees | Numbers of Trees |
|--|------------------|
| Protected Trees Identified (on-site and shared trees, including trees within boulevards and proposed streets and lanes, but excluding trees in proposed open space or riparian areas) | 27 |
| Protected Trees to be Removed | 17 |
| Protected Trees to be Retained (excluding trees within proposed open space or riparian areas) | 10 |
| Total Replacement Trees Required: <ul style="list-style-type: none"> • Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio o X one (1) = 0 • All other Trees Requiring 2 to 1 Replacement Ratio 17 X two (2) = 34 | 34 |
| Replacement Trees Proposed | 11 |
| Replacement Trees in Deficit | 23 |
| Protected Trees to be Retained in Proposed [Open Space/ Riparian Areas] | 0 |
| Off-Site Trees | Numbers of Trees |
| Protected Off- Site Trees to be Removed | 0 |
| Total Replacement Trees Required: <ul style="list-style-type: none"> • Alder & Cottonwood Trees Requiring 1 to 1 Replacement Ratio o X one (1) = ____ • All other Trees Requiring 2 to 1 Replacement Ratio o X two (2) = | 0 |
| Replacement Trees Proposed | 0 |
| Replacement Trees in Deficit | 0 |

Summary, report and plan prepared and submitted by:



Anne Kulla

Certified ISA Arborist PN-6263A Certified Tree Risk Assessor no. 334



Proposed NCP Amendment from "Suburban Residential 1/2 Acre" to "Suburban Residential 1/4 Acre"

SOUTH NEWTON

NEIGHBOURHOOD CONCEPT PLAN
City of Surrey Planning & Development Department

- | | | | | |
|--------------------------|--|-----------------|------------------------------|----------------------|
| Apartments 65 upa max | Row Housing | Commercial | Proposed School and Park | Buffers |
| Apartments 45 upa max | Single Family Residential Flex 6 to 14.5 | Institutional | Parks | Detention Ponds |
| Townhouses 25 upa max | Single Family Residential | Office Park | Proposed Park and Walkway | Utility R/W Greenway |
| Townhouses 20 upa max | Suburban Residential 1/2 Acre | Industrial | Recreational | WALKWAY |
| Townhouses 15 upa max | Suburban Residential 1/4 Acre | Schools | Creeks and Riparian Set-back | |
| Single Family Small Lots | Mixed Com/Res Apartments | Proposed School | | |
| | Mixed Com/Res Townhouse | | | |



This map is provided as general reference only. The City of Surrey makes no warranties, express or implied, as to the fitness of the information for any purpose, or to the results obtained by individuals using the information and is not responsible for any action taken in reliance on the information contained herein.

BUILDING GUIDELINES SUMMARY

Surrey Project no: 23-0128-00
Project Location: 14633 56 Avenue, Surrey, B.C.
Design Consultant: Angus J. Muir – AJ Muir Design Ltd.
Date: October 10, 2023

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. Context Neighborhood and Context Homes

1.1 Establishing the Context Neighborhood:

The Context Neighborhood includes the parent parcel(s) of the proposed development (herein called the Subject Site) and surrounding properties. The Context Neighborhood (as outlined graphically on Appendix A) was established by considering the geographical area, road system, and generally what would be perceived as the neighborhood to which the parent parcel(s) belongs. This includes consideration of homes visible from the Subject Site and along the main access route. The Context Neighborhood should be seen as the area to which the parent parcel(s) is part of, and would be affected by development of the Subject Site as new lots are created and added to the neighborhood.

The Context Neighborhood is bounded by 57 Avenue to the north, Highway 10 (56 Avenue) to the south, 146 Street to the west and 146A Street to the east. Along 146A Street there are a number lots relatively close to the Subject Site which have not been included in the Context Neighborhood as the Subject Site is generally not visible from these lots and they do not appear to be part of the same neighborhood. The lots immediately to the South of the Subject Site have also not been included as Highway 10 (56 Avenue) provides a significant boundary and separates the neighborhoods both physically and visually. The Context Neighborhood generally consists of homes and properties which front onto 146 Street and the west side of 146A Street.

The greater area beyond the Context Neighborhood is primarily residential neighborhoods including RH, RH-G, RQ and RF zoned properties. The Context Neighborhood that was selected fairly represents this broader area, and this study would not have different findings if this broader area was included within the Context Neighborhood for the sake of this study.

1.2 Establishing Context Homes within the Context Neighborhood:

In the Residential Character Study for this development the properties in the Context Neighborhood have been reviewed to determine which will be considered Context Homes and have features that are considered when developing the recommendations for the Design Guidelines and Building Scheme. The Context Neighborhood is comprised of 18 properties and 17 homes not including the Subject Site or the home(s) on the Subject Site. After careful review 7 of the properties have been excluded for reasons outlined in the Residential Character Study, and the remaining 11 properties have been determined to be Context Homes.

2. Residential Character

2.1 General Description of the Existing and/or Emerging Residential Character of the Subject Site and Context Neighborhood:

The Subject Site is located on the east side of 146 Street and fronts onto Highway 10. It currently only has access from Highway 10 (56 Avenue). The new layout will create three lots which will be accessed from an existing private access to 146 Street, but will retain firefighting access from Highway 10 (56 Avenue). All three lots will appear to be panhandle lots and will most likely not be visible from any road.

146 Street in this location starts on the south end at Highway 10 (56 Avenue) where west bound traffic has access to 146 Street but east bound does not. Turning from 146 Street onto Highway 10 (56 Avenue) is only possible heading west and no left turn is possible from 146 Street onto Highway 10. 146 Street runs north beyond 58 Avenue which is an intersection with a four way stop. 57 Avenue has a T intersection on the west side into 146 Street but does not run through.

Considering the layout of the roads, infrastructure and lots in the Context Neighborhood it is unlikely that any future development will significantly alter the overall layout of the neighborhood or create new roads which might impact the proposed lots at the Subject Site. It can be expected that some of the adjacent half acre lots will undergo similar subdivision to create additional lots of a similar layout to the Subject Site but this will not significantly alter the layout or the character of the Context Neighborhood.

The Context Homes within the Context Neighborhood range in age and style. The styles are very eclectic and even homes built in a similar era are radically different in style, layout and quality. Context Homes range in styles from Post War, Basement Entry and West Coast to Craftsman and Neo Traditional. It would be impossible to say that any one particular home establishes the character of the neighborhood or sets the tone. Instead the best way to consider the overall character of the Context Neighborhood is say that the character is eclectic and mature.

It can be expected that older homes within the Context Neighborhood will eventually be replaced. It is very common in the Greater Vancouver area and Lower Mainland for homes to start being replaced when they are more than 30 years old. Almost certainly the older homes will individually be replaced, one at a time, rather than multiple lots at the same time, and this may happen over a period of one or two decades. The Residential Character of the Context Neighborhood will slowly change as older homes are replaced, but this is not happening at a pace which would justify calling the residential character emerging. Instead it would be said that the character of the neighborhood is existing and well established.

2.2 Prevailing Features of the Context Homes Significant to the Proposed Design Guidelines and Building Scheme and Recommendations:

The Context Homes identified in the Residential Character Study have been reviewed for individual components which contribute to the overall character of the Context Neighborhood. In this section the major components which contribute have been identified, Context Homes are reviewed for each major component, and recommendations are made for the Design Guidelines of the new homes and properties on the Subject Site.

House Styles

- The Context Homes represent a vastly eclectic mix of housing styles including Traditional, Basement Entry, West Coast, French Provincial, Neo Heritage, Neo Traditional, California and Craftsman. Styles of the Context Homes generally represent the era in which they were built and styles popular during those eras. The styles of older homes from the 1970's tend to be representative of affordable housing styles while newer homes tend to represent styles more complex and represent the increased land values in the area.
- **Recommendation:** The Design Guidelines for the new lots on the Subject Site should encourage some current popular styles and a range of well-established styles in the Context Neighborhood. Some hybrid styles such as Modern Prairie, Modern Farmhouse or Contemporary-Traditional may suit well if the materials used on the home are mostly traditional materials but with contemporary use and massing. Certain current popular styles such as Modern, which may be characterized as having radical geometric shapes, modern building materials such as metal panels, and flat roofs or opposing monoplane roofs, should be discouraged by restricting specific roof forms and modern building materials, and addressing building massing.

Building Massing

- The Context Homes are a relatively even combination of one and two storey homes, some with basements that are partially visible and some with no basement. Massing ranges from modest single storey massing to bold full two storey massing on elevations facing the road. The two storey homes generally have some amount of reduced upper floor massing with most having a minor reduction in upper floor mass and some having a significantly reduced upper floor mass with the upper floor mostly concealed within the main roof form. A small number of basement entry style homes have a full two storey massing.
- **Recommendation:** The Design Guidelines for the new lots on the Subject Site should discourage full two storey massing and limit two storey elements by requiring portions of the upper floor to be set back from the main floor and where two storey elements occur they should be broken up by design elements such as skirt roofs and boxed out windows. Some two storey massing should be permitted.

Corner Lot Design

- There are no corner lots in the proposed layout for the Subject Site. However, generic corner lot restrictions should be included in the design guidelines in case the Building Scheme should run with the lots until a time at which further development may create a corner lot situation.

Roof Form and Material

- All of the Context Homes have pitched roofs with a vast range of low to steep pitches. Roofing is predominantly asphalt shingle roofing but with some homes having concrete tile or cedar shake roofs. Roof forms are generally mixed use of hips and gables and would be considered multi-plane roof forms. One of the Context Homes has monoplane roof forms. Some homes have feature roofs facing the road including gables, porch roofs, boxed windows, dormers, etc. while other homes have no feature roofs.

- **Recommendation:** The Design Guidelines for the new lots on the Subject Site should encourage a wide range of roof forms indicative of the Context Homes and should permit low to steep roof pitches. Feature roofs should be encouraged and alternate materials for feature roofs should be permitted if it suits the style. Low or flat roof slopes, and monoplane roof forms, should be permitted but only as feature roofs and not as the main roof form. Asphalt roofing should be the primary roofing material but concrete tile in shake profile and cedar roofing should be permitted. Alternate roofing materials should also be permitted but only in a shake pattern. Metal roofing should not be permitted as the main roofing material but should be permitted as feature roofing.

Cladding and Detailing

- The Context Homes include a mix of traditional building materials and cladding such as stone, stucco, horizontal bevel siding, vertical siding, horizontal vinyl and/or metal siding, wall shakes and brick. Some street facing facades include significant window and door trim, layered fascias and barge boards, trim at base and top of walls, and architectural details such as timber braces, ornamental gable vents and stone bases on columns and feature walls. Many of the older homes are lacking in this type of detail and have minimalistic treatments for cladding and detailing. Some of the two storey homes have different main cladding materials for each storey while others only have one cladding material for the entire home.
- **Recommendation:** The Design Guidelines for the new lots on the Subject Site should encourage the use of similar cladding, materials and detailing as the newer homes in the Context Neighborhood, but materials and features of the older homes should not be considered. Minimum requirements for trim and use of feature elements should be included. A broad range of cladding materials should be permitted but vinyl siding and similar low quality materials should not be permitted. Minimum requirements for fascias and gable barge boards should be outlined. Of special consideration is the fact that these homes will not be visible from the road, so any restrictions which indicate they are typically required for the front and portions visible from the road should apply to the portion which is considered the front even if it is not visible from the road.

Surfacing Materials:

- The Context Homes include a mix of gravel, concrete, asphalt and unit pavers for driveways and surfacing visible from the street. The driveways which have gravel and asphalt tend to be for the much older homes and for panhandle lots. The medium age and more current homes primarily use concrete with either stamped, broom or exposed aggregate finish, or concrete unit pavers. Several homes have driveway borders of contrasting material.
- **Recommendation:** The Design Guidelines for the new lots on the Subject Site should encourage driveway and walkway surfacing to be concrete with finishes similar to those used by the Context Homes. However, this should only be for the portion immediately in front of the garage and not for the entire property. Walkways should only be permitted to match the driveway material. Asphalt surfacing may be appropriate to connect the concrete driveways to the private access, for surfacing on the private access, and for the firefighting access.

Garages:

- The Context Homes have a fairly even mix of two and three car attached garages. Some homes have detached two car garages. There are also homes with only a one car garage or a two car carport. Four car garages either do not exist or are not visible from the road. Two car garages are either one double overhead door or two single overhead doors. Three car garages are either a double and a single overhead door or three single overhead doors.
- **Recommendation:** The Design Guidelines for the new lots on the Subject Site should require a minimum of two car and maximum of three car attached garage. Where the attached garage is a three car there should be articulation required between the second and third space to encourage softer massing.

Front Entry and Porches

- The porches on the Context Homes range from very minimal or even non-existent to well balanced and dominant. There does not appear to be any front porches which are overly embellished or extremely large & tall although some are quite grand. Generally the oldest homes have minimal porches and even where front doors face the road and are visible they may have no defined porch element. Homes which were built in the 1990's and later tend to have well defined front porches with doors that face the road and architectural features which complement the style of the home.
- **Recommendation:** The Design Guidelines for the new lots on the Subject Site should encourage a dominant front entry porch and door which is visible from the road but should be limited to a single storey.

Landscaping

- In general the Context Neighborhood is a very mature area and many lots have large well established trees and landscaping. Some are quite overgrown with natural vegetation and others have overgrown landscaping such as hedging and shrubs. Very few have fully maintained yards but have at least maintained the front yard to ensure the home remains visible from the road. Some homes are not visible from the road and several lots have disorganized and unkempt front yards. Fencing is prevalent in many yards but generally for side and rear yard separation rather than to enclose front yards. Most of the visible fencing is cedar panel.
- **Recommendation:** The Design Guidelines for the new lots on the Subject Site should require a mix of planting beds and lawn area in the front yards along with guidelines for hedging and planting materials to ensure front yards remain manageable and provide natural transitions from the street. Fencing and hedging should be limited to the sides and rear yards to ensure new homes remain visible, presentable and neighborly.

Retaining:

- In the Context Neighborhood where retaining is used it is mostly low and terraced, and tall retaining is not prevalent except for some specific areas used to transition where overall lot grades are more extreme. Low borders are of materials such as garden ties, concrete or stone. Higher retaining walls are primarily Allan Block or Pisa Stone. No walls higher than 1.2m are visible from the street.
- **Recommendation:** The Design Guidelines for the new lots on the Subject Site should limit retaining walls to be 0.9m or less and include guidelines for approved material and finish.

Conclusion:

The Context Neighborhood and Context homes have an eclectic mix of styles, features, layouts and landscaping. The new homes built on the subject site should suit the neighborhood and the Design Guidelines for the lots should ensure compatibility. However, it is difficult to encourage the new homes and landscaping to have all features of all homes in the Context Neighborhood. By selectively identifying common themes within the Context Neighborhood and considering the nature of new home construction with current trends and industry standard levels of quality the Design Guidelines for the home can provide flexibility while ensuring the new homes suit the neighborhood and maintain levels of quality which will safeguard all home owners in the area.

Compliance Deposit: \$10,000.00

Summary prepared and submitted by: Angus J. Muir, AJ Muir Design Ltd. Date: October 10, 2023

Reviewed and Approved by: Angus J. Muir



Date: October 10, 2023

CITY OF SURREY

(the "City")

DEVELOPMENT VARIANCE PERMIT

NO.: 7923-0128-00

Issued To:

{{the Owner}}

Address of Owner:

Issued To:

{{the Owner}}

Address of Owner:

Issued To:

{{the Owner}}

Address of Owner:

Issued To:

{{the Owner}}

Address of Owner:

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: 008-374-775

Lot 40, Except Part in Plan BCP25559 Section 10 Township 2 New Westminster District Plan 37178
14633 No 10 (56 Ave) Hwy

(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 address(es) change(s), the City Clerk is directed to insert the new civic address(es) for the Land, as follows:

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

- (a) In Section C.2 of Part 14 “Quarter Acre Residential Zone (R2)” to reduce the minimum lot width from 24 meters to 13.8 meters for proposed Lots 1, 2 and 3;
- (b) In Section F.1 of Part 14 “Quarter Acre Residential Zone (R2)” to reduce the minimum front yard setback from 7.5 meters to 6.5 meters for proposed Lots 1, 2 and 3; and
- (c) In Section F.1 of Part 14 “Quarter Acre Residential Zone (R2)” to reduce the minimum side yard setback from 2.4 meters to 1.8 meters for proposed Lots 1, 2 and 3.

5. This development variance permit applies to only the portion of 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 existing buildings shown on attached Schedule A, which is attached hereto and forms part of this development variance permit.

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 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.

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.

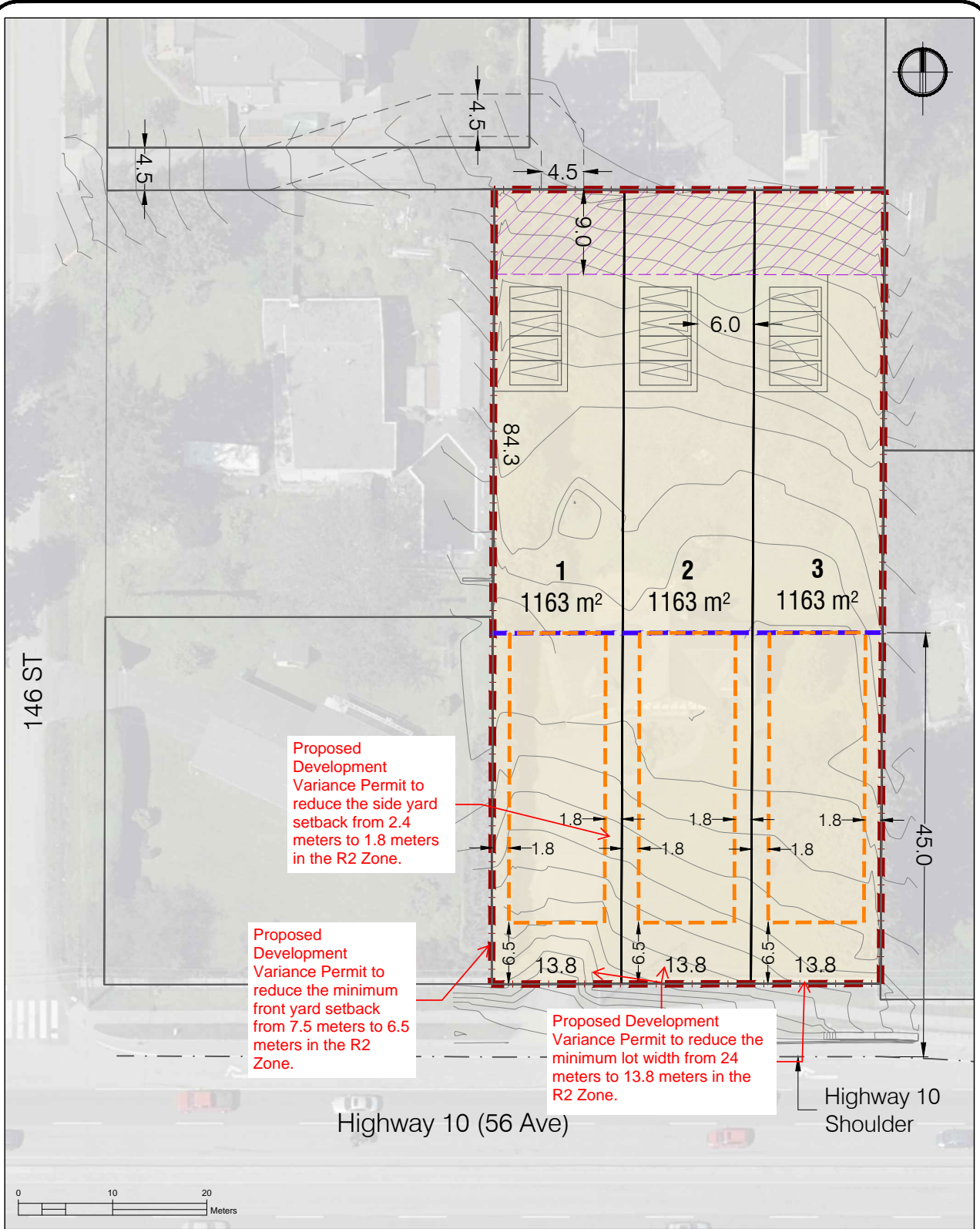
9. This development variance permit is not a building permit.

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

ISSUED THIS DAY OF , 20 .

Mayor – Brenda Locke

City Clerk and
Director Legislative Services
Jennifer Ficocelli



LEGAL DESCRIPTION
PID 008-374-775

GROSS SITE AREA
0.35 hectares / 0.86 acres

NET SITE AREA
0.35 hectares / 0.86 acres

EXISTING DESIGNATIONS
OCP: Urban
NCP: Suburban Residential 1/2 acre,
Buffers
Zoning: R1

PROPOSED DESIGNATIONS
OCP: Urban
NCP: Single Family Residential, Buffers
Zoning: R3

LOT YIELD
Existing: 1 lots
Proposed: 3 lots

DENSITY
Gross Area: 8.6 uph / 3.5 upa
Net Area: 8.6 uph / 3.5 upa

- Site Boundary
- Proposed Lots
- Proposed Shared Access Easement
- Building Envelope
- Existing Easement
- Fire Safety Line

Mercier Family Estate
Residential Development
14633 Highway 10, Surrey, BC

SUBDIVISION CONCEPT

| | Lot Area | Permitted Lot Coverage | Permitted Coverage |
|-------|---------------------|------------------------|--------------------|
| Lot 1 | 1163 m ² | 37.2% | 433 m ² |
| Lot 2 | 1163 m ² | 37.2% | 433 m ² |
| Lot 3 | 1163 m ² | 37.2% | 433 m ² |

- Notes:
- All dwelling units to be constructed south of the fire safety line. No-Build Restrictive Covenants will be registered on the title of each proposed lot for the areas north of the fire safety line.
 - Three (3) lots would require a 1.2m lot width variance.

APLIN MARTIN
Project 22-1065A
08 / 08 / 2024
Drawn By: BJ / AR / CV

Drawing
1