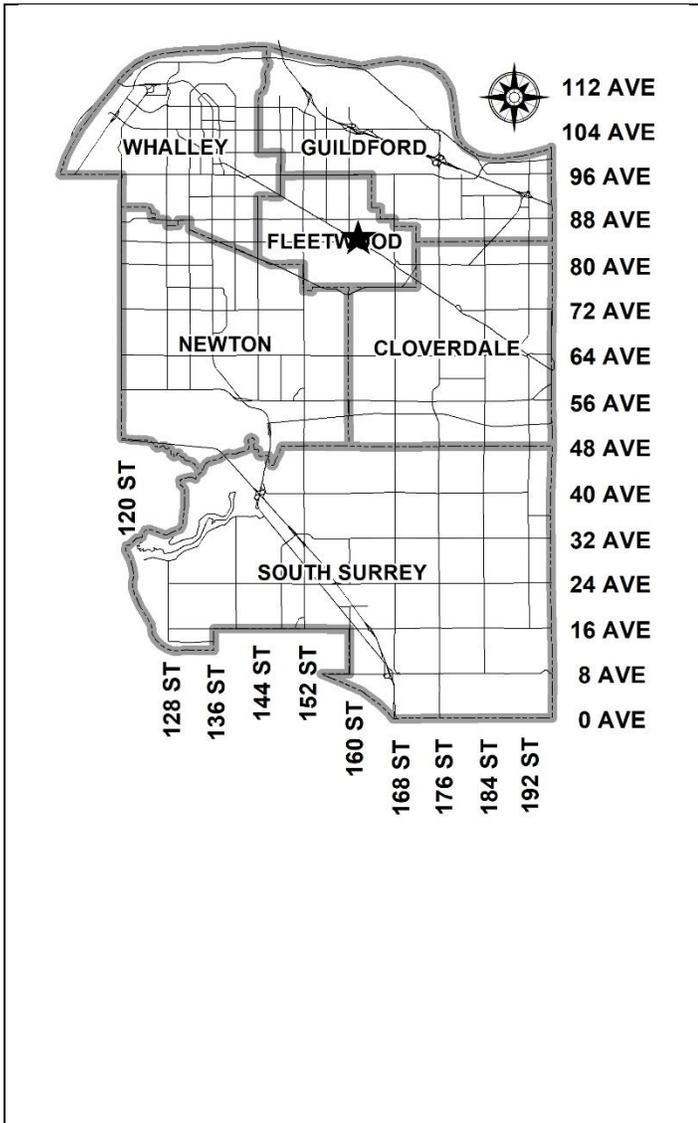


City of Surrey
ADDITIONAL PLANNING COMMENTS

Application No.: 7919-0366-00

Planning Report Date: April 3, 2023



PROPOSAL:

- **OCP Amendment** from Multiple Residential to Town Centre
- **TCP Stage 1 Amendment** of a portion from “Mid Rise Transition Mixed Use” to “Mid Rise Transition” and a portion from “High Rise Mixed Use” to “Fleetwood Centre”
- **Rezoning** from RA and CHI to CD
- **General Development Permit**

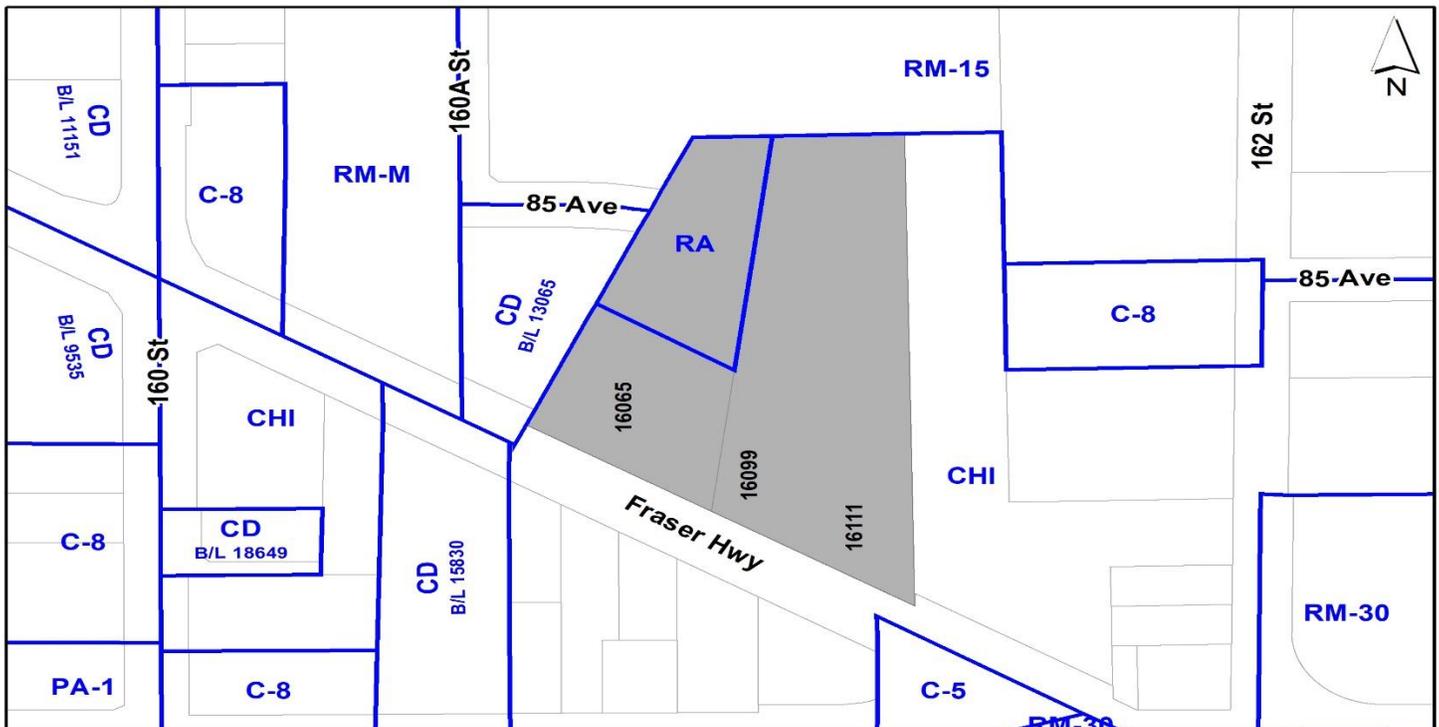
To permit the development of two high-rise mixed-use buildings and one mid-rise residential building as part of a multi-phased development and the creation of a lot for Park purposes.

LOCATION: 16099 - Fraser Highway
 (16111 - Fraser Highway)
 16065 - Fraser Highway

ZONING: RA and CHI

OCP DESIGNATION: Multiple Residential and Town Centre

TCP STAGE 1 DESIGNATION: Mid Rise Transition Mixed Use, High Rise Mixed Use, Fleetwood Centre and Parks & Open Space



RECOMMENDATION SUMMARY

- Council amend Rezoning By-law No. 20755 by replacing pages 3-5 of the CD By-law with the attached revision (Appendix I) to adjust the Floor Area Ratio (FAR) to 5.91 for Block A and 5.73 for Block B, adjust the north yard setback to 8 metres for Block B, and adjust the maximum principal building height to 133 metres for Block A;
- Council consider Third Reading of OCP Amendment By-law No. 20754; and
- Council consider Third Reading of Rezoning By-law No. 20755, as amended.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Proposing an amendment to the Official Community Plan (OCP) and Fleetwood Stage 1 Plan to permit the proposed uses and densities.

RATIONALE OF RECOMMENDATION

- At the October 3, 2022 Regular Council – Land Use meeting, Council granted First and Second Readings to OCP Amendment By-law No. 20754 and Rezoning By-law No. 20755, and authorized staff to draft the General Development Permit.
- At the November 14, 2022 Regular Council – Public Hearing meeting, Council referred the application back to staff, passing the following resolution (RES. R22-2077):
 - That Application No. 7919-0366-00 be referred back to staff to work with the applicant to undertake additional community consultation and consideration of addressing items raised by community members including rental units and buffering with the adjacent single family homes.
- Following Council's direction, the applicant has held further public consultation with residents and community representatives including two in-person Public Open House sessions, held at the Surrey Sport and Leisure Complex, on February 15 and February 16, 2023, respectively.
- The main concerns expressed by the community were related to the heights of the towers, the lack of affordable and rental housing, the lack of infrastructure and community amenities, concerns with parking and traffic, construction disturbances, shadowing impacts, safety and crime, and the interface with the existing townhomes to the north.
- In response to comments and concerns raised by the community, the applicant has made design modifications to the project including:
 - reducing the heights of proposed Tower 1 and 2 by 3 storeys each (from 42 storeys to 39 storeys, and from 37 storeys to 34 storeys, respectively), resulting in an overall reduced gross density of 3.98 FAR for the project (previously 4.1 FAR); and

- improving the interface treatment of proposed mid-rise Tower 3 adjacent to the existing townhouses with increased setbacks, reduced overlook, and enhanced landscape treatments.
- In response to community concerns that the proposal currently includes no dedicated rental or non-market housing component, the applicant engaged an appraisal firm (Ryan ULC) to examine the impact that providing rental housing would have on the subject development (Appendix III). Based on the results of the appraisal, the applicant has advised that providing any rental and/or non-market housing component in the project would not be economically feasible in the current market climate.
- The applicant has requested that their updated proposal for 1,037 market strata units (previously 1,121 units) be presented back to Council for further consideration.
- The merits of the subject mixed-use high-rise development in Fleetwood as outlined in the previous October 3, 2022, Planning & Development Report are still valid, including:
 - The proposal generally complies with the uses and densities as outlined in the Fleetwood Plan, which received Stage 1 approval from Council on March 7, 2022 (Corporate Report No. R049;2022);
 - The proposed density and building form are considered appropriate for this part of Fleetwood, given the subject site's proximity to two future SkyTrain stations located at the intersections of 160 Street and Fraser Highway and 166 Street and Fraser Highway; and
 - The proposed density has merit as it is consistent with OCP principles and commitments as part of the Surrey Langley SkyTrain (SLS) Supportive Policies Agreement (SPA).
- It is recommended that Council amend Rezoning By-law No. 20755 to incorporate the reduced overall height and density, and modified setbacks, of the project, proposed by the applicant in response to the comments and concerns raised by the community through the consultation process, and to consider Third Reading as amended. The corresponding OCP Amendment By-law No. 20754 would also therefore be in order for consideration of Third Reading.
- Under Section 470 of the Local Government Act, Council may decrease the density of a bylaw without the requirement for a Public Hearing, with the owner's consent.

RECOMMENDATION

The Planning & Development Department recommends that:

1. Council consider Third Reading of OCP Amendment By-law No. 20754.
2. Council amend Rezoning By-law No. 20755 to incorporate the following revised provisions, as shown in Appendix V:
 - (a) Maximum floor area ratio for Block A has been amended from 6.14 to 5.91;
 - (b) Maximum floor area ratio for Block B has been amended from 5.74 to 5.73;
 - (c) Minimum north yard setback for Block B has been amended from 7 metres to 8 metres; and
 - (d) Maximum height of principal building for Block A has been amended from 143 metres to 133 metres.
3. Council consider Third Reading of Rezoning By-law No. 20755 (Appendix V), as amended.
4. Council authorize staff to draft General Development Permit No. 7919-0366-00 generally in accordance with the attached updated drawings (Appendix I).
4. Council instruct staff to resolve the following issues prior to final adoption:
 - (a) All issues as outlined in the original Planning & Development Report for 7919-0366-00 and dated October 3, 2022.
5. Council pass a resolution to amend the Fleetwood Stage 1 Plan to redesignate a portion of the land from "Mid Rise Transition Mixed Use" to "Mid Rise Transition" and a portion from "High Rise Mixed Use" to "Fleetwood Centre" when the project is considered for final adoption (Appendix V).

SITE CONTEXT & BACKGROUND

Direction	Existing Use	TCP Designation	Existing Zone
Subject Site	Automotive sales, automotive service use and parking facility	Fleetwood Centre, High Rise Mixed Use, Mid-Rise Transition Mixed Use, Parks & Open Space and Road	RA & CHI
North:	Two-storey ground-oriented townhouse units	High Rise Mixed Use, Mid-Rise Transition, Parks & Open Space and Road	RM-15

Direction	Existing Use	TCP Designation	Existing Zone
East:	Automotive service use and retail/wholesale building material supplier	High Rise Mixed Use, Mid-Rise Transition, Parks and Open Space and Road	CHI
South (Across Fraser Highway):	Automotive sales, automotive service uses and light impact industrial	High Rise Mixed Use and Road	CHI
West (Across future 161 Street):	Multi-tenant commercial building	Fleetwood Centre and Road	CD (Bylaw No. 13065)

- A Planning Report for Development Application No. 7919-0366-00 was forwarded to Council for consideration at the October 3, 2022 Council meeting (Appendix VI). The OCP Amendment By-law and Rezoning By-law associated with the subject development application received First and Second Readings at that meeting.
- The facilitate the development of a multi-phased, mixed-use, high-rise development, the applicant proposes the following:
 - OCP Amendment for a portion of the site from Multiple Residential to Town Centre;
 - TCP Amendment for a portion of the site from Mid Rise Transition Mixed Use to Mid Rise Transition as well as High Rise Mixed Use to Fleetwood Centre;
 - Rezoning from RA and CHI to CD (based on RM-135 and C-8);
 - Consolidation/subdivision from two lots into three lots (including one park lot); and
 - A General Development Permit (Form and Character) for the entire site
- The original proposed building heights were 37-storeys (mixed-use building -Phase 1), 42-storeys (mixed-use building - Phase 2) and 15-storeys (mid-rise residential building -Phase 3).
- The northeast portion of the site is proposed to be conveyed to the City as a lot for park purposes.
- At the November 14, 2022 Regular Council – Public Hearing meeting, Council referred the application back to staff, passing the following resolution (RES. R22-2077):
 - That Application No. 7919-0366-00 be referred back to staff to work with the applicant to undertake additional community consultation and consideration of addressing items raised by community members including rental units and buffering with the adjacent single family homes.

ADDITIONAL PUBLIC ENGAGEMENT

- Since the Public Hearing on November 14, 2022, the applicant has hosted an online open house to collect resident comments, held meetings with the Fleetwood Community Association (FCA) and Fleetwood Business Improvement Association (FBIA), and held two in-person Public Information Meetings (PIMs).

- The applicant has provided a detailed summary of the additional public engagement measures they have undertaken (Appendix II).

Virtual Open House and Public Information Meetings

- The applicant hosted a virtual open house from December 2022 to February 2023 to share information with the residents in advance of the Public Information Meetings (PIMs). Visitors to the website were able to provide comments in response to the proposal.
- The applicant received 52 emails from residents through the Virtual Open House process.
- The applicant hosted two in-person Public Open House sessions at the Surrey Sport and Leisure Complex on February 15 and February 16, 2023, respectively. The information sessions provided an opportunity for the public to learn about the proposal and discuss any concerns with the applicant's project team and City staff.
- Approximately 132 people attended the Public Information Sessions. Representatives from the Fleetwood Community Association (FCA) and Fleetwood Business Improvement Association (FBIA) were also in attendance at both sessions.
- Feedback was collected through comment form submissions. Forty-two comment forms were submitted to City staff by the applicant following the PIMs.
- Resident comments from the Virtual Open House and PIMs were related to concerns regarding the heights of the towers, the lack of affordable and rental housing, the lack of infrastructure and community amenities, concerns with parking and traffic, construction disturbances, shadowing impacts, safety and crime, and the interface with the existing townhomes to the north (Appendix II).

Meetings With FCA and FBIA

- The applicant held recurring meetings with the FCA and FBIA between December 2022 and February 2023, which are outlined in Appendix II and Appendix IV.
- The FCA has subsequently provided a letter (Appendix IV) which summarizes the consultation process and the concerns that they continue to have regarding the proposal. These concerns include the lack of rental housing, building heights, the lack of community amenities and the lack of 2+ bedroom units.

MODIFICATION TO PROPOSAL

- Based on Council Resolution R22-2077 and the feedback from the community, the applicant has submitted a revised proposal for consideration (Appendix I).
- The applicant has reduced the height of proposed Tower 1 from 42 to 39 storeys and Tower 2 from 37 to 34 storeys. The reduced height has resulted in the following changes to the proposal:
 - a gross density decrease from 4.1 FAR to 3.98 FAR;

- a reduction in the overall number of proposed units (from 1,121 to 1,037);
 - a 5% reduction in the number of 2-bedroom units;
 - an increase to the tower floor plates by 49 square metres;
 - a reduction to some of the tower separations; and
 - modifications to building setbacks.
- The applicant has refined the interface between mid-rise Tower 3 and the adjacent townhomes to the north. The refinements include enhanced landscaping, an increased building setback along sections of the northern face of the building, and the reorientation of units to mitigate overlook concerns.
 - Staff are supportive of the overall reduction in tower heights in response to community comments; however, staff note that the increased tower floorplates further deviate from Official Community Plan (OCP) design guidelines. The OCP design guidelines recommend tower floorplates of 650 square metres for towers ranging from 31 to 40 storeys in height. The originally proposed tower floorplates of 725 square metres were seen as a reasonable compromise to achieve the density contemplated in the plan, while still accommodating the proposed park and mid-rise building form on the north portion of the site. The revised tower floor plates are 6% larger at 774 square metres. While this 6% increase is relatively imperceptible from a visual perspective, it does represent a further deviation from the guidelines. Staff will work with the applicant to reduce the tower floorplates (without increasing the height of the towers) through the detailed Development Permit process for each building. This likely will involve reallocating some floor space into the podium levels.

RENTAL and/or NON-MARKET HOUSING

- The applicant engaged the appraisal firm Ryan ULC to examine the impact that providing rental housing would have on the subject development (Appendix III). Based on the results of the appraisal, the applicant has advised staff that providing rental housing is not economically feasible in the current market climate. The applicant has also advised staff that they are not positioned to explore non-market housing options for the project.
- Staff note that the feasibility study by Ryan ULC assumes that the entirety of the residential portions of all three buildings are provided as purpose-built rental. The study does not explore the feasibility of providing various configurations of both purpose-built rental and market strata units.
- The applicant has requested that their updated proposal for 1,037 market strata units (reduced from 1,121 units) (including 0 3-bedroom, 349 2-bedroom and 688 1-bedroom) be presented back to Council for further consideration.

UPDATED DEVELOPMENT PROPOSAL

- The updated development proposal for the multi-phased, mixed-use development consisting of three buildings, with an updated 1,037 residential dwelling units and commercial/office space, still requires the following:
 - OCP Amendment for a portion of the site from Multiple Residential to Town Centre;

- TCP Amendment for a portion of the site from Mid Rise Transition Mixed Use to Mid Rise Transition as well as High Rise Mixed Use to Fleetwood Centre;
 - Rezoning from RA and CHI to CD (based on RM-135 and C-8);
 - Consolidation/subdivision from two lots into three lots (including one park lot); and
 - A General Development Permit (Form and Character) for the entire site to accommodate a 15-storey mid-rise residential building (Phase 3), an updated 34-storey mixed-use building (Phase 1) and an updated 39-storey mixed-use building (Phase 2).
- The northeast portion of the site is still proposed to be conveyed to the City as a lot for park purposes.
 - Updated details on the development proposal are provided in the table below:

	Proposed
Lot Area	
Gross Site Area:	20,411 square metres (2.0 hectares)
Road Dedication:	5,330 square metres
Park Dedication:	1,259 square metres
Net Site Area:	13,822 square metres (1.38 hectares)
Number of Lots:	2 existing, 3 proposed
Building Height:	Phase 1: 119 metres (34 storeys) Phase 2: 133 metres (39 storeys) Phase 3: 54 metres (15 storeys)
Unit Density:	N/A
Floor Area Ratio (FAR):	3.98 (Gross – all phases)
Floor Area	
Residential:	74,082 square metres
Commercial:	4,799 square metres
Office:	2,406 square metres
Total:	81,287 square metres
Residential Units:	
1-Bedroom:	368 dwelling units
1-Bedroom + Den:	320 dwelling units
2-Bedroom:	349 dwelling units
Total:	1,037 dwelling units

- The CD Bylaw (No. 20755) currently specifies a maximum floor area ratio of 6.14 for Block A (Phases 1 and 2) and 5.74 for Block B (Phase 3), and the amendment proposes to reduce the maximum floor area ratio for Block A to 5.91 and Block B to 5.73.
- The north yard setback for Block B has been increased from 7 metres to 8 metres in order to provide a better interface with the existing townhouses to the north.
- The maximum height of the towers for Block A has been reduced from 143 metres to 133 metres.
- All other aspects of the revised proposal comply with the provisions permitted under the original CD Bylaw No. 20755.

- The changes to the Rezoning Bylaw do not impact the proposed OCP Amendment Bylaw (No. 20754).
- It is recommended that Council amend Rezoning By-law No. 20755 to incorporate the reduced overall height and density, and modified setbacks, of the project, proposed by the applicant in response to the comments and concerns raised by the community through the consultation process, and to consider Third Reading as amended. The corresponding OCP Amendment By-law No. 20754 would also therefore be in order for consideration of Third Reading.
- Under Section 470 of the Local Government Act, Council may decrease the density of a bylaw without the requirement for a Public Hearing, with the owner's consent (provided).

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Survey Plan, Proposed Subdivision Layout, Site Plan, Building Elevations, Landscape Plans and Perspective
Appendix II.	Summary of Engagement Process
Appendix III.	Rental Housing Report
Appendix IV.	Letter from Fleetwood Community Association
Appendix V.	Amended CD By-law No. 20755
Appendix VI.	Initial Planning & Development Report No. 7919-0366-00, dated October 3, 2022.

approved by Ron Gill

Don Luymes
General Manager
Planning and Development

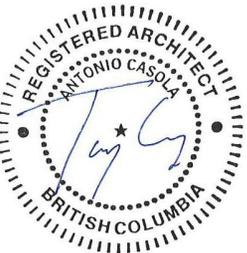
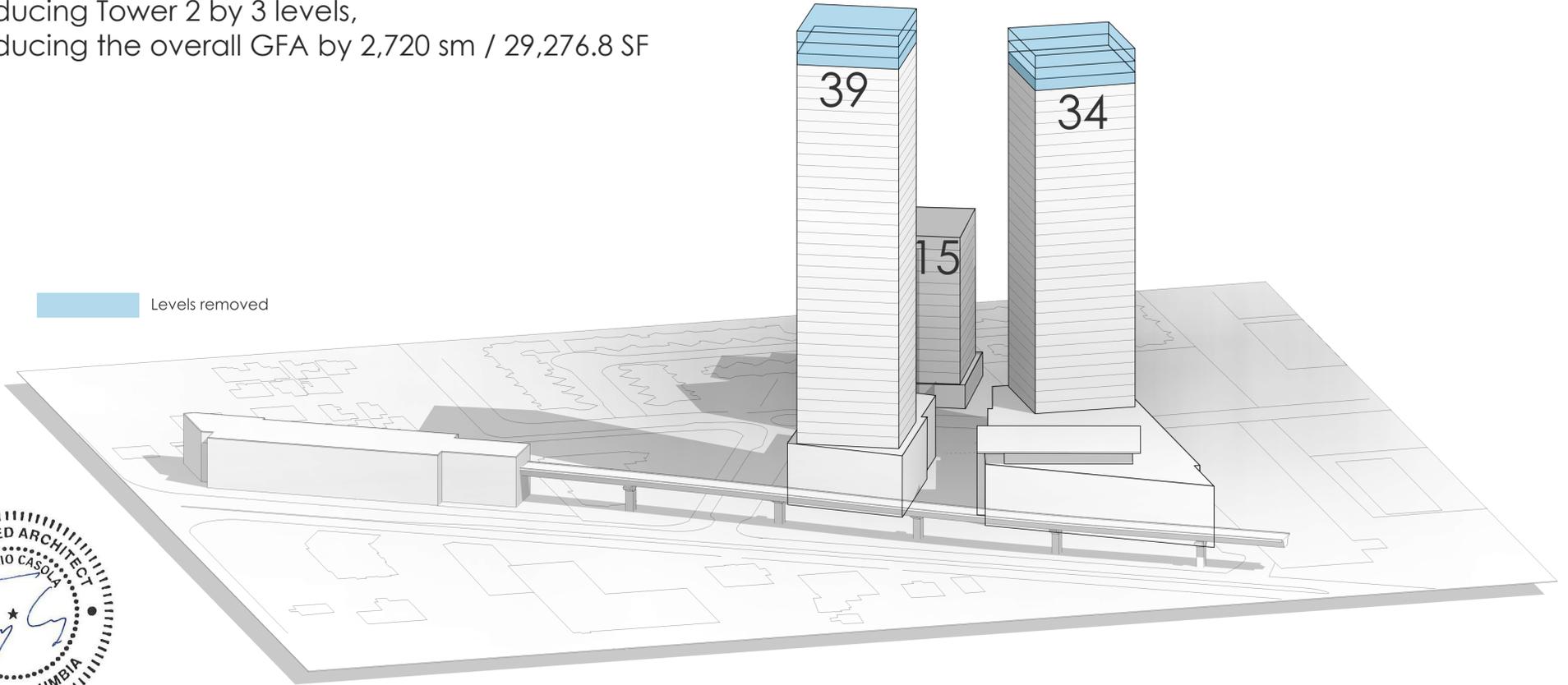
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CHANGES TO ORION _ REDUCED HEIGHT & DENSITY

The application has been reduced in height from 42 to **39 storeys** and 37 to **34 storeys**.
The density has been reduced from 4.1 to **3.98**

This was achieved by:

- Reducing Tower 1 by 3 levels,
- Reducing Tower 2 by 3 levels,
- Reducing the overall GFA by 2,720 sm / 29,276.8 SF



FLEETWOOD ORION

16065 & 16099 BLOCK FRASER HIGHWAY, SURREY, B.C

bucci

casola-koppe
ARCHITECTS

P0.01

DATE: 11/21/22

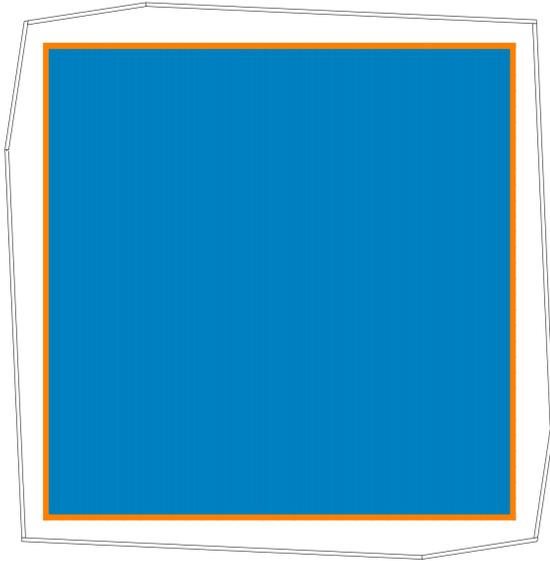
CHANGES TO ORION _ INCREASED FLOORPLATE

To reduce the height of the towers, the typical floorplate of Phase 1 & 2 increased to 8330 SF.

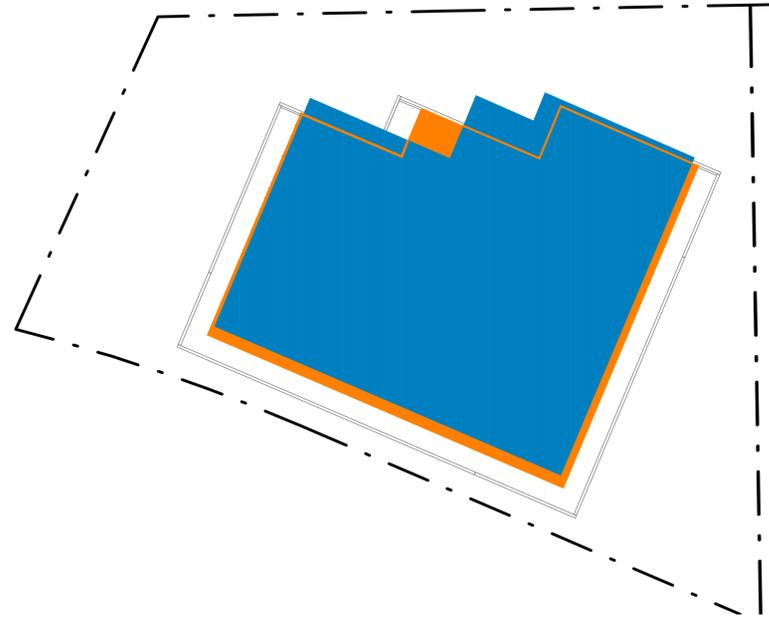
The typical floorplate of the Phase 3 tower was articulated to allow for an increased setback to the neighbours.

With the reduction in height as well as reductions in the Phase 1, 2 & 3 podiums, the total FAR has been reduced to 3.98.

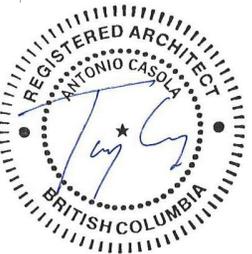
2022 Application Current Application



Typical Floorplate Phase 1 & 2



Typical Floorplate Phase 3



FLEETWOOD ORION

16065 & 16099 BLOCK FRASER HIGHWAY, SURREY, B.C



P0.02

DATE: 02/28/23

CHANGES TO ORION _ NORTH SITE

2

At the Public Hearing on November 14 2022, issues were raised regarding the interface of the 15 storey building with the existing townhomes to the north. Although the Fleetwood Plan - Stage 1 allows for a building of up to 15 storeys at this location and high-rise and mid-rise uses on the neighbouring property with future redevelopment, Council referred the project back to the Planning Department and the Developer to enhance the buffer between the 15 storey building and the neighbours. The following changes were made:

- Increased building setbacks along the northern property line by an additional 1m.
- Articulation of the floorplate to minimize views overlooking the neighbouring townhomes.
- Enhanced landscaping to create a privacy buffer while activating the space with private amenity.



*Future park design set out by City of Surrey.

FLEETWOOD ORION

16065 & 16099 BLOCK FRASER HIGHWAY, SURREY, B.C

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P0.03
DATE: 02/27/23

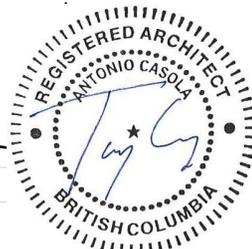
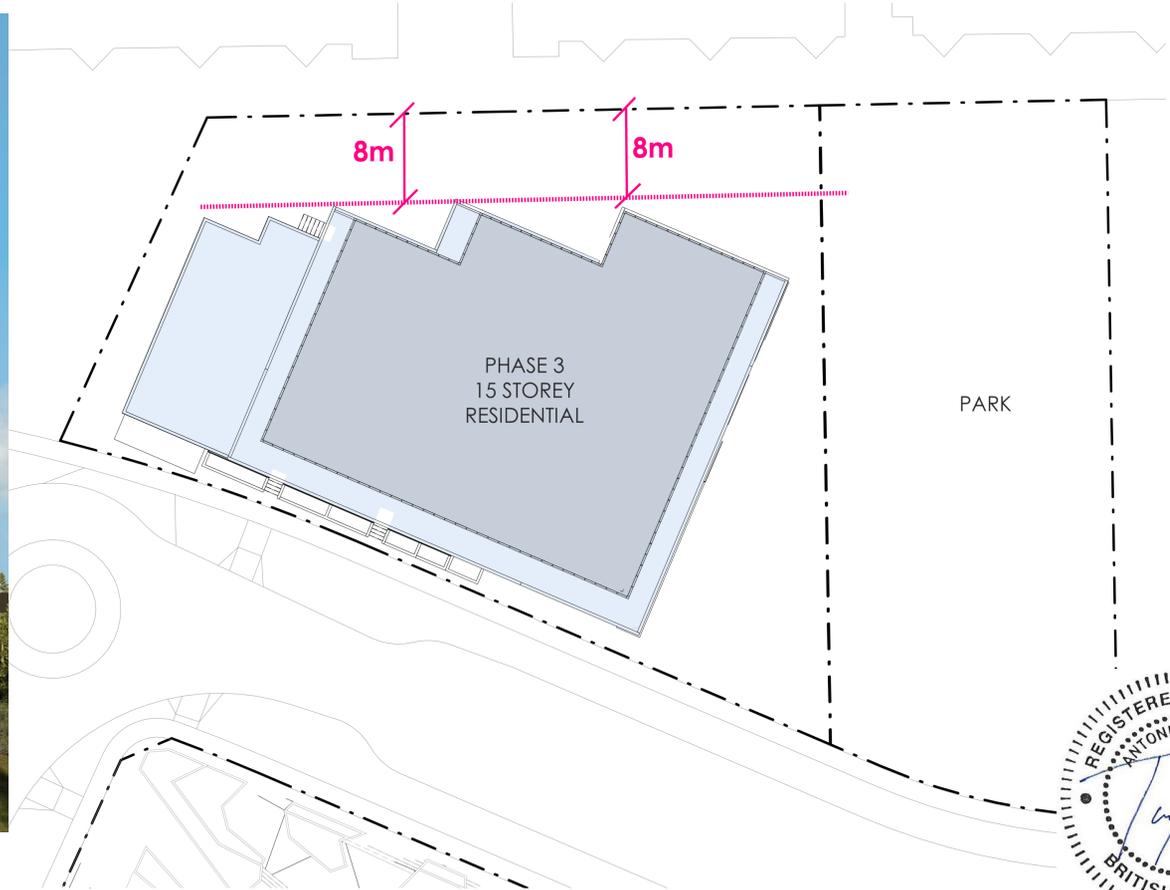
CHANGES TO ORION _ NORTH SITE

2.1

- Increased building setbacks along the northern property line by an additional 1m.
- Articulation of the floorplate to minimize views overlooking the neighbouring townhomes.
- Enhanced landscaping to create a privacy buffer while activating the space with private amenity.



*Future park design set out by City of Surrey.



FLEETWOOD ORION

16065 & 16099 BLOCK FRASER HIGHWAY, SURREY, B.C

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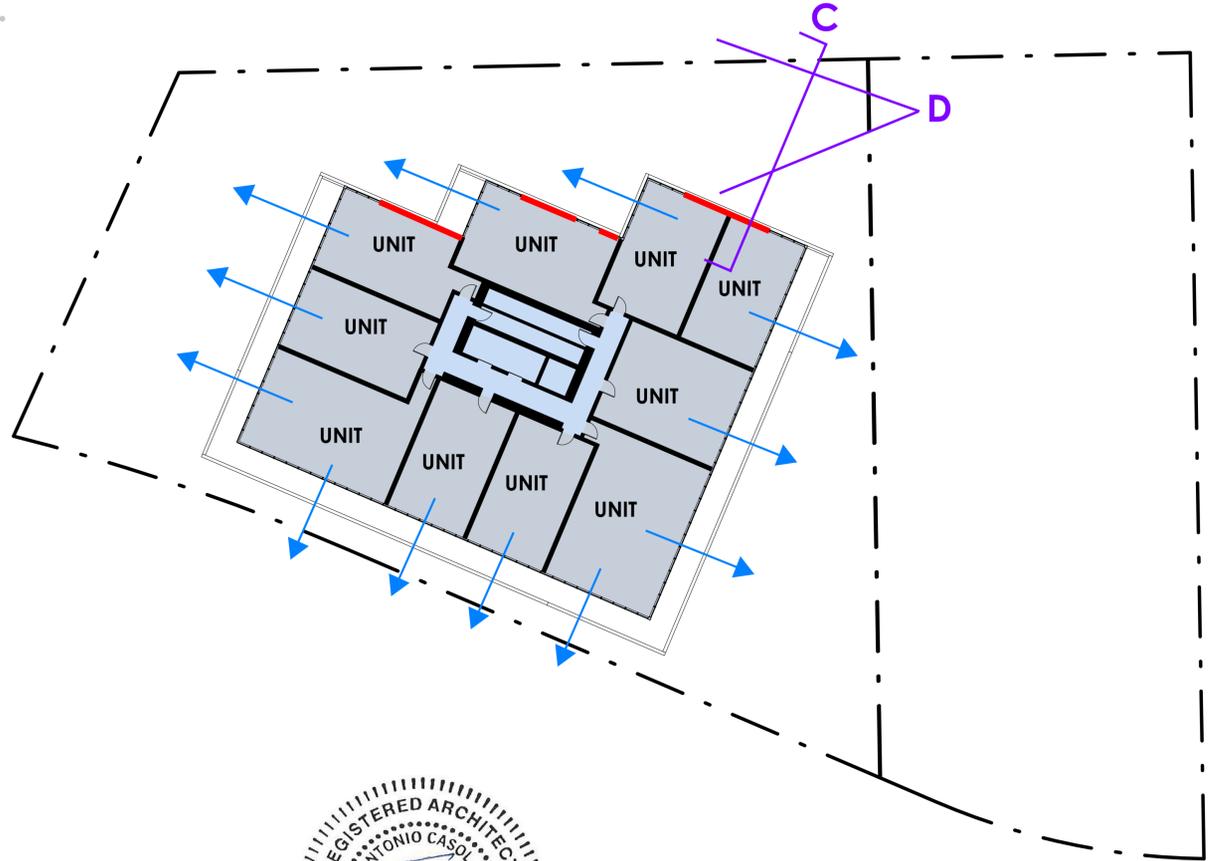
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DATE: 02/27/23

CHANGES TO ORION _ NORTH SITE

2.2

- Increased building setbacks along the northern property line by an additional 1m.
- Articulation of the floorplate to minimize views overlooking the neighbouring townhomes.
- Enhanced landscaping to create a privacy buffer while activating the space with private amenity.



FLEETWOOD ORION

16065 & 16099 BLOCK FRASER HIGHWAY, SURREY, B.C



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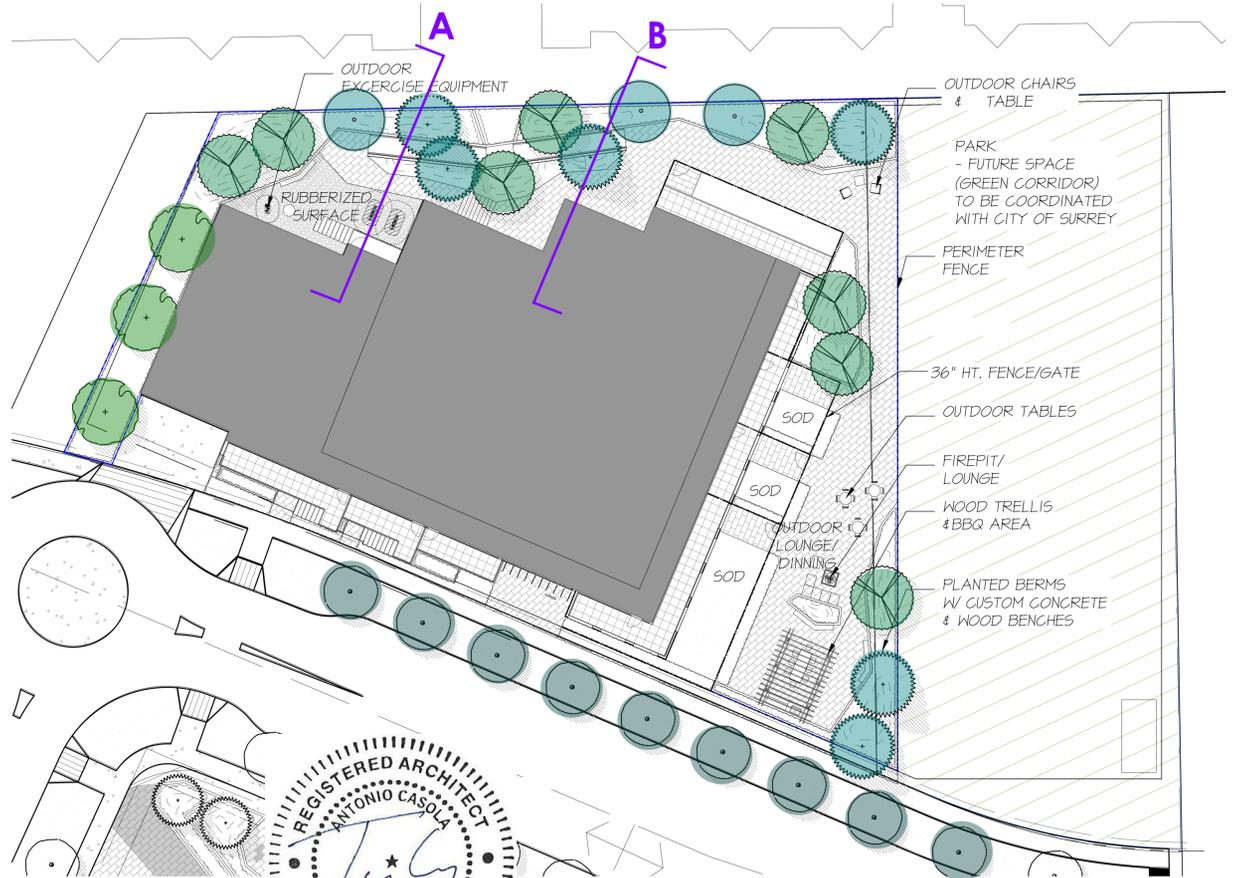
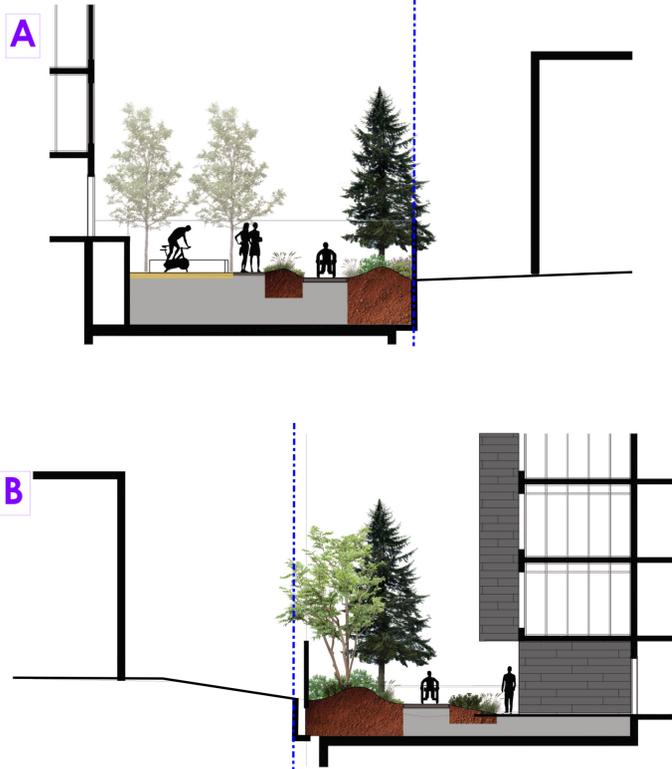
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DATE: 02/27/23

CHANGES TO ORION _ NORTH SITE

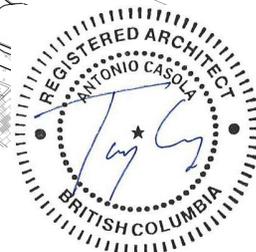
2.3

- Increased building setbacks along the northern property line by an additional 1m.
- Articulation of the floorplate to minimize views overlooking the neighbouring townhomes.
- Enhanced landscaping to create a privacy buffer while activating the space with private amenity.



FLEETWOOD ORION

16065 & 16099 BLOCK FRASER HIGHWAY, SURREY, B.C



bucci

casola-koppe **P0.03.03**
ARCHITECTS

DATE: 02/27/23

APPENDIX II



March 27, 2023

From: Bucci Developments Limited

To: RON GILL, MA, MCIP, RPP
MANAGER, AREA PLANNING & DEVELOPMENT – NORTH DIVISION & APPROVING OFFICER
CITY OF SURREY, PLANNING AND DEVELOPMENT DEPARTMENT
 cc. LEITA MARTIN, M.E.Des., MCIP, RPP | PLANNER

RE: **16065 and 16069 Fraser Highway, Surrey - Fleetwood Orion Transit Oriented Master Planned Development – Project Revisions and Public Consultation Summary December 2022 – February 2023**

We would like to thank City of Surrey Planning, Engineering and Transportation staff for attending our public information meeting sessions on Wednesday February 15, 2023 and Thursday February 16, 2023. Bucci Developments along with our Architect: Casola Koppe, Landscape Architect: M2LA and Transportation Consultant: Bunt & Associates Engineering were also on hand to answer any questions the public had with respect to the fourth revised submission of our Fleetwood Orion master planned community.

Original Applications 2019 (Combined Submissions 1 & 2)	Current Application 2023 (Submission 4 & 5)		Fleetwood Stage 1 Plan Adopted by Council
9 storeys	39 storeys		Allows 30+ / 36+ Storeys
40 storeys	34 storeys (high rises average 36.5 storeys)		Allows for Density 4.0 – 4.5 FAR
44 storeys	15 storeys		Allows for 15 storeys
57 storeys	Public Park		
22 storeys	Public Plaza		
Total 1,474,373 Sq Ft 7.0 FAR <u>* At that point in time, density and heights had not been established in the Fleetwood stage 1 land use plan.</u>	Total 877,000 Sq Ft 3.99 FAR <u>* Orion also provides 1.3+/- acres in servicing upgrades / roadworks / parks / plazas etc.</u>	84 storey collective reduction / 3.01 FAR reduction / 597,373 sq ft reduction	Fleetwood Stage 1 Plan Adopted by Council

Our proposal for the first major transit-oriented development along the future Surrey-Langley SkyTrain east of King George Station has undergone five significant revisions since our original application of December 2019. Our first submission in December 2019 showed three towers — 40 storeys, 44 storeys, and 57 storeys with a 9-storey office midrise — 1,320 homes and 87,000 square feet of office, institutional, retail, and restaurant spaces (totalling 4 buildings). The proposed square footage of this application was 1,474,373 square feet and totalled 7.0 FAR. At that point in time, density and heights had not been established in the Fleetwood stage 1 land use plan.

The Orion project was subsequently modified in February 2021 (second revised submission). This was a result of the ongoing dialogue with the Fleetwood Community Association and Business Improvement Association and the City of Surrey over the course of 2020 – 2021. Feedback included issues with the tower heights, proposed density, shadowing impacts on the neighborhood, need for public amenities and flexible commercial retail uses. Based on the comments received to date, we revised our application to reduce the tower heights from 57 storeys, as the tallest tower height, down to 43, 40, 40, 22 and 11 storeys respectively (5 buildings). A retail high street and public plaza was also envisioned for the site. The proposed square footage of this application was 1,457,647 square feet and totalled 6.7 FAR.

BUCCI DEVELOPMENTS LIMITED

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 Tel: (604) 688-7011 Fax: (604) 688-7215 www.bucci.com



Between our second revised submission in 2021 to June 2022, we continued to make significant revisions to the Orion project based on feedback from the Fleetwood Community Association and Business Improvement Association and the City of Surrey. Our November 2022 Public Hearing submission design (third revised submission) for Fleetwood Orion calls for landmark architecture inspired by Coast Salish design, high-density, mixed-use development of only three buildings (reduced from five), a shared public park that spans multiple properties, curated ground-level retail and restaurant uses and an outdoor public plaza. New vehicle access roads will also be created within the property along the western and eastern perimeters, and through the site east-west including both a new traffic-controlled intersection (161 Street and Fraser Highway) and traffic calming measures (at 85th Street). The November 2022 square footage of this application is 904,246 square feet and totalled 4.1 FAR.

At the Public Hearing and 3rd Reading consideration of the Orion Fleetwood Master Plan Transit Oriented Development Community project before Mayor and Council on November 14, 2022, Council provided positive commentary about the public consultation completed by Bucci to date. This was due in part to the ongoing public consultation between Bucci Developments, the Fleetwood Community Association, the Fleetwood Business Improvement Association and the City of Surrey staff over the last three years and subsequent project revisions. Bucci also held two Public Information Meeting on November 2 and 3, 2022 at the request of the Fleetwood Community Association.

They also weighed the fact that our proposal is for the first major transit-oriented development along the future Surrey-Langley SkyTrain east of King George Station. With a balanced approach in the referral motion at the public hearing meeting Mayor Locke indicated that the “Developer has worked really well with the neighborhood.” She also stated that the referral back to city staff for more neighborhood consultation and public engagement is “Not about the height or anything like that about the building.” Finally, she indicated that Councillor Annis’ comment about “Working with the Developer to provide some sort of buffer... buffer zone or buffer space between the towers adjacent to the single family and townhomes” should be considered and that the developer should respond to the “Rental” comment from neighbors as well.

Furthermore, at the Public Hearing our ongoing work with the Fleetwood Community Association, Business Improvement Association, School Board, various City of Surrey Departments, and Indigenous Artists over the last three years were just some of the positive attributes of our application that several speakers mentioned at the public hearing. Additionally, there were 2 written expressions of support, 8 of opposition and 1 of concern which were sent to the city for consideration at this public hearing by Council. Finally, at the meeting itself, 9 speakers were in attendance, 5 of which expressed opposition and 4 which expressed support for our project.

PUBLIC CONSULTATION MEASURES

After the Public Hearing referral back to Planning for additional neighborhood consultation and public engagement Bucci implemented the following consultation measures:

VIRTUAL OPEN HOUSE – DECEMBER 2022 – FEBRUARY 2023

Bucci Developments hosted a virtual public information website online by posting the public slides that were prepared for the public information meetings between December 2022 to February 2023 (2.5 months). This has provided members of the public, who may not know about our project or that have not had a chance to provide feedback, to review project drawings, project videos, and the public information slides in the comfort of their homes at their convenience. All feedback (52 emails) from this online site was provided to Ms. Leita

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Martin, the file manager for the application. This consultation method was advertised by delivering 14,939 flyers advertising the event to residential addresses within a 2-kilometre radius of the site.

MEETINGS WITH THE FLEETWOOD COMMUNITY ASSOCIATION AND THE FLEETWOOD BUSINESS IMPROVEMENT ASSOCIATION – DECEMBER 2022 – FEBRUARY 2023

Bucci scheduled additional meetings with the Fleetwood Community Association (FCA) and the Fleetwood Business Improvement Association (FBIA) between December 2022 – February 2023 as we worked on enhancements that were recommended by Council and based on consultation feedback. We have also included a copy of our robust correspondence with the FCA and FBIA since our initiation December 1, 2022 meeting. Finally, Troy Abromaitis, Director of Development has also taken a role on the Fleetwood Business Improvements Associations Board of Directors effective as of the Annual General Meeting in February 2023. He was nominated and approved in order to continue direct engagement between Bucci and the FBIA.

SECOND SERIES OF PUBLIC INFORMATION MEETINGS – FEBRUARY 15 AND 16, 2023

On Wednesday February 15, 2023 and Thursday February 16, 2023 Bucci Developments along with our Architect Casola Koppe, Landscape Architect M2LA and Transportation Consultant Bunt & Associates Engineering were on hand to answer any questions the public had with respect to the fourth revised submission of our Fleetwood Orion master planned community. The presentation materials included updated public consultation responses implemented within our project, project drawings, project videos etc. City staff were also available both days as well. All feedback (42 comment cards) from this event have been provided to Ms. Leita Martin, the file manger for the application.

FLEETWOOD COMMUNITY ASSOCIATION MEETINGS

In our meeting with the Community Association in December 2022 we also discussed the continuation of our public engagement program as recommended by Council. We outlined the above consultation measures to both Ms. Bree-Ann Berman, President and Mr. Brian Woudstra, Member of the Fleetwood Community Association. This context was informative because Ms. Berman was unable to attend the public hearing and she had not yet had the opportunity to watch the council meeting or overhear the basis of the recommendation that was made by Mayor Locke at the time this meeting took place.

In the meeting, we also discussed how the project has evolved over the past 3 years, as a direct result of feedback from the Community Association, Business Improvement Association, the Fleetwood community at large and the City of Surrey. The ongoing dialogue has resulted in major changes to the application including but not limited to: significant reduction in tower heights from the initial application, removal of one tower to maximized tower separation on the site, increased podium heights to better define urban spaces and minimized tower heights, reduction in overall floor area ratio/density, reduction in shadowing impacts, dedication of land towards a future public park, introduction of a public plaza, enhancement and increased activation of public interface on Fraser Highway, enhancement to commercial high-street (retail mews), a combination of small bay, mid-size and large-scale retail users, addition of office space etc. The evolution of the project (from first – fourth designs) can be found within the public information meeting boards which have also been included.

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In our most recent meeting with the Community Association and Business Improvement Association on February 27, 2023 the intent was to follow up on both the public hearing recommendation from Surrey Council from November 14, 2022 for our application (Bucci Orion Fleetwood Master Plan Transit Oriented Development Community), the ongoing virtual public engagement (December 2022 – February 2023) and the two most recent public information meetings held on February 15 and 16, 2023. Furthermore, we have also provided the associated redacted comment cards and emails received to the Community Association as well.

The revisions between our first (2019) and second submissions (2021), our third submission (2022), and fourth and fifth submissions (2023) are a density reduction of over 40 percent, removal of 2 high rise buildings to eliminate excessive shadowing, the addition of the 85th avenue connection, new traffic controlled 161 street, a lane and pedestrian pathway. The site also introduces a public park and public plaza, a gateway shopping district to the neighborhood and landmark architecture which sets the standard for high-density mixed-use communities in the Fleetwood town centre for years to come.

Between our third and fifth submissions to the City (following meetings with the FCA and the second series of public information meetings) the following updates have been made:

- | | |
|--|--|
| Reduction of Tower Heights | The Fleetwood Community Association and community at large continued to have concerns with respect to heights and density as allowed for in the approved Fleetwood Stage 1 Land Use Plan. Based on the continued feedback received we have again reduced the height and density of our project. While the Mayor and Council stated in the November 14, 2022 referral it is “Not about the height or anything like that about the building.” Bucci Developments decided to further reduce the height of the towers and density due to the fact that this is the most argued and vocal issue.

From 42 and 37 storeys to 39 and 34 storeys
6 storeys total / 3 storeys off each tower |
| Reduction in Density | From 4.1 Total FAR to 3.98 Total FAR
0.11 Total Reduction (29,000 sq ft.) |
| Enhanced Northern Buffer Interface with the Neighbors | - Increased building setback along northern property line (additional 1 m)
- Articulation of the floor plates and unit orientation to minimize views overlooking the neighboring townhomes.
- Enhanced landscaping to create a privacy buffer while activating the space within the private amenity |
| Surrey Park Dedication | Committed to work with the Fleetwood Community Association in the design and implementation of the park design strategy with the Parks Department at the City of Surrey. |
| Affordable & Rental Housing | In our meeting on December 1, 2022, the FCA mentioned they were unfamiliar with the City of Surrey Affordable Housing Strategy and its implementation in Fleetwood. The strategies and actions set out in the Surrey Affordable Housing Strategy focus on purpose-built market and non- |

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market rental housing in Surrey. The strategy focuses on the following items: prevent the loss of purpose-built rental housing, strengthen protection for

tenants, encourage the development of new purpose-built rental housing, increase the supply of housing affordable to renter households with low to moderate incomes.

Furthermore, our development contributions, when you combine the affordable housing community contribution coupled with the Community Amenity Contribution – Tier 1, Tier 2 and Fleetwood NCP Fees (which can also be utilized by the City towards affordable housing) will result in a several million dollar investment to the City by Bucci along with the tens of millions of dollars the City of Surrey has accumulated since the 2018 inception of the Surrey Affordable Housing Strategy program that can be deployed within both the city and local Fleetwood community to help alleviate this issue.

We believe our contributions, coupled with the contributions of other Surrey developers, and provincial and federal funded housing initiatives could effectively help to provide a long-term solution to this civic, provincial, and national issue. We would encourage the Community Association to work with the City of Surrey on shaping both the Affordable Housing Strategy and Fleetwood Community Stage 2 plan to accommodate City driven options that achieve the goals as outlined within the parameters of the city Affordable Housing Strategy.

Rental Housing Study

With respect to Rental Housing Bucci Developments commissioned a rental analysis completed by the appraisal firm Ryan ULC to further examine the impact of direct rental on our project (see 13-page study). They concluded that the “proposed development is not financeable or economically feasible as a rental development” in today’s market climate.

The Fleetwood Community Association reviewed the rental feasibility report, which concludes that rental is not feasible. They did not profess to understand all the report details but indicated “Weststone is obviously making it work, in Surrey, next to a Skytrain station. They asked Bucci why does theirs (Weststones) works and yours (Bucci’s) doesn't? Perhaps you should consult them as well to see how they do it.”

In response to the Fleetwood Community Association question we stated “I hope you are doing well and thanks again for your continued feedback and input on Orion. The Weststone project you referenced, is a six-storey wood frame project. The Orion is a 42, 37 and 15 storey high density concrete mixed-use project. We have indicated to the Community Association in previous meetings that townhome, and low rise six-storey wood frame apartment projects have overall project costs that are significantly less than concrete high-rise towers. As a result, current rental rates may support low rise developments, but high-rise rental projects are simply not feasible given the costs, cost increases /escalations, interest rates and market conditions.

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It is also critical to take into account the timing of Weststone project as well. Weststone would have been approved several years ago under an older neighborhood plan that required overall lower densities and growth projections than the Fleetwood Plan. Four and six-storey projects can only achieve 2.5 to 3.0 FAR typically. The Fleetwood Plan requires a target of 4.0 FAR for the Orion site; a density that is simply unachievable with low rise wood-frame development. Development costs, levies, interest rates, construction costs and other inputs that go into a development project would also have all been significantly lower than they are now.

The ULC study on our Orion project for direct rental concluded that the “proposed development is not financeable or economically feasible as a rental development in today’s market climate” which echoes the summary above. I hope the context of development type and timing coupled with the ULC Orion rental study helps to clarify the difference between the Weststone and Orion as far as rental viability is concerned.”

Private Daycare

Our retail leasing agents are actively looking for daycare providers who are interested in leasing space within our project. We have narrowed down a potential provider and have invited the Fleetwood Community Association to tour their daycare facility, which is located in Metrotown, Burnaby.

Additional Amenities

Surrey Planner Leita Martin’s response to an email from a resident related to this same subject appropriately explains how these items will be eventually be assessed and addressed:

“There are a variety of detailed planning processes underway which are necessary to develop the final and comprehensive Stage 2 Plan. As part of this process, staff will undertake a detailed servicing analysis to identify transportation, storm, sanitary and water infrastructure improvements to support future development and to ensure a funding strategy is in place. Staff will also develop a community amenities strategy that includes a comprehensive assessment of the amenities required to support the anticipated growth and options for achieving them. These amenities include, but are not limited to, cultural, arts, libraries, fire, police, parks and other civic amenities.”

School Capacity

With respect to schools, Bucci Developments reached out to the Surrey School District on the possibility of incorporating a kindergarten to grade 3 primary school in our project to help address the municipality’s school availability for students into the future, as well as a turf play place as a roof top amenity and office space for the school board. Unfortunately, this proposal was not considered by the Surrey School District as an urban kindergarten to grade 3 primary school was not part of their future expansion plans.

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Based on the 5 significant project revisions over the last 3 years coupled with the ongoing dialogue between Bucci Developments and the Fleetwood Community Association, Business Improvement Association and the City of Surrey, the Planning Department recommended and endorsed our application to Council for introduction to 1st and 2nd reading in October 2022 and Public Hearing and 3rd Reading on November 14, 2022. The application has undergone additional revisions since its introduction to council in 2022. Please note the attached material for the updated changes. Bucci Developments and Casola Koppe Architects have continued to work conscientiously, respectfully and transparently to address concerns raised by all interested parties over the last three years.

Since then Bucci has completed the follow additional public engagement measures:

- VIRTUAL OPEN HOUSE – DECEMBER 2022 – FEBRUARY 2023
- MEETINGS WITH THE FLEETWOOD COMMUNITY ASSOCIATION AND THE FLEETWOOD BUSINESS IMPROVEMENT ASSOCIATION – DECEMBER 2022 – FEBRUARY 2023
- SECOND SERIES OF PUBLIC INFORMATION MEETINGS – FEBRUARY 15 AND 16 2023

We would like to keep you informed about the results of our second public information meetings on Wednesday February 15, 2023 and Thursday February 16, 2023 and our ongoing virtual public open house held from December 2022 – February 2023. 14,939 flyers advertising the events were delivered by Canada Post to residential addresses within a 2-kilometre radius of the site coupled with 1,197 targeted addresses previously provided by the City of Surrey. Approximately 132 groups attended the Fleetwood Sports and Recreation Community Centre on February 15 and 16, 2023 to review our proposed development and provided feedback.

Forty-two comment cards were received with comments on the development from the February 2023 Public Information Meetings. Furthermore, fifty-four emails were received from the ongoing virtual public open house. A copy of the comments and emails are attached for your reference from both public information meetings and the virtual public information.

The dialogue and feedback were healthy and constructive with much of the conversation related to the Fleetwood planning process, transit-oriented density, project heights, Coast Salish art and architecture and the SkyTrain line extension. Further discussion and comments were related to the SkyTrain business case, mixed use elements of the project, community school capacity, community infrastructure projects and amenities, transportation infrastructure and timelines, rental and affordable housing strategy, parks and parking, and construction disruption. Key themes are highlighted below.

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PROPOSED HEIGHT, MASSING AND DENSITY OF BUILDINGS

Concerns about height were raised by many residents with some understanding that some degree of height increase was inevitable due to the SkyTrain and transit-oriented development nature of town centres. Although, we feel that the height being proposed is appropriate for a transit-oriented site such as this, we can also appreciate that this may seem like a significant increase when compared to the single family, townhomes and low-rise apartments the neighbors have been used to.

The majority of the proposed design is in conformance with the Fleetwood community plan including the base density allowable of between 4.0 to 4.5 FAR. The plan also allows for provisions to allow tower heights over 36 storeys. The reduced height and density currently envisioned are in alignment with Fleetwood plan. This proposed development:

- was a catalyst for the Skytrain Business Plan
- is adding significant housing supply and diversity to a constrained market place
- meets the target density need as set out in the Fleetwood Plan and
- will create a landmark mixed-use destination hub for the community.

Accordingly, the City of Surrey Planning Department supported and recommend our application to council for 1st and 2nd reading, public hearing and 3rd reading in response to the major revisions made to our project the over a 3-year period.

We have further adjusted our towers based on the ongoing engagement from November 2022 – February 2023.

Reduction of Tower Heights	The Fleetwood Community Association and community at large continued to have concerns with respect to heights and density as allowed for in the approved Fleetwood Stage 1 Land Use Plan. Based on the continued feedback received we have again reduced the height and density of our project. While the Mayor and Council stated in the November 14, 2022 referral it is “Not about the height or anything like that about the building.” Bucci Developments decided to further reduce the height of the towers and density due to the fact that this is the most argued and vocal issue.
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From	42 and 37 storeys to 39 and 34 storeys 6 storeys total / 3 storeys off each tower
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Reduction in Density	From 4.1 Total FAR to 3.98 Total FAR 0.12 Total Reduction (29,000 sq ft.)
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Enhanced Northern Buffer Interface with the Neighbors	<ul style="list-style-type: none"> - Increased building setback along northern property line (additional 1 m) - Articulation of the floor plates and unit orientation to minimize views overlooking the neighboring townhomes. - Enhanced landscaping to create a privacy buffer while activating the space within the private amenity
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As part of the commitment to the multi-billion-dollar SkyTrain extension investments by the federal and provincial governments, the City of Surrey needs to intensify the density in the immediate areas around the future stations. The Supportive Policies Agreements for the respective SkyTrain extension project— signed between the municipal governments and TransLink — triggered the planning processes for the Fleetwood Plan.

Our project will include the land dedication and construction of the new 85th avenue connection, new traffic controlled 161 street, a north-south service lane and pedestrian pathway (at the eastern edge). The site also introduces a public park and plaza, and a gateway shopping district to the neighborhood that will set the standard for development in the Fleetwood Town Centre for the next thirty years. Based on the above, the master planned project is a prime example of a transit-oriented location that should strive to maximize density.

However, this application is **NOT** seeking to exceed the density targets of the Fleetwood Plan (4.0 to 4.5 FAR), but rather requests the flexibility on **how** this density can be achieved and has made significant reductions to height and density as outlined above. Careful consideration was given towards massing, shadows, road and park dedications, in order to achieve density in a way that enhances the public realm and provides a positive addition to the community.

The proposed development has placed considerable massing within the first 6 storeys above grade with well defined podiums which animate the new 161 Street and 85 Avenue edges, the central retail shopping mews, public plaza and park. The density above the 6th level is limited to 2 high-rise towers on the south parcel and one midrise tower on the north parcel. The heights of these towers were carefully adapted to minimize their affect on the surrounding properties. (ie. the tower furthest from neighbouring low rise to the north was given the greatest number of levels while the midrise tower at the north side was limited to 15 storeys.

AFFORDABLE HOUSING OPTIONS AND RENTAL

The housing crisis in BC requires all levels of government to work together to make housing more affordable, accessible and available. There is no way to end the housing crisis without a tremendous effort to end the enduring shortage of homes. The scarcity of available and affordable housing options is a problem faced by most major cities in British Columbia and Surrey is no exception. Building new housing supply aids in alleviating the problem of housing affordability. Furthermore, we are the first project in a community and housing plan that is focused on bringing over 30,000 new residents to Surrey Fleetwood over the next 15+ years.

When it comes to tackling this crisis, it also matters where these new homes are built. With the approved Surrey-Langley SkyTrain, it is important that other housing options including high density market condos are including in the housing mix. The most expensive form of housing is single detached and the second most expensive is townhomes. A single-family home typically costs twice as much as a townhome and a townhome typically costs twice a much as a condo. A condo cost is roughly one third the cost of a single-family home.

First time home buyers and move-up buyers find it more difficult to purchase a home and if an affordable new condo option is available in Fleetwood it may allow these individuals and families to move back to a neighborhood they grew up in. However, at this point, the cost of living in Fleetwood will be out of reach until future high-density housing options provide this opportunity.

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Furthermore, many typical multi-family development sites tend to displace existing residents from existing single family and rental stock. Conversely, our proposed development is providing new homes on under-utilized commercial land with the lowest density (0.5 FAR highway commercial). Building more homes on a large scale, adjacent to Skytrain stations allows the City to tackle a long-standing housing crisis by building the much-needed community centres around multi-billion-dollar SkyTrain investment.

With respect to direct rental, in previous conversation with both the Community Association and Business Improvement Association, in 2021 and 2022, Bucci Developments indicated that rental development was not economically feasible for our project. We recently engaged the appraisal firm Ryan ULC to further examine the impact of direct rental on our project. They concluded that the “proposed development is not financeable or economically feasible as a rental development in today’s market climate”. We included a copy of the 13-page study for the city’s reference and provided a copy of the study to the Community Association as well. The Community Association recognizes the viability issue of rental with our project and asked about affordable housing options.

However, the Community Association was unaware of the City of Surrey’s Affordable Housing Strategy and initiatives. Bucci provided a copy of the Affordable Housing Strategy for the Community Association to consider. Furthermore, the Orion development project, as presented at Public Hearing, is anticipated to generate a contribution of several million dollars towards the City of Surrey’s Affordable Housing Strategy (in the form of the affordable housing levy and community amenity contributions from the project). The Surrey Affordable Housing Strategy was developed by the city in response to increasing housing affordability challenges. The strategy was implemented by the City of Surrey in 2018.

The strategies and actions set out in the Surrey Affordable Housing Strategy focus on purpose-built market and non-market rental housing in Surrey. The strategy focuses on the following items: prevent the loss of purpose-built rental housing, strengthen protection for tenants, encourage the development of new purpose-built rental housing, increase the supply of housing affordable to renter households with low to moderate incomes.

Bucci suggested that the Community Association reach out to the City of Surrey to advocate for more affordable housing within the Fleetwood community based on the parameters of the strategy as outlined above. Our current development site is zoned highway commercial and is not impacting existing rental housing as our current tenant mix is retail car lots on the 5-acre parcel.

Furthermore, our contribution of several million dollars towards affordable housing along with the tens of millions of dollars the City of Surrey has accumulated since the 2018 inception of the Surrey Affordable Housing Strategy program can be deployed within both the city and local Fleetwood community to help alleviate this issue. We believe our contribution, coupled with the contributions of other Surrey developers, and provincial and federal funded housing initiatives could effectively provide a long-term solution to this civic, provincial, and national issue.

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COMMUNITY INFRASTRUCTURE, COMMUNITY AMENITIES AND AREA SCHOOLS

Several residents brought up concerns related to infrastructure and community amenity related items. Some of these concerns were:

- Capacity of nearby schools and their ability to keep with future growth.
- Transit and road capacities.
- Overall community civil infrastructure.
- Community amenities (parks, public spaces)

Surrey planner Leita Martin's response to an email from a resident related to this same subject appropriately explains how these items will be eventually be assessed and addressed:

"There are a variety of detailed planning processes underway which are necessary to develop the final and comprehensive Stage 2 Plan. As part of this process, staff will undertake a detailed servicing analysis to identify transportation, storm, sanitary and water infrastructure improvements to support future development and to ensure a funding strategy is in place. Staff will also develop a community amenities strategy that includes a comprehensive assessment of the amenities required to support the anticipated growth and options for achieving them. These amenities include, but are not limited to, cultural, arts, libraries, fire, police, parks and other civic amenities."

With respect to schools, Bucci Developments reached out to the Surrey School District on the possibility of incorporating a kindergarten to grade 3 primary school in our project to help address the municipality's school availability for students into the future, as well as a turf play place as a roof top amenity and office space for the school board. Unfortunately, this proposal was not considered by the Surrey School District as an urban kindergarten to grade 3 primary school was not part of their future expansion plans.

THE FLEETWOOD PLAN

Many attendees to the public information session raised concerns specifically about the Fleetwood Plan and exactly how the plan would affect their neighbourhood in the near and long term. As an applicant for this development, we feel that the Stage 1 Fleetwood Plan itself provides sufficient direction on where and how density and uses are to be distributed throughout the future fabric of the Fleetwood community.

The key areas highlighted within the Fleetwood Plan include:

The Heart of Fleetwood: Build on the Town Centre's role as a local destination and enrich its sense of place, heritage, and culture.

Orion will be centred around a mixed-use neighbourhood hub with high density residential, commercial uses, a park, and plaza space. The design will provide a vibrant centre that caters for visitors from the proposed 160th transit station and residents of the neighbourhood. The pedestrian street will enliven the public realm with active ground floor commercial uses, and plaza in the middle inviting pedestrians into the space and connect to the rest of the community network.

Mobility for All: Develop active transportation and transit infrastructure to support universal access to safe mobility.

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The design for Orion is one of multi-modal transportation system that integrates with the existing pathways and road network and provides opportunity for future connection proposed in the Fleetwood Plan. The site provides pedestrian connections (stairs and ramps) from the proposed 160th Street Station and Fraser Highway into the site by way of an active pedestrian street ensuring accessibility to all. Free movement will be achieved through out the pedestrian streets and tactile paving will be used in key locations to inform a change of use type form commercial to residential.

Robust Economy: Support a thriving and diverse local business environment.

A mixed used development near the 160th Street Station incorporates retail / commercial components to create increased employment opportunities in close proximity to a large residential population contributing to the economic prosperity of Fleetwood

Climate Resilience - Transition to a leading edge energy efficient community that can adapt to climate change.

Focused Growth - Support thoughtful transit-oriented development guided by the community context.

ARCHITECTURE

The architecture within the Fleetwood Community is relatively consistent due to the nature of the housing typology that already exist within the area. The existing character of the neighbourhood consists of predominantly single-family homes and townhomes with some low-rise apartment buildings. The subject site location is in close proximity to the future SkyTrain station at 160 street and Fraser Highway and at the heart of the future Fleetwood Town Center. The success of the project's form and character relies on creative flexibility to manipulate the buildings to avoid monotonous solid block massing.

We are very excited with the fusion of art and architecture that Casola Koppe Architects has captured within this development. By including consultation with Salish indigenous artists, they have managed to create a striking and yet elegant expression of natural form within its architecture. The creative use of metal panels, high contrast articulation of the facades, and distinctive entry points, all contribute to unique and appealing buildings that will establish a destination in the heart of Fleetwood.

Above all, this proposal envisions an opportunity to create high end architecture that will provide a visual landmark and a distinctive focal point for the community of Fleetwood Town Centre. The project will also provide greater pedestrian activation of Fraser Highway, 161 street, and 85 Avenue with approximately 76,500 square feet of retail space at grade. These amenities will add much needed commercial support to the community while helping intensify pedestrian connectivity from the commercial node from the SkyTrain station to the new shopping destination, public plaza and public park and other amenities the Orion community provides.

Bucci is committed to continuing the ongoing engagement process within the Fleetwood Community Association and Business Improvement Association as the detailed development permits are applied for during the ongoing multi-year development of this master-planned project.

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Bucci has commissioned Bunt & Associates to prepare a Traffic Impact Assessment (“TIA”) with the study scope, including the study area and the other key assumptions, being agreed upon with City of Surrey Transportation staff at the onset of the study. Overall, this mixed-use and transit-oriented development benefits greatly from its prime location beside the future 160 Street SkyTrain station and at the heart of the Fleetwood Town Centre.

The zoning bylaw stipulates a minimum of 1.2 parking stalls per unit and we are meeting this requirement with the provision of 1295 stalls. Further, we are preparing a parking protocol to share residential visitor stalls with commercial stalls. Non-resident parking for Phases 1 and 2 will be located in an aboveground parkade, also accessed from the proposed North-South service lane. Parking spaces in this parkade will be shared between the office, commercial and residential visitor uses. During the day, the demand for commercial parking will increase, and patrons will have access to the residential visitor stalls while at night there will be little to no demand for commercial visitor stalls and residents will have access to these same commercial visitor stalls. We do not anticipate a significant burden on street parking with the combination of underground and above grade parking.

Bucci Developments will be providing two new local roads through the site:

- o 161 Street will run north-south along the west property line of Lot 1, connecting to Fraser Highway at its southern end. This will be a new traffic-controlled intersection.
- o 85 Avenue will be extended eastwards from its current terminus, bisecting the site. 20m of dedication width will be provided for both roads, meeting the City’s design requirements.
- o A traffic circle will be constructed at the intersection of 161 Street and 85 Avenue.
- o A north-south Green Lane will be provided along the east property line of Lot 1, stretching between Fraser Highway and 85 Avenue. The intersection with Fraser Highway will be restricted to right-in, right-out movements.

DISTURBRANCES DURING CONSTRUCTION

Although disturbances during construction are generally unavoidable, efforts will be made to ensure that adverse effects on the surrounding community are minimized and mitigated where possible. Due to the large size of the parcel and proposed road network, loading and hauling and construction activities for phases 1 and 2 can mostly occur onsite. Phase 3 will be used as a staging and parking area. Almost all construction activity will take place onsite.

These unique site conditions allow for a challenging build to be constructed in such a way that it minimizes disruption in the neighborhood as the towers progress. We are also committed to working with the City of Surrey, Translink, provincial government, Fleetwood Community Association and Business Improvement Association. We will also work within the street use, noise bylaws and transportation management requirements and other requirements of a high-density development in Surrey.

SHADOWING

Related to the height were concerns about shadowing or shading of the adjacent spaces and buildings by the proposed development. In response to these concerns, we revised our initial 2019 application in 2021 to significantly reduce the heights from 57 storeys downsized to 43, 40 and 22 storeys. However, the second application still remained at a dense FAR of 6.7. We also prepared and submitted several shadow studies of the proposed development and of alternate massing arrangements within the context of the surrounding

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neighbourhood. Each study shows how the difference in massing translates at different times of the day and year for each scenario. The studies also show that, even if the massing changes, as long as the volume (FAR) of the building remains consistent than the surface area of the shadowing also remains similar.

The third Orion submission (2022), with heights between 42, 37 and 15 storeys and a 39% reduction in density at 904,246 square feet, and a significantly larger tower separation coupled with a much shorter mid-rise building in the north of the site and addition of a park and plaza significantly reduced the overall amount and volume of shadows in the neighborhood. The studies confirm that the third revised development had significantly fewer shadowing impacts to the neighborhood than compared with the first application (2019) and second application (2021) when reviewing the shadows path, extent of the shadowing and corresponding time lapse through the day.

The fourth and fifth Orion submission (2023), with heights between 39, 34 and 15 storeys and a 41% reduction in density at 877,000 square feet continue to reduce the overall amount and volume of shadows in the neighborhood. The studies confirm that the fifth revised development had significantly fewer shadowing impacts to the neighborhood than the previous three submissions. Finally, it should be noted that the adjacent sites to ours are generally designated for high rise and midrise uses in the Fleetwood plan and once built out will cast shadows similar to our proposed project.

SAFETY AND CRIME PREVENTION

Concerns about safety within and around the proposed development were raised. As with all of our projects, we make every effort within our design intentions to minimize potential undesired behavior and activity around the site. The best way to achieve this is of course to maximize visual surveillance of the street by utilizing as much clear glazing as possible. The grade-oriented units will provide much of this visual connection, while the commercial uses on Fraser Highway, 161 street and 85th avenue should provide more activation during typically quieter evening hours. Other CPTED measures will also be employed around and within the parkade, common areas and exits within the buildings. Visibility into exits and vestibules, high lighting levels, overall brightness, controlled access hardware and security systems /cameras will all contribute to a safer environment overall.

INTERFACE OF NORTHERN BUFFER

With respect to the recommendation from Mayor and Council we have refined our proposed midrise development adjacent to the existing townhomes on the northern portion of our site. It should be noted that in time, these existing town home sites are slated to be developed as a combination of high-rise, mid-rise (up to 15 stories) and park uses as outlined in the approved Fleetwood Stage 1 Plan. However, in the interim the City of Surrey council has asked that the interface between our project and the townhomes be enhanced in order help to alleviate immediate concerns with the existing neighbors.

A combination of enhanced landscaping, reduction in overall density / total buildable square footage, an additional 1-meter setback on the northern edge to increase the distance from the townhomes, overlooking avoidance measures have also been have been introduced to suitably improve and enhance the interface between the existing townhomes and our proposed mid-rise development.

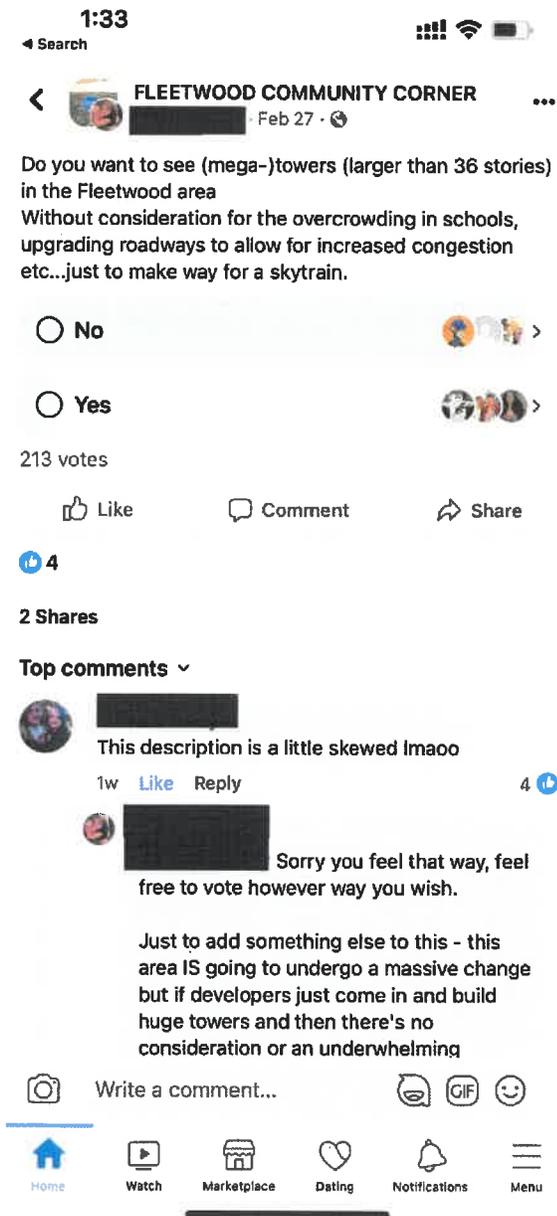
BUCCI DEVELOPMENTS LIMITED

Suite 202, 1669 West 3rd Avenue, Vancouver, B.C. V6J 1K1
Tel: (604) 688-7011 Fax: (604) 688-7215 www.bucci.com



FLEETWOOD COMMUNITY ASSOCIATION SURVEY

Bucci conducted a virtual public open house from December 2022 to February 2023. Furthermore, Bucci conducted 2 additional public information meetings on February 15 and 16, 2023 as a result of the feedback from Council on November 14, 2022. Furthermore, Bucci sent out over 14,000 flyers, on two separate occasions, within a 2-kilometer radius around the proposed Orion Development to immediate Fleetwood residents and asked for public feedback both virtually and in person at the public information meetings. The Fleetwood Community Association and community at large continued to have concerns with respect to heights and density as allowed for in the approved Fleetwood Stage 1 Land Use Plan. Based on the continued feedback received we have again reduced the height and density of our project. While the Mayor and Council stated in the November 14, 2022 referral it is "Not about the height or anything like that about the building."



Bucci Developments decided to further reduce the height of the towers and density due to the fact that this is the most argued and vocal issue.

While we endeavor to work collaboratively and cohesively with the Community Association, we feel that in the adjacent survey that is referenced in their letter it appears to contain bias in the creation and lead in of the question (see below).

- **Do you want to see (mega-) towers (larger than 36 storeys in the Fleetwood area**

- **Without consideration for the overcrowding in schools, upgrading roadways to allow for increased congestion etc. just to make way for a skytrain.**

One facebook spectator comment:

"this description is a little skewed lmaoo"

And the response from the creator of the survey responded with

"Sorry you feel this way, feel free to vote however way you wish".

The format of this survey is atypical of ones that have been prepared by the City of Surrey in their public engagement of the Fleetwood Plan. The City's process is to meaningfully engage to help shape and define our City.

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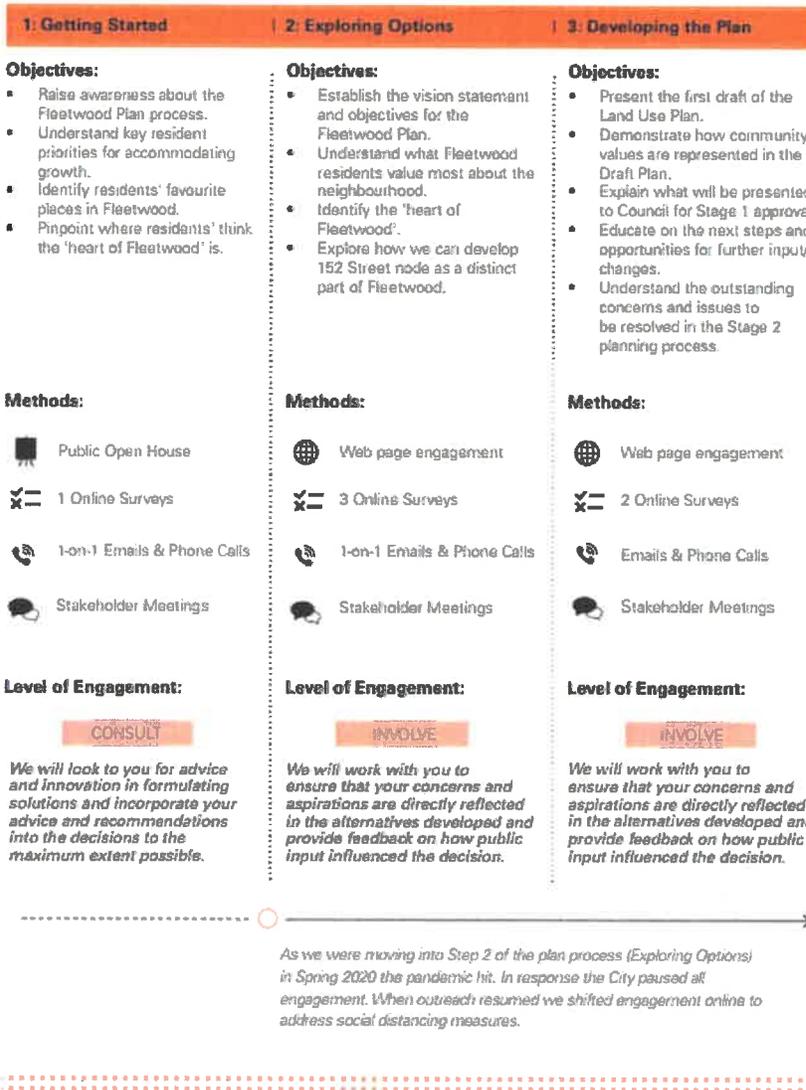
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Below is an excerpt from the City of Surrey’s engagement summary process for the Fleetwood Stage 1 Plan (2019 – 2021) which was authored Winter, 2022.

ENGAGEMENT AT A GLANCE

Summary of Community Engagement throughout Stage 1



Bucci is of the opinion more weight should be placed upon the 3 years of engagement conducted by the City of Surrey for the Stage 1 plan and the 96,964 touch points created by the 4,664 survey responses, 750 open house attendees, 24,000 online visits, 500+ emails and phone calls, 50+ stakeholder meetings and 67,000 postcard mail outs.

Bucci has sent out approximately 44,979 post cards (3x mailers to the immediate community), has spent thousands of hours over three years on our application, hundreds of hours on the recent public information meetings and has had 300+ groups of residents attending the public information meetings we hosted between November 2022 and February 2023.

We believe the combination of public open houses, online engagement, 1-on-1 emails and phone calls, stakeholder meetings, web page engagement etc. (mirroring the city engagement mediums) were an appropriate approach to the engagement. While Facebook surveys have their place, it was not utilized as a part of our cohesive public engagement strategy. If we intended to conduct surveys, we would have likely asked the City of Surrey to administer these surveys as their questions / responses are presented in a more neutral manner with scenario options etc.

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CONCLUSION

We would like to thank City of Surrey Planning, Engineering and Transportation staff for all of their work on our file. We would also like to thank the Fleetwood Community Association and Fleetwood Business Improvement Association for their appreciated insight and feedback on both the Fleetwood Stage 1 and 2 Plans and our Master Plan project – Fleetwood Orion. We believe our proposed revisions to the submission represent a balanced response to the feedback we have received to date from the ongoing engagement with the Fleetwood Community Association, Fleetwood Business Improvement Association, ongoing virtual public engagement and second series of public information meetings.

We look forward to City Planning and the Mayor and Council's views of the major revisions to our application made since November 2022 and their consideration of our ongoing public engagement works summary contained in this submission. We also look forward to continuing to work closely with the City of Surrey to add significant housing supply and diversity to a constrained market place, meet the target density needs as set out in the Fleetwood Plan, create a landmark mixed-use destination hub for the community and enact the vision of the Fleetwood Community Plan.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Troy MacBeth Abromaitis".

Troy MacBeth Abromaitis
Director of Development
Bucci Developments
tabromaitis@bucci.com

EXHIBITS

1. Ongoing Correspondence with the Fleetwood Community Association and Business Improvement Association
2. Ryan ULC Orion Fleetwood Rental Feasibility Study
3. February 15 and 16, 2023 Public Information Meeting Comment Cards (42)
4. February 15 and 16, 2023 Registration Sheets
5. February 15 and 16, 2023 Open House Presentation Slides
6. Virtual Online Open House December 2022 – February 2023 Emails (54)

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APPENDIX III



Formerly BCS Real Estate – Burgess, Cawley, Sullivan

December 1, 2022

Our Ref: A2211-6888LA

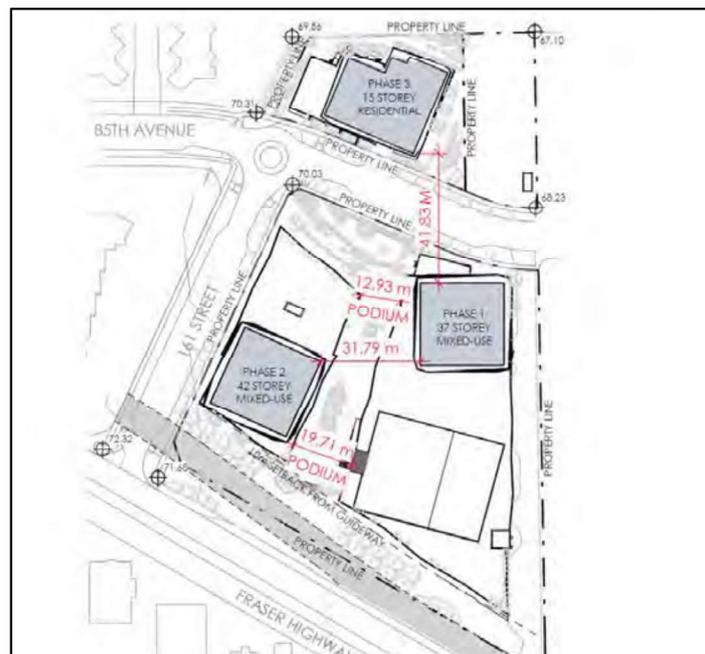
Bucci Development Limited
#202 - 1669 West 3rd Avenue
Vancouver, BC
V6J 1K1

Attention: Amar Burmy & Troy Abromaitis

Re: **CMV OF FEASIBILITY STUDY OF PROPOSED DEVELOPMENT**
16065 & 16099 FRASER HIGHWAY, SURREY, BC

Bucci Development Limited has retained the services of Ryan ULC to conduct a feasibility study on the proposed development located 16065 & 16099 Fraser Highway, Surrey based upon reasonable projected revenues and costs. We have been instructed to assume that the proposed residential component will be used for **market rental only** (instead of market condominium). The purpose of this letter is to assist the property owner for determining the feasibility of market rental for the proposed development. It should not be construed as an appraisal and should not be relied upon for any other purposes.

The site under discussion at the above address relates to a multi-phase, mixed use development site comprised of two future development parcels. Under the latest revisions, our client is proposing subdivision from the existing two lots to three lots (Lots 1 and 2, one park lot). The park lot located on the northeast portion of the site will be dedicated to the City as a lot for park purposes. Lot 1 (Phase 1 & 2) will include two high-rise mixed use towers ranging from 37 to 42 storeys while Lot 2 (Phase 3) located to the north will offer a 15-storey residential tower. The proposed site plan is shown below.



Based on the development statistics provided to us dated October 21, 2022, the proposed uses and density allocation are as follows.

Address: 16065 Fraser Highway, Surrey, BC 16099 Fraser Highway, Surrey, BC							
Site Area: 171,226							
Rezoning Designation: MU High-Rise							
	Gross						
	FAR Sq.ft.***	FAR***	GBA Sq.ft.***	Saleable***	Efficiency***	# Units***	Avg. Unit Size***
Residential Density (Assume Market Rental)	333,927	1.95	333,927	287,177	86%	439	654
Strata Retail Density	38,826	0.23	38,826	33,390	86%	TBD	
Strata Office Density	24,198	0.14	24,198	20,810	86%	TBD	
Amenity Density (excluded from FAR)	15,302	0.09	15,302	0	0%		
Total	396,951	2.32	412,253	341,378	83%	439	

Address: 16065 Fraser Highway, Surrey, BC 16099 Fraser Highway, Surrey, BC							
Site Area: 171,226							
Rezoning Designation: MU High-Rise							
	Gross						
	FAR Sq.ft.***	FAR***	GBA Sq.ft.***	Saleable***	Efficiency***	# Units***	Avg. Unit Size***
Residential Density (Assume Market Rental)	362,153	2.12	362,153	311,451	86%	515	605
Strata Commercial Density	13,662	0.08	13,662	11,749	86%	TBD	
Amenity Density (excluded from FAR)	2,960	0.02	2,960				
Total	375,815	2.19	378,775	323,201	85%	515	

Address: 16065 Fraser Highway, Surrey, BC 16099 Fraser Highway, Surrey, BC							
Site Area: 32,365							
Rezoning Designation: MU High-Rise							
	Gross						
	FAR Sq.ft.***	FAR***	GBA Sq.ft.***	Saleable***	Efficiency***	# Units***	Avg. Unit Size***
Residential Density (Assume Market Rental)	131,471	4.06	131,471	113,065	86%	167	677
Amenity Density (excluded from FAR)	5,681	0.18	5,681				
Total	131,471	4.06	137,152	113,065	82%	167	

Methodology

Development land is ultimately driven by the achievable revenue for the end product. In similar markets where there is a dearth of recent comparable land sales to draw from, greater reliance is placed upon a residual land approach to evaluate development opportunities. Deducted from the revenue are all related development costs and development profit. The notional difference between the revenues and costs represent the value of the underlying land. This will be discussed in greater detail in the following section.

Residential Rental

Project	Address	Neighbourhood	Type	Height	Avg. Unit Size (Sq.Ft.)	Avg. Rent Per Sq.Ft.	Total Units	Units Leased	Leasing Start	Leasing End	Period* (Months)	Units Per Month
Surrey												
Parker	10604-139th Street	City Centre	Frame	4 storeys	709	\$2.87	78	64	Jun-22	ongoing	5	12.8
The Line	13639 George Junction	City Centre	Concrete	34 storeys	568	\$3.28	371	371	Dec-21	Jun-22	6	61.8
New Westminster												
Premiere	406-415 East Columbia	Sapperton	Frame	6 storeys	729	\$3.13	72	66	Jul-22	ongoing	4	16.5
Burnaby												
City of Lougheed - Phase 1 (Tower 4)	9855 Austin Road	Lougheed	Concrete	30 storeys	774	\$3.63	237	221	Aug-22	ongoing	3	73.7

With respect to the proposed build-form, the subject's residential component will be developed within a 15, 37 and 42-storey tower. There has not been any new launches of purpose-built rental projects over the past two years at the subject location. As such, we have relied on current market data of new purpose-built rental projects within Surrey City Centre and other suburban locations such as New Westminster and Burnaby.

The most recent high-rise rental building to launch in a suburban location is Shape's *City of Lougheed Tower Four* which relates to a 34-storey tower in Burquitlam Centre. The building offers a larger unit mix as the entire building is stratified and the developer intends to retain the development as an income producing asset with a five-year rental covenant. We understand approximately 90% of the building have been leased at reportedly an average rental rate of \$3.63 per sq.ft. Overall, this comparable sets the upper limit based on its more central location.

Parker represents a brand new purpose-built rental development located in Surrey City Centre. This comparable offers a lower four-storey configuration and was reportedly over 80% leased at an average rental rate of \$2.87 per sq.ft. An upward adjustment is warranted for the subject's higher build-form, superior view potential and concrete construction, tempered by the comparable's more central location. *The Line* represents the most recent completed high-rise rental tower in Surrey City Centre. This comparable offers a 34-storey build-form and was reportedly leased at an average rental rate in the \$3.28 per sq.t. region. A downward adjustment is warranted for the comparable's preferred location.

Premiere represents a brand new six-storey rental building in the Sapperton neighbourhood of Westminster. This comparable is reportedly 90% leased at an average rental rate of \$3.13 per sq.ft. Overall, the competitive set supports a rental rate between \$2.87 and \$3.63 per sq.ft. and is further refined to be from \$2.87 to \$3.28 per sq.ft. With consideration to the subject's brand new construction, high-rise build-form and less central location, our analysis assumes a range of average rental rates from **\$2.90 to \$3.15 per sq.ft.**

The valuation below considers additional parking revenue from parking stalls allocated to the residential component. Based on the latest development statistics, the subject will offer 1049 residential parking stalls (notwithstanding commercial or visitor parking). The subject will offer 1,121 residential units and we have assumed 65% of the units will opt to lease a parking stall, considering the subject's proximity to the future SkyTrain station. Assuming a monthly rate of \$75 per stall, this reflects a parking revenue of some **\$0.08** per sq.ft. on a monthly basis.

According to the latest CMHC statistics, the overall vacancy rate in Surrey (Zone 21) as at October 2021 was 0.6%, although noting an average of 1.9% over the past ten years. New buildings that are achieving rents at the top of the market typically operate at a higher vacancy rate, with units often being vacant upon turnover for one to two weeks to allow the units to be brought back to 'as new' condition. Based on the historical vacancy rate and the subject's brand new construction, a long term vacancy rate of 1.0% is concluded. The Annual CMHC survey results is shown in the chart overleaf.

Benchmark C.M.H.C. Vacancy Rates Surrey (Zone 21)					
Year	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom	Overall
Oct-21	0.0%	0.6%	0.7%	0.7%	0.6%
Oct-20	3.0%	1.3%	1.6%	1.0%	1.4%
Oct-19	N/A	0.9%	0.3%	0.0%	0.6%
Oct-18	0.0%	0.4%	0.5%	0.0%	0.4%
Oct-17	0.0%	0.5%	0.8%	0.0%	0.6%
Oct-16	0.0%	0.5%	0.4%	0.3%	0.4%
Oct-15	3.9%	1.6%	2.0%	1.9%	1.9%
Oct-14	0.8%	2.3%	2.4%	5.1%	2.5%
Oct-13	1.4%	5.1%	3.5%	5.4%	4.4%
Oct-12	3.5%	5.2%	6.5%	7.2%	5.9%
Avg. 2012-2021	1.4%	1.8%	1.9%	2.2%	1.9%

Operating expense including utilities, management, insurance, property taxes and repair and maintenance are non-recoverable items that are paid directly by the landlord. An operating expense of 28% of gross revenue is estimated. This equates to roughly \$6,500 per unit per year based on the subject’s average unit size.

In order to estimate a capitalization rate for the subject, considerations were given to sales of newer, purpose-built rental developments. The following chart provides a summary of the particulars of each comparable sale.

No.	Address	Sale Date	Sale Price	Age	Suite Composition	Net Rentable Area (Sq.Ft.)	Effective Gross Income	Gross Income Multiplier	Net Income	Expense Ratio (Per Unit)	Cap Rate	Sale Price Per Sq.Ft.	Sale Price Per Suite	Sale Price Per Room
1	The Link <i>Air Space Parcel</i> 3583 Kingsway Vancouver, BC	Oct-21	\$52,000,000	2020	25 x studio 44 x 1-bed 35 x 2-bed 104	66,180	\$2,464,526	21.1	\$1,896,671	23.0% (\$16,224)	3.65%	\$786	\$500,000	\$161,491
2	Hawthorne at Timber Court <i>Air Space Parcel</i> 2670 Library Lane North Vancouver, BC	Sep-21	\$54,450,000	2020	20 x 1-bed 31 x 2-bed 24 x 3-bed 75	62,764	\$2,499,835	21.8	\$2,053,994	17.8% (\$5,945)	3.77%	\$868	\$726,000	\$166,514
3	3795 Commercial Street <i>Air Space Parcel</i> Vancouver, BC	Sep-21 <i>Neg. Apr-21</i>	\$4,419,004 <i>residential only</i>	2020	3 x studio 6 x 2-bed 9 <i>residential only</i>	5,592	\$225,792	19.6	\$177,434	21.4% (\$5,373)	4.02%	\$790	\$491,000	\$147,300
4	Saint George Apartments 154 East 18th Street North Vancouver, BC	Feb-21	\$52,900,000	2019	9 x studio 56 x 1-bed 17 x 2-bed 14 x 3-bed 96	58,072	\$2,462,795	21.5	\$1,863,534	24.3% (\$6,242)	3.52%	\$911	\$551,042	\$163,272
5	The Sentinel <i>Air Space Parcel</i> 303 Marine Drive West Vancouver, BC	<i>Forward Sale</i> <i>Neg. Jul-20</i>	<i>Confidential</i> <i>inclusive of GST</i>	2023	24 x 1-bed 24 x 2-bed 48	35,579	N/A	20.0 to 21.0	N/A	22.0% to 23.0%	3.50% to 3.75%	\$875 to \$900	\$655,000 to \$660,000	\$175,000 to \$180,000
6	MC2 <i>Air Space Parcels</i> 488 West 64th Avenue 8103 Nunavut Lane Vancouver, BC	Oct-20	\$48,500,000	2016	5 x studio 85 x 1-bed 20 x 2-bed 110	60,718	\$2,289,710	21.2	\$1,709,070	25.4% (\$5,279)	3.52%	\$799	\$440,909	\$140,580

The comparables selected include the latest transactions of new purpose-built developments in Vancouver and North Vancouver since early 2020. The comparable sales show a range of capitalization rates between 3.50% to 4.02% with the low end of the range supported by a new purpose-built rental building with mid-term upside potential (was initially leased at below market rents through the Rental 100 program). Upside is not imminent and would largely be achieved over years through tenant turnover. As the subject property is valued as if leased at market rent levels thus a capitalization rate range in the upper end of the range is suggested.

Comparable No. 1 represents the sale of *The Link* which relates to the residential rental component within a larger mixed use building (air space ownership). The sale closed in early 2022 at \$52,000,000 or 3.62%. A higher capitalization rate is supported for the subject considering overall location and investment size.

Comparable No. 2 represents the recent sale of *Hawthorne at Timber Court* (2670 Library Lane) in Lynn Valley for \$54,450,000. The transaction closed in October 2021 and relates to the acquisition of a 75-unit air space parcel built in 2020 at an approximate yield of 3.77%. The property was reported to be achieving gross rents averaging \$3.25 per sq.ft. per month thus the asset has some cashflow upside.

Comparable Nos. 3 and 4 represent sales from early in 2021 of two new purpose-built rental buildings off Lonsdale Avenue in North Vancouver. Both buildings were acquired by Quadreal at capitalization rates in the region of 3.50%.

Comparable Nos. 5 and 6 relate to 2020 sales of concrete rental buildings in Vancouver. Comparable No. 5 relates to the sale of *The Sentinel* which is a concrete rental air space parcel and sold as a forward sale for a capitalization rate in the region of 3.50% to 3.75%. Comparable No. 6 relates to the sale of *MC2* which is an air space parcel in south Vancouver that traded for a yield of 3.52%.

While interest rates have recently risen and are expected to increase further, there has been some evidence in the market place to suggest an adjustment in the capitalization rate. A forward sale opportunity for a purpose-built mixed use rental development in North Vancouver hit the market in the first half of 2022. In July, 2022, the development was negotiated to be under contract with an institutional purchaser at a price point north of \$100 million which reflects a stabilized capitalization rate in the 3.70% region. At the same time, the BC Government announced on September 7, 2022 that it will not permit landlords to increase rents by the actual rate of inflation for 2023 but will instead cap this at 2.0%. This would also put upward pressure on capitalization rates as landlords cannot increase rents to keep up with operating expenses and property taxes, thus increasing operating risks in the medium term. All investors are noting that higher capitalization rates will be demanded today in their negotiations. The subject property presents a new, purpose-built rental development in a less central location. The subject represents a large investment asset that would only appeal to institutional buyers. Overall, a capitalization rate in the region of **3.85% to 4.0%** is concluded.

Market Rental End Unit Value				
Base Rent per Month	\$2.90	to	\$3.15	per sq.ft.
Parking Rent Per Month	\$0.08		\$0.08	per sq.ft.
Months per Year	12		12	
Gross Rent per Year	\$35.76		\$38.76	per sq.ft.
Vacancy Allowance	1.0%		1.0%	
Expense Ratio	28.0%		28.0%	
Net Income per Year	\$25.49		\$27.63	per sq.ft.
Capitalization Rate	3.85%		4.00%	
Estimated Rental Value	\$662	to	\$691	per sq.ft.

The end unit revenue for the market rental component is estimated to be in the region of **\$662 to \$691 per sq.ft.**

Commercial Retail Units

The subject retail strata units are located on the ground floor of the project in Phase 1 and 2 and combine for a gross saleable area of 45,665 sq.ft. We have not been provided with a schedule of unit areas for the commercial component, as such, we have assumed the floor plates will be divided into individual strata units with sizes in the 1,000 to 1,500 sq.ft. range.

Retail Strata Comparable Sales							
No.	Address	Project	Year Built	Sale Date	Size (sq.ft.)	Sale Price	\$ Per Sq.Ft.
Surrey City Centre							
1	#102 - 13675 107A Avenue	Flamingo Phase 1	2025	Q4-2021 Presale	1,162	\$1,627,500	\$1,401
	#103 - 13675 107A Avenue	Flamingo Phase 1	2025	Q4-2021 Presale	1,098	\$1,627,500	\$1,482
2	#101 - 13761 96th Avenue	City Centre 3	2020	Aug-21	1,802	\$1,649,100	\$915
	#102 - 13761 96th Avenue	City Centre 3	2020	Aug-21	2,027	\$2,002,050	\$988
	#103 - 13761 96th Avenue	City Centre 3	2020	Oct-21	998	\$1,250,000	\$1,253
	#103 - 13761 96th Avenue	City Centre 3	2020	Aug-21	997	\$1,250,000	\$1,254
	#103, 104 & 502 - 13761 96th Avenue	City Centre 3	2020	Aug-21	4,250	\$3,978,606	\$936
3	#102 - 9639 137A Street	City Centre 2	2018	May-22	1,618	\$2,130,000	\$1,316
Burquitlam							
7	#109 - 2957 Glen Drive	Residences at The Parc	2011	Oct-21	893	\$1,355,000	\$1,517
8	#102 - 2970 Glen Drive	Grand Central - Phase II	2012	Jul-21	1,195	\$1,420,000	\$1,188
	#1052 - 1168 High Street	Grand Central - Phase I	2009	Jan-21	1,549	\$1,786,000	\$1,153
9	#111 - 511 Clarke Road	Burquitlam Capital	2019	Jan-20	661	\$988,000	\$1,495
	#113 - 511 Clarke Road	Burquitlam Capital	2019	Jan-20	1,347	\$2,012,000	\$1,494
	#105, 107 & 109 - 511 Clarke Road	Burquitlam Capital	2019	Nov-19	4,880	\$7,116,850	\$1,458
10	#107 - 1135 Pipeline Road	The Windsor	2016	Feb-22	962	\$1,150,000	\$1,195
	#103 - 1135 Pipeline Road	The Windsor	2016	Jun-21	1,212	\$1,380,000	\$1,139
Moody Centre							
11	3217-3227 St. John's Street						
	#101	Clyde	2022	May-20	1,270	\$1,691,000	\$1,331
	#102	Clyde	2022	May-20	933	\$1,252,900	\$1,343
	#103-#104	Clyde	2022	Mar-21	1,944	\$2,527,200	\$1,300
	#105	Clyde	2022	Jun-20	1,015	\$1,250,000	\$1,232
	#106	Clyde	2022	Jul-21	995	\$1,293,500	\$1,300
	#107-#108	Clyde	2022	Mar-21	1,955	\$2,450,000	\$1,253
	#109	Clyde	2022	Jul-21	947	\$1,261,000	\$1,332
	#110	Clyde	2022	May-21	1,227	\$1,595,100	\$1,300

We have considered the risk of absorption for the subject units due to its inferior location compared to projects in City Centre with lower traffic exposure along Fraser Highway versus King George Boulevard or 108th Avenue. With consideration to the subject's lesser traffic and unproven location, our analysis adopts a value at the lower end of the range of **\$1,200 to \$1,250 per sq.ft.** for the subject retail units including parking, based on an average unit size between 1,000 to 1,500 sq.ft.

Office Units

The subject development proposes 21,052 sq.ft. of office space on the second through fifth floors in Phase 1. We understand the office units will be stratified. We have not been provided with a schedule of unit areas for the commercial component, as such, we have assumed the floor plates will be divided into individual strata units with sizes in the 1,000 sq.ft. range. We have considered office strata sales in the subject area, as summarized below.

Office Strata Comparable Sales							
No.	Address	Project		Sale Date	Size (sq.ft.)	Sale Price	\$ Per Sq.Ft.
1	#201 - 10767 Whalley Boulevard	Flamingo Phase 1	2025	Q4-2021 Presale	495	\$555,000	\$1,121
	#301 - 10767 Whalley Boulevard	Flamingo Phase 1	2025	Q4-2021 Presale	484	\$545,000	\$1,126
	#304 - 10767 Whalley Boulevard	Flamingo Phase 1	2025	Q4-2021 Presale	656	\$730,000	\$1,113
	#307 - 10767 Whalley Boulevard	Flamingo Phase 1	2025	Q4-2021 Presale	1,065	\$1,150,000	\$1,080
	#401 - 10767 Whalley Boulevard	Flamingo Phase 1	2025	Q4-2021 Presale	484	\$550,000	\$1,136
	#407 - 10767 Whalley Boulevard	Flamingo Phase 1	2025	Q4-2021 Presale	1,065	\$1,165,000	\$1,094
2	#407 13761 96th Avenue	City Centre 3	2020	U/C	1,036	\$955,220	\$922
	#504 - 13761 96th Avenue	City Centre 3	2020	Feb-22	1,475	\$1,345,750	\$912
	#507 - 13761 96th Avenue	City Centre 3	2020	Jan-22	806	\$709,500	\$880
	#604 - 13761 96th Avenue	City Centre 3	2020	U/C	1,364	\$1,200,525	\$880
	#606 - 13761 96th Avenue	City Centre 3	2020	U/C	912	\$841,500	\$923
	#901-910 13761 96th Avenue	City Centre 3	2020	Dec-21	11,642	\$12,767,370	\$1,097
	#508-509 - 13761 96th Avenue	City Centre 3	2020	Oct-21	2,646	\$2,141,400	\$809
	#405 - 13761 96th Avenue	City Centre 3	2020	Nov-21	1,820	\$1,449,000	\$796
	#701-709 - 13761 96th Avenue	City Centre 3	2020	Nov-21	5,783	\$4,590,000	\$794
	#502 - 13761 96th Avenue	City Centre 3	2020	Sep-21	717	\$708,000	\$987
	#800 - 13761 96th Avenue	City Centre 3	2020	Aug-21	11,631	\$10,170,186	\$874
	#401 - 13761 96th Avenue	City Centre 3	2020	Aug-21	1,792	\$1,506,370	\$841
	#503 - 13761 96th Avenue	City Centre 3	2020	Aug-21	601	\$495,650	\$825
	#507 - 13761 96th Avenue	City Centre 3	2020	Sep-21	858	\$695,000	\$810
	3	#207 - 9639 137A Street	City Centre 2	2018	U/C	2,022	\$1,920,900
4	#507 - 13737 96th Avenue	City Centre 1	2014	Sep-21	858	\$695,000	\$810

We have considered the risk of absorption for the subject units due to its less central location compared to projects in Surrey City Centre. With consideration to the subject's lesser traffic and unproven location, our analysis adopts a value at the lower end of the range of **\$900 to \$950 per sq.ft.** for the subject office units including parking, based on an average unit size in the 1,000 sq.ft. region.

Development Costs

- We have not been provided with a development pro forma and relied upon our experience in valuing similar mixed use developments in Metro Vancouver, particularly in the Fraser Valley. A hard cost is estimated at \$460 per sq.ft. for the subject. Contingency has been inputted at 5.0%.
- A total servicing and off site cost of \$5,540,000 is estimated based on the information provided to us. We have thus allocated this cost to each phase based on their proportionate share of density.
- Architect and engineer fees are estimated at 2.0% and 1.5% of hard costs, respectively. Project management is estimated to be 4.0% of hard costs which is considered to be market. Other consultant fees are estimated at 1.0% of hard costs.
- Development Cost Charges (DCCs) have been input based on the City of Surrey, Metro Vancouver and Translink guidelines. Permits and Fees are estimated at 0.50% of hard costs. Public Art fees are estimated at 0.50% of hard costs. All new rezoning applications for residential development will be required to contribute \$1,000 per residential unit to support the development of new affordable housing.

- Community Amenity Contributions (CAC's) for the subject development would include Tier 1 charges, which applies to any projects where there is an application for additional residential bonus density and applies to new units. This is equivalent to \$4,000 per unit. Tier 2 Community Amenity Charges (CAC) is inputted at \$35.00 per sq.ft. of the increase in residential density. Based on the subject's rezoning application report, the increase in density and CAC calculation are shown below.

Bonus Density Calculation - Lot 1			Bonus Density Calculation - Lot 3		
Site Area	171,226		Site Area	32,365	
Base Density	770,515	4.5 FSR	Base Density	97,095	3. FSR
Proposed Density	772,766	4.51 FSR	Proposed Density	131,471	4.06 FSR
Bonus Density	2,250	@ \$35.00	Bonus Density	34,376	@ \$35.00
Bonus Density	\$78,754		Bonus Density	\$1,203,161	

- Miscellaneous soft costs including insurance, legal and property taxes are estimated at 2.0% of hard costs.
- A marketing and sales commission of 1.0% of revenue is estimated for the subject's residential component, which is considered to be at market based on the overall price point. A sales and commission of 3.0% is estimated for the commercial strata components including office and retail units.
- Self-assessed GST is estimated at 5.0% of the residential revenue.
- Finance cost is estimated based on an interest rate of 8.0% on the land loan and 6.0% on construction (assuming CMHC Financing at a preferred rate). We have assumed a construction timeline of three years plus an additional 24, 36 and 48 months of lead-in period for Phases 1, 2 and 3, respectively. A commitment fee is estimated at 0.75% of the total loan amount.
- Developer's profit is estimated at 12% of revenue (approximately 15.0% to 17.0% of cost) is adopted which is considered to be industry standard.
- Detailed architectural plans are not available at the time of this report and thus we assumed an efficiency of 86% for the market component based on information provided by our client as the additional amenity areas are calculated separated.

The detailed residual analysis is shown overleaf.

Phase 1 Pro forma

MIXED-USE STRATA PROFORMA - Lot 1 (PHASE 1)								
Address: 16065 Fraser Highway, Surrey, BC 16099 Fraser Highway, Surrey, BC								
Site Area: 171,226								
Rezoning Designation: MU High-Rise								
	Gross							
	FAR Sq.ft.***	FAR***	GBA Sq.ft.***	Saleable***	Efficiency***	# Units***	Avg. Unit Size***	
Residential Density (Assume Market Rental)	333,927	1.95	333,927	287,177	86%	439	654	
Strata Retail Density	38,826	0.23	38,826	33,390	86%	TBD		
Strata Office Density	24,198	0.14	24,198	20,810	86%	TBD		
Amenity Density (excluded from FAR)	15,302	0.09	15,302	0	0%			
Total	396,951	2.32	412,253	341,378	83%	439		
					Lower		Upper	
Revenue - Strata Residential	psf - net		287,177 sq.ft. @		\$662	\$190,131,611	\$691	\$198,354,165
Revenue - Strata Retail	psf - net		33,390 sq.ft. @		\$1,200	\$40,068,432	\$1,250	\$41,737,950
Revenue - Strata Office	psf - net		20,810 sq.ft. @		\$900	\$18,729,097	\$950	\$19,769,603
Total Revenue						\$248,929,140		\$259,861,718
Net Revenue/GBA						\$248,929,140		\$259,861,718
Hard Costs - Concrete (including construction management)			412,253 sq.ft. @		\$460 psf	(\$189,636,242)	\$460 psf	(\$189,636,242)
Contingency - Hard Costs			5.0%			(\$9,481,812)		(\$9,481,812)
Offsite/Servicing (prorata share based on FAR area per phase)						(\$2,432,005)		(\$2,432,005)
Development Management Fee			4.0% of HC incl cont.			(\$7,964,722)		(\$7,964,722)
Professional Fees								
Architect			2.0% of HC incl cont.			(\$3,982,361)		(\$3,982,361)
Engineer			1.5% of HC incl cont.			(\$2,986,771)		(\$2,986,771)
Other Professionals			1.0% of HC incl cont.			(\$1,991,181)		(\$1,991,181)
Municipal Fees								
City-wide & City Centre DCL (Residential) - RM-135			349,229 sq.ft. @ \$26.81 psf			(\$9,362,827)		(\$9,362,827)
City-wide DCL (Commercial) - C-8			63,024 sq.ft. @ \$12.85 psf			(\$809,856)		(\$809,856)
School Site Acquisition Charge			\$600 /unit			(\$263,400)		(\$263,400)
GVSDD (Residential)			\$4,269 /unit			(\$1,874,091)		(\$1,874,091)
GVSDD (Commercial)			63,024 sq.ft. @ \$3.30 psf			(\$207,979)		(\$207,979)
Transit DCC (Residential)			\$1,554 /unit			(\$682,206)		(\$682,206)
Transit DCC (Retail)			63,024 sq.ft. @ \$1.26 psf			(\$79,410)		(\$79,410)
Misc Soft Costs			2.00% of HC			(\$3,982,361)		(\$3,982,361)
CACs (Tier 2)			2,250 sq.ft. @ \$35.00 psf			(\$78,754)		(\$78,754)
CAC (Tier 1)			\$4,000 /unit			(\$1,756,000)		(\$1,756,000)
Universal CAC (Affordable Housing)			\$1,000 /unit			(\$439,000)		(\$439,000)
Permits and Fees			0.50% construction cost			(\$995,590)		(\$995,590)
Public Art			0.50% construction cost			(\$995,590)		(\$995,590)
GST (Self Assessed)			5.00% of Residential Rev			(\$9,506,581)		(\$9,917,708)
Finance Costs			Factor	L/V				
Land Loan (lead-in)	24 months @	8.00%	1.0	50%	\$0	\$0	\$0	\$0
Construction**	36 months @	6.00%	0.5	75%	\$241,903,473	(\$16,328,484)	\$241,985,699	(\$16,334,035)
Finance Fee (0.5% commitment + 0.25% other fees)		0.75%	(of borrowed \$)		\$181,427,605	(\$1,360,707)	\$181,489,274	(\$1,361,170)
Marketing and Sales								
Marketing and Commissions - Residential			1.0% of revenue			(\$1,901,316)		(\$1,983,542)
Marketing and Commissions - Commercial			3.0% of revenue			(\$1,763,926)		(\$1,845,227)
Property Transfer Tax (% of land value)					0.0%	\$0	0.0%	\$0
Profit			12.0% of revenue			(\$29,871,497)		(\$31,183,406)
Land Value			On Designated Density		-\$1.31	-\$51,805,528	-\$1.08	-\$42,765,526
* Hard costs include construction management.					34%		35%	
** Construction finance includes land cost and excludes 1/2 of strata commission								
*** Estimated								

Phase 2 Pro forma

MIXED-USE STRATA PROFORMA - PHASE 2							
Address: 16065 Fraser Highway, Surrey, BC 16099 Fraser Highway, Surrey, BC Site Area: 171,226 Rezoning Designation: MU High-Rise							
		Gross					
	FAR Sq.ft.***	FAR***	GBA Sq.ft.***	Saleable***	Efficiency***	# Units***	Avg. Unit Size***
Residential Density (Assume Market Rental)	362,153	2.12	362,153	311,451	86%	515	605
Strata Commercial Density	13,662	0.08	13,662	11,749	86%	TBD	
Amenity Density (excluded from FAR)	2,960	0.02	2,960				
Total	375,815	2.19	378,775	323,201	85%	515	
				Lower		Upper	
Revenue - Strata Residential	psf - net		311,451 sq.ft. @	\$662	\$206,202,844	\$691	\$215,120,425
Revenue - Strata Retail	psf - net		11,749 sq.ft. @	\$1,200	\$14,099,390	\$1,250	\$14,686,865
Total Revenue					\$220,302,234		\$229,807,290
Less Commission			0.0% of revenue		\$0		\$0
Total Revenue					\$220,302,234		\$229,807,290
Net Revenue/GBA					\$220,302,234		\$229,807,290
Hard Costs - Concrete (including construction management)			378,775 sq.ft. @	\$460 psf	(\$174,236,500)	\$460 psf	(\$174,236,500)
Contingency - Hard Costs			5.0%		(\$8,711,825)		(\$8,711,825)
Offsite/Servicing (prorata share based on FAR area per phase)					(\$2,302,512)		(\$2,302,512)
Development Management Fee			4.0% of HC incl cont.		(\$7,317,933)		(\$7,317,933)
Professional Fees							
Architect			2.0% of HC incl cont.		(\$3,658,967)		(\$3,658,967)
Engineer			1.5% of HC incl cont.		(\$2,744,225)		(\$2,744,225)
Other Professionals			1.0% of HC incl cont.		(\$1,829,483)		(\$1,829,483)
Municipal Fees							
City-wide & City Centre DCL (Residential) - RM-135			365,113 sq.ft. @ \$26.81 psf		(\$9,788,674)		(\$9,788,674)
City-wide DCL (Commercial) - C-8			13,662 sq.ft. @ \$12.85 psf		(\$175,559)		(\$175,559)
School Site Acquisition Charge			\$600 /unit		(\$309,000)		(\$309,000)
GVSD (Residential)			\$4,269 /unit		(\$2,198,535)		(\$2,198,535)
GVSD (Commercial)			0 sq.ft. @ \$3.30 psf		\$0		\$0
Transit DCC (Residential)			\$1,554 /unit		(\$800,310)		(\$800,310)
Transit DCC (Retail)			13,662 sq.ft. @ \$1.26 psf		(\$17,214)		(\$17,214)
Misc Soft Costs			2.00% of HC		(\$3,658,967)		(\$3,658,967)
CACs (Tier 2)			0 sq.ft. @ \$35.00 psf		\$0		\$0
CAC (Tier 1)			\$4,000 /unit		(\$2,060,000)		(\$2,060,000)
Universal CAC (Affordable Housing)			\$1,000 /unit		(\$515,000)		(\$515,000)
Permits and Fees			0.50% construction cost		(\$914,742)		(\$914,742)
Public Art			0.50% construction cost		(\$914,742)		(\$914,742)
GST (Self Assessed)			5.00% of Residential Rev		(\$10,310,142)		(\$10,756,021)
Finance Costs				Factor	L/V		
Land Loan (lead-in)	36 months @	8.00%	1.0	50%	\$0	\$0	\$0
Construction**	36 months @	6.00%	0.5	75%	\$224,216,215	(\$15,134,595)	\$224,305,391
Finance Fee (0.5% commitment + 0.25% other fees)		0.75%	(of borrowed \$)		\$168,162,161	(\$1,261,216)	\$168,229,043
Marketing and Sales							
Marketing and Commissions - Residential			1.0% of revenue		(\$2,062,028)		(\$2,151,204)
Marketing and Commissions - Commercial			3.0% of revenue		(\$422,982)		(\$440,606)
Property Transfer Tax (% of land value)				0.0%	\$0	0.0%	\$0
Profit			12.0% of revenue		(\$26,436,268)		(\$27,576,875)
Land Value			On Designated Density	-\$153	-\$57,479,184	-\$132	-\$49,673,935
* Hard costs include construction management.				36%		36%	
** Construction finance includes land cost and excludes 1/2 of strata commission							
*** Estimated							

Phase 3 Pro forma

MIXED-USE STRATA PROFORMA - PHASE 3							
Address: 16065 Fraser Highway, Surrey, BC 16099 Fraser Highway, Surrey, BC Site Area: 32,365 Rezoning Designation: MU High-Rise							
		Gross					
	FAR Sq.ft.***	FAR***	GBA Sq.ft.***	Saleable***	Efficiency***	# Units***	Avg. Unit Size***
Residential Density (Assume Market Rental)	131,471	4.06	131,471	113,065	86%	167	677
Amenity Density (excluded from FAR)	5,681	0.18	5,681				
Total	131,471	4.06	137,152	113,065	82%	167	
				Lower		Upper	
Revenue - Strata Residential	psf - net		113,065 sq.ft. @	\$662	\$74,856,910	\$691	\$78,094,221
Total Revenue					\$74,856,910		\$78,094,221
Less Commission			0.0% of revenue		\$0		\$0
Total Revenue					\$74,856,910		\$78,094,221
Net Revenue/GBA					\$74,856,910		\$78,094,221
Hard Costs - Concrete (including construction management)			137,152 sq.ft. @	\$460 psf	(\$63,089,920)	\$460 psf	(\$63,089,920)
Contingency - Hard Costs			5.0%		(\$3,154,496)		(\$3,154,496)
Offsite/Serviceing (prorata share based on FAR area per phase)					(\$805,484)		(\$805,484)
Development Management Fee			4.0% of HC incl cont.		(\$2,649,777)		(\$2,649,777)
Professional Fees							
Architect			2.0% of HC incl cont.		(\$1,324,888)		(\$1,324,888)
Engineer			1.5% of HC incl cont.		(\$993,666)		(\$993,666)
Other Professionals			1.0% of HC incl cont.		(\$662,444)		(\$662,444)
Municipal Fees							
City-wide & City Centre DCL (Residential) - RM-135			137,152 sq.ft. @ \$26.81 psf		(\$3,677,045)		(\$3,677,045)
City-wide DCL (Commercial) - C-8			0 sq.ft. @ \$12.85 psf		\$0		\$0
School Site Acquisition Charge			\$600 /unit		(\$100,200)		(\$100,200)
GVSDD (Residential)			\$4,269 /unit		(\$712,923)		(\$712,923)
GVSDD (Commercial)			0 sq.ft. @ \$3.30 psf		\$0		\$0
Transit DCC (Residential)			\$1,554 /unit		(\$259,518)		(\$259,518)
Transit DCC (Retail)			0 sq.ft. @ \$1.26 psf		\$0		\$0
Misc Soft Costs			2.00% of HC		(\$1,324,888)		(\$1,324,888)
CACs (Tier 2)			34,376 sq.ft. @ \$35.00 psf		(\$1,203,161)		(\$1,203,161)
CAC (Tier 1)			\$4,000 /unit		(\$668,000)		(\$668,000)
Univerisal CAC (Affordable Housing)			\$1,000 /unit		(\$167,000)		(\$167,000)
Permits and Fees			0.50% construction cost		(\$331,222)		(\$331,222)
Public Art			0.50% construction cost		(\$331,222)		(\$331,222)
GST (Self Assessed)			5.00% of Residential Rev		(\$3,742,846)		(\$3,904,711)
Finance Costs				Factor	L/V		
Land Loan (lead-in)	48 months @	8.00%	1.0	50%	\$0		\$0
Construction**	36 months @	7.50%	0.5	75%	\$82,204,423	(\$6,935,998)	\$82,236,797
Finance Fee (0.5% commitment + 0.25% other fees)		0.75%	(of borrowed \$)		\$61,653,318	(\$462,400)	\$61,677,597
Marketing and Sales							
Marketing and Commissions - Residential			1.0% of revenue		(\$748,569)		(\$780,942)
Property Transfer Tax (% of land value)				0.0%	\$0	0.0%	\$0
Profit			12.0% of revenue		(\$8,982,829)		(\$9,371,306)
Land Value			On Designated Density		-\$209	-\$27,471,586	-\$189
					39%	40%	-\$24,819,905
* Hard costs include construction management.							
** Construction finance includes land cost and excludes 1/2 of strata commission							
*** Estimated							

Value Summary

Final Value Conclusion 16065 & 16099 Fraserhighway, Surrey				
Site Area:	219,708 sq.ft.			
	Concluded Value	Total Density	FAR	\$ Per Buildable
Phase 1	(\$47,300,000)	396,951 sq.ft.	1.81 FAR	-\$119 pba
Phase 2	(\$53,600,000)	375,815 sq.ft.	1.71 FAR	-\$143 pba
Phase 3	(\$26,100,000)	131,471 sq.ft.	0.60 FAR	-\$199 pba
Total	(\$127,000,000)	904,236 sq.ft.	4.12 FAR	-\$140 pba

By taking a value towards the middle of the range shown by the previous residual analysis, the gross residual land value for all phases is estimated to be negative \$127 million. A negative land residual value is calculated when the total development cost and profit is greater than the anticipated revenue figure and thus makes the proposed development financially infeasible.

In other words, if we fix the land value at \$69 per sq.ft. buildable which is consistent with the sale of the neighbouring parcel (16055 Fraser Highway) in July, 2021, the total development loss is estimated to be at \$122.7 million. This is calculated based on taking the negative land residual of \$27 million and adding back the estimated development profit in the previous analysis (approximately \$66.7 million for all three phases) then deducting the fixed land value at \$69 per sq.ft. buildable (\$69 per sq.ft. buildable x total density or 904,236 sq.ft.).

Comparable High-Rise Land Sales							
No.	Address	Sale Date	Sale Price	Site Area (acres)	Zoning	Maximum Density (FSR)	\$/sq.ft. buildable
Fleetwood Development Site Sales							
1	16055 Fraser Highway	Jul-21	\$12,330,000	0.91 (39,472 sq.ft.)	Current: CD	2.50	\$125
					Fleetwood Stage 1: MU High Rise	4.50	\$69

Summary of Value	
Land Residual	(\$127,000,000)
Add Total Dev Profit (Based on Residual)	\$66,700,000
Less Base Land Value (Assuming \$69 pba)	(\$62,400,000)
Total Loss	(\$122,700,000)

In order to justify redevelopment in today’s climate, the estimated revenue needs to be in the \$1,050 to \$1,100 per sq.ft. region. The estimated rental rates would require to be in the high \$4.00 to \$5.00 per sq.ft. region. This would be at similar levels as the City of Vancouver where new purpose developments are achieving rents north of \$5.00 per sq.ft. For context, the average rental rate at the subject would be approximately \$3,000 per month. In conclusion, the proposed development is not financeable or economically feasible as a rental development in today’s market climate.

We trust this satisfies your query. Should you have any questions or comments please do not hesitate to contact us.

Yours very truly

RYAN ULC



Tony Liu
B.Comm, AACI, P.App
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APPENDIX IV



Attention: Honourable Mayor Locke and Council

March 9th 2023

Planning Department: Ron Gill & Leita Martin

Subject: Bucci Proposal Application #7917-0366-00

Address: 16065, 16099, 16111 Fraser Highway

The Fleetwood Community Association (FCA) was established in 1923, and it is with great pride that our Association will be celebrating its centennial this year. With this achievement comes earned equity in our Community. The volunteers of the FCA do our best to advocate for our community. Change is coming to Fleetwood Town Centre; the Fleetwood Business Improvement Association (FBIA) and the Fleetwood Community Association (FCA) are excited as we partner with our stakeholders in building a thriving community, full of opportunity for all residents and businesses.

Our collective associations stand in support of positive change for all residents of Fleetwood. During the election campaign, then Candidate Locke said "We need to make sure that people know this is their city hall. This is their city. It belongs to everyone."

CONNECTING THE PRESENT TO THE FUTURE

The FCA and Fleetwood Residents understand the need for transit oriented density (TOD) around Skytrain stations. However, these long term projects do not consider that our current residents still must live and thrive in Fleetwood. Fleetwood is at capacity with our existing amenities and the city's current 5-year plan needs to be augmented to include new expanded amenities based on the new developments coming to the Fleetwood Town Centre.

Currently, parents cannot register their children in swimming lessons due to programs being over capacity and are forced to access amenities and services around the lower mainland versus their own community. Our schools are overcrowded, and roads are congested. Additionally, we are still waiting on previously cancelled expansion improvement plans (i.e., 2018 Community Centre expansion). These areas of concern must be considered the City's top priority both now and over the coming 5 years.

We understand that it is not a simple task to complete the planning process. However, it is critical for all stakeholders to work together with the goal of limiting the impact from construction during this improvement and expansion period. This will allow new arriving residents and current community members the ability to thrive within Fleetwood while new amenities are planned and developed to support the Fleetwood Town Centre expansion into the 2030's.

We strongly believe in this vision as it rises to be innovative, unique, desirable and forward thinking for Fleetwood and Surrey.

RECENT STRATEGIES

In 2016 there was a Stage 1 Draft plan completed for Fleetwood's future developments. This was done during an extensive consultation period that involved the former president of the Community Association, Rick Hart. This consultation resulted in residents wanting a "village feel" for Fleetwood, with a maximum height of 6 stories. In the 2018 election there was a shift of focus and transit on Fraser Highway was considered a top priority. With this decision a new plan needed to be developed. The new Stage 1 Draft plan which passed in March 2022 now includes building heights to

a maximum of 36 stories in the Fleetwood core. This plan, which all new buildings within the core would fall under, is not being followed.

CURRENT STRATEGY and CONSULTATIONS

Firstly, the FCA would like to commend Bucci for their effort in putting on the PIM’s. The first one was very beneficial in introducing the project to the public and stakeholders. Unfortunately, the second PIM had the same mail out from November with zero changes applied to the application. This was very misleading to public. The FCA also had issues sharing information with the public as the communication with the Developer was seldom and we did not see changes to the application until the day of the PIM. We have since talked to Bucci about these concerns with this process in the hope to have this corrected going forward. Additionally, the FCA truly appreciates these meetings and would like to thank the councilors for taking the time out of their busy schedules to attend the PIM.

On Feb 27, 2023, at 1:00pm at the Fleetwood BIA office, members of the FCA, [Bree Berman, Brian Woudstra, Johanne Poirier, Dieter Kuhn, and Jane-Anne Anderson] and Residents, Richard Landale and Mark Smeets attended a meeting with Bucci’s Troy Abromaitis. Also, in attendance via zoom were Ron Gill, Leita Martin and Bucci’s architect Tony Casola. The purpose was to discuss the public consultation feedback from the PIM (February 15th and 16th) and the online consultation from December 2022 to February 2023.

Bucci Engagement	Time Frame	Total Submissions	Against	For	Send me Information
December- Current	60 days online	54	25	8	21
February 15 & 16 2023	2 PIM’s	42	28	13	1

Resident Engagement	Time Frame	Total Submissions	Against	For
February 2023 February 27, 2023	2 days Online (within 5 hours)	Over 200 210	Infrastructure concerns 197	13

Additional Comments:
36 additional comments resulting in not wanting towers above 36 floors.
The first Consultation conducted expressed concerns for amenities and infrastructure needing a plan prior to development.

The Residents and FCA have had more engagement than Bucci; Bucci has access to the same resources.

<u>Against</u>	<u>For</u>
250	34
88%	12%

During this meeting we had Bucci reviewing all the consultations, but we continue to see major concerns regarding the **lack of rental or any other affordable housing options, height and density, schools, traffic, trees, parks and other infrastructure needs.** The overarching theme from consultation is that “Fleetwood is a Town Centre, not a City Centre.” As this application is coming forward prior to the Fleetwood Stage 2 Draft plan, there continues to be more questions than answers. So much so, that this discussion lasted for another 2 hours after the City left the meeting, of which Troy and Bucci were present for one of those hours.

FEBRUARY 27th 2023 MEETING NOTES and QUESTIONS

1) We were told in the meeting that at a 4.1 FSR rental does not work. We have posed the question to the City that with a maximum FSR in the Fleetwood corridor at 4.5, will that work on the “pro forma”? Ron Gill was going to investigate this.

2) We have been told that concrete structures do not make sense financially. We have encouraged Bucci to also explore Mass Timber on the back building of 12 stories and explore other housing options (i.e., co-op for a university, rental, indigenous housing options, BC housing options, 2nd mortgage options) but there has been no movement as the “pro-forma” currently does not make sense.

3) The FCA has advocated for rental housing or a portion of rental housing in the past on other applications and we have had success. We understand that there is a collection of funds set aside for the affordable housing strategy and have asked the City for a detailed plan which they said will be explored for the Stage 2 Draft plan. However, the Bucci application and potentially many others will be going forward before we have these answers.

4) We require future clarification regarding Density and Heights. The heights continue to be a contentious issue. With reference to the Stage 1 Draft plan, the current heights are well above the maximum allowed. The consensus in a recent poll that had 2 times the engagement of Bucci PIM and Online Consultation had over 95% percent in support of the corridor not exceeding 36 Stories. To reiterate how profound the community’s opinion on this is, this consensus had double the engagement that both the Bucci PIM and the online 60-day engagement Bucci had. It is understandable to see why there is confusion with the towers considering the extensive consultation that was completed back in 2016 with max heights at 6 stories.

With respect to the feedback Bucci mentioned, the heights were the largest problem. We were originally informed by the PIM, that the buildings were 40, 35 and 14 stories. However, we later learned from Bucci at the meeting on Feb 27th the new floor counts are 39, 34 and 15, having a combined FAR of 3.99 for the entire project. Through our public engagement, the community has voiced that they want tower heights half the size of what is proposed.. At minimum, they should not go above the max of the plan.

As expressed in the city Corporate Report 2022-R049 Fleetwood Stage 1 Plan and as noted in the following table.

Designation	Intent	Building Height	*Base Density
Fleetwood Core	Mixed-use high-rise development supported by active street-level commercial with office and institutional podium uses.	Min 4-6 Storey Podium; Up to 36 Storey Tower	4.5 FAR* *inclusive of 0.75 FAR commercial/office/institutional
High-Rise Mixed-Use	High-rise development supported by a mixed-use podium. Active street-level retail and commercial uses with office or residential above.	Min 2-4 Storey Podium; Up to 30 Storey Tower	4.0 FAR* *inclusive of 0.3 FAR commercial/office/institutional
Mid-Rise Mixed-Use	Mid-rise development supported by active street-level retail and commercial uses on all primary road frontages with office or residential above.	6 to 12 Storeys* *15 storeys may be considered in strategic locations	3.25 FAR* *inclusive of 0.25 FAR commercial/office/institutional
Mixed Employment	Mid-rise development supported by 3-5 storey mixed use podium. Active street-level retail and commercial uses on	6 to 20 Storeys	3.25 FAR Office and/or Business Oriented Commercial

The overarching concern is an OCP amendment and lack of affordable housing as it sets a precedent for future developments within the core.

5) The school board recently said that 8 new schools were needed in Fleetwood due to the current density numbers. The population is expected to double with the new plan. We request further clarification on this and how the population will be supported. For clarity, the current catchment of the Bucci Application is Frost Road Elementary.

It is common knowledge that the development school numbers are not accurate, nor up to date and the current school is already way over capacity. Putting the Bucci development aside for the moment, there are 10’s of acres available for

development in the Northeast quadrant 160th and Fraser Hwy (North of Fraser Hwy Catchment of Frost Road). With the density proposed, we will need to be looking at a school site in this area.

We want to ensure if the Planning Department, Mayor and Council are voting to move forward, we have a designated school site on the map. Please do not move forward with the applications without, at the very least, designated school sites on the Fleetwood Stage 1 plan. The FCA and Residents need assurance and concrete information from the City around this topic. We understand that schools are provincial jurisdiction but if the City is passing developments ahead of the Stage 2 Draft plan, it becomes the Residents and the city's problem.

FEBRUARY 27, 2023 BUCCI MEETING and FCA SUMMARY

In addition to our questions, please see below issues regarding Troy's (of Bucci) direct e-mail:

- Tower heights too tall and proposed density
- Bucci to work with the FCA on final programming of the urban park with the City of Surrey
- Affordable and rental housing within Fleetwood
- Affordable / rental housing within Fleetwood as part of the City of Surrey Affordable Housing Strategy (2018)
- Private daycare / tenant
- Consider additional amenities (eg: multi-purpose gymnasium)
- School capacity. Noted this is a provincial and municipal issue. Asked for Planning to highlight where schools may be located in the Fleetwood Phase 2 land use plan
- Issues with the Fleetwood Stage 1 and 2 Plan
- Issues with the Official Community Plan Amendment by Bucci
- Traffic and parking
- Public infrastructure upgrades
- Shadowing
- Lighter facade colour on podiums

The following new issues were raised by the FCA in this meeting:

- Construction details surrounding noise mitigation from SkyTrain for building occupants (triple pane windows, Air Conditioning, additional layers of internal drywall etc.)
- Wind Reports
- Clarity on the total funds collected to date since the inception of the City of Surrey Affordable Housing Strategy
- Addition of trees to increase the overall tree canopy
- The disparity between city Traffic volumes and the TIA by Bunt Associates Ver.2.
- Additional public planters for community gardening options
- SkyTrain construction concerns impacting Guideway foundation on quadra sands
- Public EV chargers
- Ratio of Units (1 bed, 2 bed, 3 bed etc.) should follow the plan

WHERE WE ARE NOW

In conclusion, the Community Association and Residents are concerned; there are a lot of unanswered questions. These are the risks of moving large developments ahead of the Stage 2 Draft plan.

As a Council who advocated for good affordable housing, the mark has been missed on this application. There is no solution for achieving affordable housing options; rather there is just the option of collecting money for a later date with no plan to distribute accordingly in Fleetwood. It is not Bucci's responsibility to provide low income, subsidized or rental housing for the whole corridor. If each developer provides a little, we will have great, diverse neighborhoods. One project alone cannot solve affordable housing but all need to contribute.

We in Fleetwood pride ourselves on being innovative and we want this drastic change of higher density and sky train to be successful. To do this, we need to start thinking differently and we need to prioritize the housing needs of our

current and future residents. Our goal is to ensure every developer does their part and helps provide varying housing options for the Community. The City, residents and the developer are a partnership. We need to redefine what affordable means as more market for sale housing is not the solution or affordable.

With regards to height, we want to keep the form and character of a Town Centre, not a city Centre. It is also extremely important that the current residents and the history of Fleetwood are not lost during this massive overhaul of the corridor.

Please note that this will be our second daycare in a development, and will be our standard ask, along with community gardens and other amenities for the current community as well as for the people these new developments bring. We want to think different and encourage the affordability dollar amount spent in that development, that partial CAC's are spent in the development for the community.

These innovative ideas require the Council's support and encouragement. This is the first in a line of more to come and it needs to be a perfect blueprint, so all the other developments can follow suit accordingly. We hope that every development will include forms of other affordable housing options. We need to redefine "affordable," more market-for-sale housing is not affordable, you are the ones that can make that happen, you are who can take that first step in the right direction.

OUR MAIN ASKS OF MAYOR, COUNCIL and PLANNING

- Two Front Buildings at 36 and 30 Stories maximum, as per the OCP and plan ie. follow the plan adopted, we cannot be making changes with all the concerns.
- Back Building mass timber or concrete 12 stories rental, or a co-op (this does not bring elementary or high school students), or indigenous housing as a portion of the site, rental or a portion under market rent, CMHC, BC Housing. Option to hold back until we have more answers regarding Stage 2 as this is phase 3 in the development.
- Indoor Gymnasium on the site. We should encourage this in all developments, as it allows for year round recreation indoors.
- City to ensure that school sites are secured in the area, as one development will trigger the rest to move forward.
- CAC fees, and Tier fees allocated within the development or immediate surrounding area prior to construction. This will help us expand amenities with the increasing population.
- The park to the north, Park# 45H located at 8659 161 Street. Bucci, the City, and the Community work together to design, as a partnership, completed in a timely manner.
- Daycare.
- Community Gardens.
- Ratio of units (1, 2 & 3 bedrooms) must follow the plan
- Increase of Tree Canopy, adding mature trees as well as green roofs.

Sincerely,



Bree-Anna Berman, President
Fleetwood Community Association

APPENDIX V

CITY OF SURREY

BYLAW NO. 20755

A Comprehensive Development bylaw to amend Surrey Zoning By-law, 1993, No. 12000, as amended

.....

THE COUNCIL of the City of Surrey ENACTS AS FOLLOWS:

- 1. Surrey Zoning By-law, 1993, No. 12000, as amended, is hereby further amended, pursuant to the provisions of Section 479 of the *Local Government Act*, R.S.B.C. 2015 c. 1, as amended, for the following lands:

Address: As described in Appendix "A".
Legal: As described in Appendix "A".
PID: As described in Appendix "A".

as follows:

- (a) by creating a new Comprehensive Development Zone 85 (CD 85), attached as Appendix "A" and forming part of this bylaw;
- (b) by changing the zoning classification shown in Schedule A, Zoning Maps, as follows:
 FROM: HIGHWAY COMMERCIAL INDUSTRIAL ZONE (CHI) and ONE-ACRE RESIDENTIAL ZONE (RA)
 TO: COMPREHENSIVE DEVELOPMENT ZONE (CD); and
- (c) by amending Part 52, Comprehensive Development Zone, Section C. Comprehensive Development Zones, by adding a new CD Zone "CD 85 " as follows:

CD Zone ID	Civic Address	Legal Description	CD Bylaw No.	Replaces Bylaw No.
"CD 85	(a) 16099 Fraser Highway (b) 16065 Fraser Highway	(a) Lot 1, Plan 7936 (b) Parcel K, Exp Plan 11212	20755	N/A"

- 2. This Bylaw shall be cited for all purposes as "Surrey Comprehensive Development Zone 85 (CD 85), Bylaw, 2022, No. 20755".

PASSED FIRST READING on the 3rd day of October, 2022.

PASSED SECOND READING on the 3rd day of October, 2022.

PUBLIC HEARING HELD thereon on the th day of, 20 .

PASSED THIRD READING on the th day of, 20 .

RECONSIDERED AND FINALLY ADOPTED, signed by the Mayor and Clerk, and sealed with the Corporate Seal on the th day of, 20 .

_____MAYOR

_____CLERK

APPENDIX "A"

COMPREHENSIVE DEVELOPMENT ZONE 85 (CD 85)

This Comprehensive Development Zone 85 (CD 85) as well as all other applicable regulations of Surrey Zoning By-law, 1993, No. 12000, as amended, (the "Zoning By-law") apply to the following lands:

Address	Legal Descriptions	PID
16099 Fraser Highway	Lot 1, Section 25, Township 2, NWD, Plan 7936	011-263-121
16065 Fraser Highway	Parcel K, Section 25, Township 2, NWD, Plan 11212	009-364-277

The lands are divided into Blocks A, B and C, as shown outlined in bold on the Survey Plan, attached hereto and forming part of this Bylaw as Schedule A, certified correct by Jesse Morin, B.C.L.S. on the 9th day of September, 2022.

Block A		
Address	Legal Descriptions	PID
16099 Fraser Highway	That portion of Lot 1, Section 25, Township 2, NWD, Plan 7936 shown outlined in bold, labelled as Block A on the Survey Plan, attached hereto as Schedule A, certified correct by Jesse Morin, B.C.L.S. on the 9th day of September, 2022, containing 15,907.4 sq. m	011-263-121 (portion of)
16065 Fraser Highway	That portion of Parcel K, Section 25, Township 2, NWD, Plan 11212 shown outlined in bold, labelled as Block A on the Survey Plan, attached hereto as Schedule A, certified correct by Jesse Morin, B.C.L.S. on the 9th day of September, 2022, containing 15,907.4 sq. m	009-364-277 (portion of)

Block B		
Address	Legal Descriptions	PID
16099 Fraser Highway	That portion of Lot 1, Section 25, Township 2, NWD, Plan 7936 shown outlined in bold, labelled as Block B on the Survey Plan, attached hereto as Schedule A, certified correct Jesse Morin, B.C.L.S. on the 9th day of September, 2022, containing 3,006.8 sq. m	011-263-121 (portion of)
16065 Fraser Highway	That portion of Parcel K, Section 25, Township 2, NWD, Plan 11212 shown outlined in bold, labelled as Block B on the Survey Plan, attached hereto as Schedule A, certified correct by Jesse Morin, B.C.L.S. on the 9th day of September, 2022, containing 3,006.8 sq. m	009-364-277 (portion of)

Block C		
Address	Legal Descriptions	PID
16099 Fraser Highway	That portion of Lot 1, Section 25, Township 2, NWD, Plan 7936 shown outlined in bold, labelled as Block C on the Survey Plan, attached hereto as Schedule A, certified correct by Jesse Morin, B.C.L.S. on the 9th day of September, 2022, containing 1,497.0 sq. m	011-263-121 (portion of)

(collectively the "Lands")

A. Intent

This Comprehensive Development Zone is intended to accommodate and regulate the development of high *density*, high-rise *multiple unit residential buildings*, and related *amenity spaces*, and commercial uses, which are to be developed in accordance with a *comprehensive design*.

B. Permitted Uses

Lands, buildings and structures shall only be used for the following uses, or a combination thereof:

Block A:

Principal Uses:

1. *Multiple unit residential buildings and/or ground-oriented multiple unit residential buildings.*

Accessory Uses:

2. The following *accessory uses*, provided that such uses form an integral part of a *multiple unit residential building* on the *Lands*:
 - (a) *Retail stores* excluding *adult entertainment stores*, auction houses, and *secondhand stores* and *pawnshops*;
 - (b) *Personal service uses* excluding *body rub parlours*;
 - (c) *General service uses* excluding funeral parlours and *drive through banks*;
 - (d) *Eating establishments* excluding *drive-through restaurants*;
 - (e) *Neighbourhood pubs*, regulated under the Liquor Control and Licensing Act, as amended;
 - (f) *Liquor stores*;
 - (g) Office uses excluding *social escort services*, *methadone clinics*, and *marijuana dispensaries*;
 - (h) *Parking facilities*;
 - (i) *Indoor recreational facilities*;
 - (j) *Entertainment uses* excluding *arcades* and *adult entertainment stores*;
 - (k) *Community services*;
 - (l) *Cultural uses*; and
 - (m) *Child care centres*, regulated by the Community Care and Assisted Living Act, as amended, and the Child Care Licensing Regulation, as amended.

Block B:

Principal Uses:

1. *Multiple unit residential buildings and/or ground-oriented multiple unit residential buildings.*

Blocks C:

Principal Uses:

1. *Open Space*; and
2. *Parking - Underground.*

C. Lot Area

Not applicable to this Zone.

D. Density

1. Maximum Density:

Maximum *density* shall be as follows:

- (a) 1 *dwelling unit*; and
- (b) The lesser of *floor area ratio* of 0.1 or *building area* of 300 sq. m.

2. Permitted Density Increases:

If amenity contributions are provided in accordance with Schedule G, *density* may be increased as follows:

- (a) Block A: Maximum *floor area ratio* of ~~5.91~~ ~~6.14~~, excluding:

- i. The indoor *amenity space* requirement (pursuant to Section J.1. of this Zone); and
 - ii. Up to a maximum of 170 sq. m of *the secure bicycle parking area* requirement (pursuant to Section H.4. of this Zone);
 - (b) **Block B:** Maximum *floor area ratio* of ~~5.73~~ **5.74**, excluding:
 - i. The indoor *amenity space* requirement (pursuant to Section J.1. of this Zone); and
 - ii. Up to a maximum of 170 sq. m of *the secure bicycle parking area* requirement (pursuant to Section H.4. of this Zone);
 - (c) **Block C:** Not applicable.
- 3. Notwithstanding the definition of *floor area ratio*, for an air space subdivision, the air space parcels and the remainder *lot* of the air space subdivision shall be considered as one *lot* for the purpose of application of Section D. of this Zone, and further provided that the *floor area ratio* calculated from the cumulative floor areas of the *buildings* within all of the air space parcels and the remainder *lot* of the air space subdivision shall not exceed the maximum specified in Sub-section D.2. of this Zone.

E. Lot Coverage

- 1. The maximum *lot coverage* for all *buildings* and *structures* shall be as follows:
 - (a) **Block A:** 80%;
 - (b) **Block B:** 75%; and
 - (c) **Block C:** Not applicable.
- 2. Notwithstanding the definition of *lot coverage*, for an air space subdivision, the air space parcels and the remainder *lot* of the air space subdivision shall be considered as one *lot* for the purpose of application of Section E. of this Zone, and further provided that the *lot coverage* within all of the air space parcels and the remainder *lot* of the air space subdivision shall not exceed the maximum specified in Section E.1. of this Zone.

F. Yards and Setbacks

Block A:

Buildings and *structures* shall be sited in accordance with the following minimum *setbacks*:

USES:	SETBACKS:			
	North Yard	South Yard	East Yard	West Yard
<i>Principal and Accessory Buildings and Structures</i>	2.2 m	11 m	9 m	2.0 m

Block B:

Buildings and *structures* shall be sited in accordance with the following minimum *setbacks*:

USES:	SETBACKS:			
	North Yard	South Yard	East Yard	West Yard
<i>Principal and Accessory Buildings and Structures</i>	8.7 m	4.0 m	3.0 m	3.0 m

Block C: Not applicable.

1 Notwithstanding Section A.3.(d) of Part 5, Off-Street Parking and Loading/Unloading, *parking – underground* may be located up to 0 m of any *lot line*.
 2 Notwithstanding the definition of *setbacks* in Part 1, Definitions, patios may encroach up to 2.0 m, balconies up to 1.8 m, and canopies up to 1.8 m into the required *setbacks*.
 3 Notwithstanding Section A.26.(b) of Part 4, General Provisions, stairs with more than three risers may encroach into the *setbacks*.
 4 Notwithstanding Section F. of this Zone, the minimum *setbacks* of *principal buildings* and *accessory buildings and structures* for interior *lot lines* for *lots* created by an air space subdivision may be 0.0 m.

G. Height of Buildings

1. Block A:
Principal building height shall not exceed ~~133~~ 143 m.
2. Block B:
Principal building height shall not exceed 54 m.
3. Block C:
Not applicable.

H. Off-Street Parking and Loading/Unloading

1. Parking Calculations:
Refer to Table D.1. of Part 5 Off-Street Parking and Loading/Unloading.
 - (a) Notwithstanding Table D.1. of Part 5 Off-Street Parking and Loading/Unloading, resident *parking spaces* shall be provided at a rate of 1.1 *parking space* per dwelling unit and visitor *parking spaces* shall be provided at a rate of 0.1 *parking space* per *dwelling unit*.
2. Tandem Parking:
Tandem parking is not permitted.
3. Underground Parking:
All required resident *parking spaces* shall be provided as *parking - underground*.
4. Bicycle Parking:
A *secure bicycle parking area* shall be provided in a separate bicycle room located within a *building*, whether located at, above, or below *finished grade*, with convenient access to the outside of the *building*.

I. Landscaping and Screening

1. General Landscaping:
 - (a) All developed portions of the *lot* not covered by *buildings, structures* or paved areas shall be landscaped. This *landscaping* shall be maintained; and
 - (b) *Highway* boulevards abutting a *lot* shall be seeded or sodded with grass, except at *driveways*.
2. Refuse:
Garbage containers and *passive recycling containers* shall be located within the *parking - underground* or within a *building*.

J. Special Regulations

1. Amenity Spaces:
Amenity space, subject to Section B.6 of Part 4, General Provisions, shall be provided on the *lot* as follows:
 - (a) Outdoor *amenity space* in the amount of:
 - i. 3.0 sq. m per *dwelling unit*; and
 - ii. 1.0 sq. m per *lock-off suite*; and
 - iii. 4.0 sq. m per *micro unit*;
 - (b) Indoor *amenity space* in the amount of:
 - i. 3.0 sq. m per *dwelling unit* up to 557 sq. m of *amenity space* (equivalent to 186 *dwelling units*);
 - ii. 1.0 sq. m per *dwelling unit* for that portion greater than 557 sq. m of *amenity space*;
 - iii. 1.0 sq. m per *lock-off suite*; and
 - iv. 4.0 sq. m per *micro unit*;
 - (c) Indoor *amenity space* devoted to a *child care centre* shall be a maximum of 1.5 sq. m per *dwelling unit*.
2. Child Care Centres:

Child care centres shall be located on the *lot* such that these centres:

- (a) Have direct access to an *open space* and play area within the *lot*; and
- (b) Do not exceed a total area of 3.0 sq. m per *dwelling unit*.

3. **Balconies:**

Balconies are required for all *dwelling units* which are not *ground-oriented* and shall be a minimum of 5% of the *dwelling unit* size or 4.6 sq. m per *dwelling unit*, whichever is greater.

K. Subdivision

1. **Minimum Lot Sizes:**

Lots created through subdivision, except strata *lots*, shall conform to the following minimum standards:

- (a) *Lot Area*: Minimum 2,000 sq. m;
- (b) *Lot Width*: Minimum 28 m; and
- (c) *Lot Depth*: Minimum 48 m.

2. Air space parcels and the remainder *lot* created through an air space subdivision in this Zone are not subject to Section K.1.

L. Other Regulations

Additional land use regulations may apply as follows:

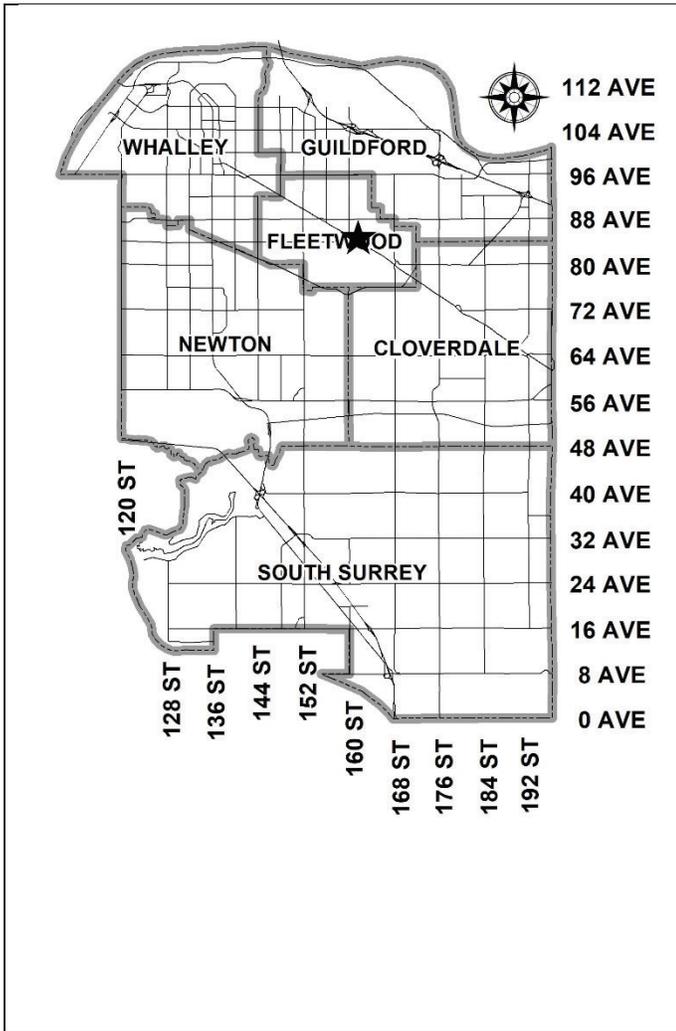
- 1. Prior to any use, the *Lands* must be serviced as set out in Part 2 Uses Limited, of the Zoning Bylaw and in accordance with the servicing requirements for the RM-135 Zone as set forth in the Surrey Subdivision and Development By-law, 1986, No. 8830, as amended.
- 2. *Building* permits shall be subject to Surrey Development Cost Charge Bylaw, 2021, No. 20291, as may be amended or replaced from time to time, and the development cost charges shall be based on the RM-135 Zone for the residential portion and the C-8 Zone for the commercial and *child care centre* portion.
- 3. Development permits, pursuant to the *OCP*.
- 4. Trees and vegetation, pursuant to Surrey Tree Preservation Bylaw, as amended.
- 5. Sign regulations, pursuant to Surrey Sign By-law, as amended.

APPENDIX VI

City of Surrey
PLANNING & DEVELOPMENT REPORT

Application No.: 7919-0366-00

Planning Report Date: October 3, 2022



PROPOSAL:

- **OCP Amendment** for a portion from Multiple Residential to Town Centre
- **TCP Stage 1 Amendment** of a portion from "Mid Rise Transition Mixed Use" to "Mid Rise Transition" and a portion from "High Rise Mixed Use" to "Fleetwood Centre"
- **Rezoning** from RA and CHI to CD
- **General Development Permit**

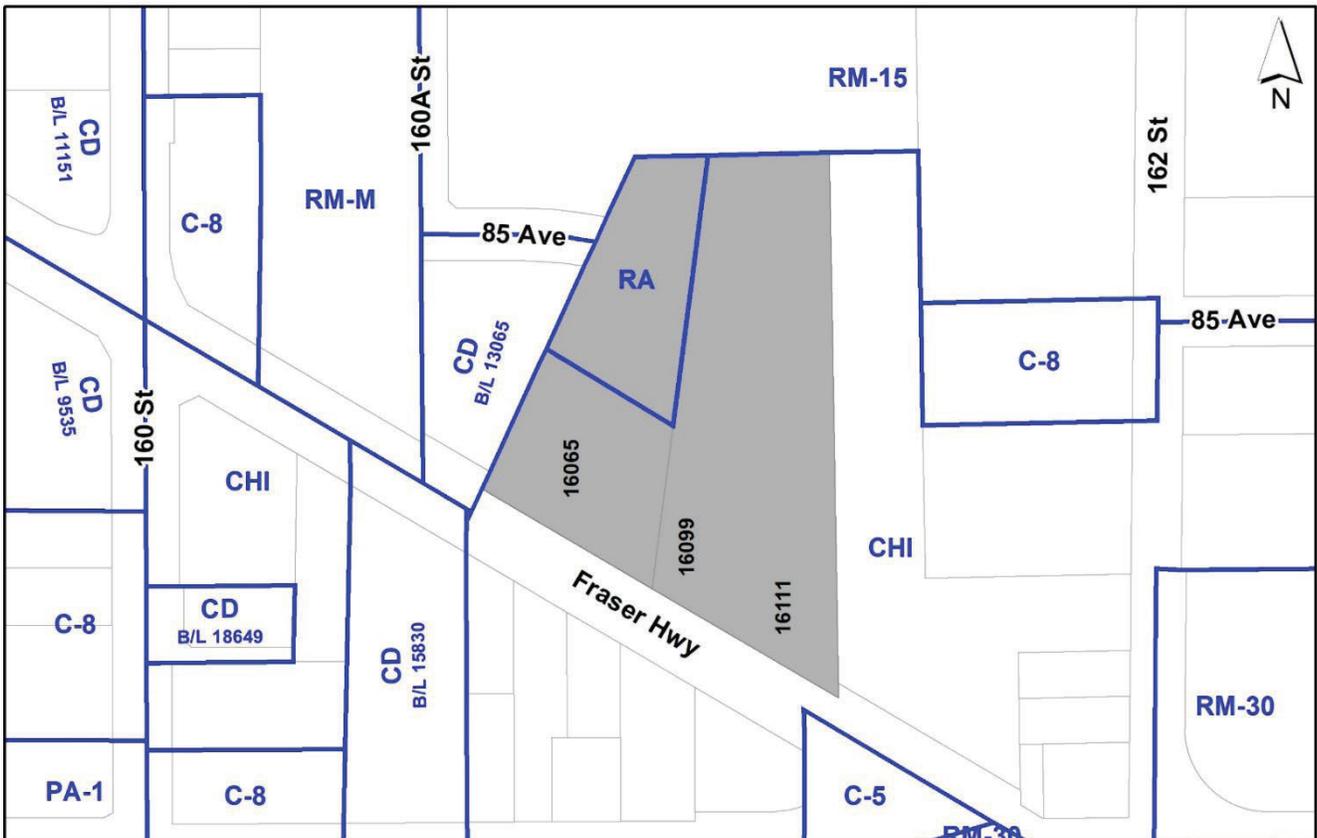
to permit the development of two high-rise mixed-use buildings and one mid-rise residential building as part of a multi-phased development and the creation of a lot for Park purposes.

LOCATION: 16099 - Fraser Highway
 (16111 - Fraser Highway)
 16065 - Fraser Highway

ZONING: RA and CHI

OCP DESIGNATION: Multiple Residential and Town Centre

TCP STAGE 1 DESIGNATION: Mid Rise Transition Mixed Use, High Rise Mixed Use, Fleetwood Centre and Parks & Open Space



RECOMMENDATION SUMMARY

- By-law Introduction and set date for Public Hearing for:
 - OCP Amendment for a portion of the site; and
 - Rezoning.
- Approval to draft General Development Permit for Form and Character.

DEVIATION FROM PLANS, POLICIES OR REGULATIONS

- Proposing an amendment to the Official Community Plan (OCP) and Fleetwood Stage 1 Plan to permit the proposed uses and densities.

RATIONALE OF RECOMMENDATION

- The proposal complies with the General Urban designation in the Metro Vancouver Regional Growth Strategy (RGS).
- The proposal generally complies with the uses and densities as outlined in the Fleetwood Plan, which received Stage 1 approval from Council on March 7, 2022 (Corporate Report No. R049;2022).
- The proposed density and building form are appropriate for this part of Fleetwood and complies with the Development Permit (Form and Character) requirements in the OCP.
- The proposed buildings are expected to achieve an attractive architectural built form utilizing high quality, natural materials, and contemporary lines. The street interface has been designed to a high-quality to achieve a positive urban experience between the proposed buildings and the public realm. Since the proposal is only for a General Development Permit at this time, the applicant will still be required to submit a Detailed Development Permit for Form and Character in the future. At that time, staff will work with the applicant to further enhance the design of the project.
- The site is within walking distance of bus transit along Fraser Highway and is approximately 30 metres from the future SkyTrain station at Fraser Highway and 160 Street. The proposed development conforms to the goal of achieving high-rise, high density development near public transit options.
- 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. A By-law be introduced to amend the OCP Figure 3: General Land Use Designations for a portion of the subject site from Multiple Residential to Town Centre and a date for Public Hearing be set (Appendix VI).
2. Council determine the opportunities for consultation with persons, organizations and authorities that are considered to be affected by the proposed amendment to the Official Community Plan, as described in the Report, to be appropriate to meet the requirement of Section 475 of the Local Government Act.
3. A By-law be introduced to rezone the subject site from "One-Acre Residential Zone (RA)" and "Highway Commercial Industrial Zone (CHI)" to "Comprehensive Development Zone (CD)" and a date be set for Public Hearing.
4. Council authorize staff to draft General Development Permit No. 7919-0366-00 generally in accordance with the attached drawings (Appendix I).
5. 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) final approval from TransLink;
 - (d) conveyance of proposed Lot 3 to the City as Parkland;
 - (e) resolution of all urban design issues to the satisfaction of the Planning and Development Department;
 - (f) submission of a finalized landscaping plan and landscaping cost estimate to the specifications and satisfaction of the Planning and Development Department;
 - (g) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
 - (h) the applicant satisfy the deficiency in tree replacement on the site, to the satisfaction of the Planning and Development Department;
 - (i) 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;
 - (j) demolition of existing buildings and structures to the satisfaction of the Planning and Development Department;

- (k) registration of a right-of-way for public rights-of-passage for the area between the building face and the street edges;
 - (l) submission of an acoustical report for the units adjacent to Fraser Highway and the SkyTrain Guideway and registration of a Section 219 Restrictive Covenant to ensure implementation of noise mitigation measures;
 - (m) registration of a Section 219 Restrictive Covenant for "no build" on proposed Lots 1 and 2 until future Detailed Development Permit approvals have been granted by the City and the related works and services are installed and roads constructed;
 - (n) registration of a Section 219 Restrictive Covenant to adequately address the City's needs with respect to public art, to the satisfaction of the General Manager Parks, Recreation and Culture and with respect to the City's Affordable Housing Strategy and Tier 1 Capital Project CACs, to the satisfaction of the General Manager, Planning & Development Services;
 - (o) the applicant address all requirements associated with the requested subsurface parking on parkland to the satisfaction of the General Manager, Parks, Recreation & Culture; and
 - (p) Stage 2 approval of the Fleetwood Plan.
6. Council pass a resolution to amend the Fleetwood Stage 1 Plan to redesignate a portion of the land from "Mid Rise Transition Mixed Use" to "Mid Rise Transition" and a portion from "High Rise Mixed Use" to "Fleetwood Centre" when the project is considered for final adoption (Appendix V).

SITE CONTEXT & BACKGROUND

Direction	Existing Use	TCP Designation	Existing Zone
Subject Site	Automotive sales, automotive service use and parking facility	Fleetwood Centre, High Rise Mixed Use, Mid-Rise Transition Mixed Use, Parks & Open Space and Road	RA & CHI
North:	Two-storey ground-oriented townhouse units	High Rise Mixed Use, Mid-Rise Transition, Parks & Open Space and Road	RM-15

Direction	Existing Use	TCP Designation	Existing Zone
East:	Automotive service use and retail/wholesale building material supplier	High Rise Mixed Use, Mid-Rise Transition, Parks and Open Space and Road	CHI
South (Across Fraser Highway):	Automotive sales, automotive service uses and light impact industrial	High Rise Mixed Use and Road	CHI
West (Across future 161 Street):	Multi-tenant commercial building	Fleetwood Centre and Road	CD (Bylaw No. 13065)

Context & Background

- The subject site is comprised of two large properties, approximately 2.0 hectares in size, and is located along Fraser Highway, east of 160 Street.
- The site is designated 'Multiple Residential' and 'Town Centre' in the Official Community Plan (OCP), "Mid Rise Transition Mixed Use", "High Rise Mixed Use", "Fleetwood Centre" and "Parks and Open Space" in the Stage 1 Fleetwood Plan and is zoned "One-Acre Residential Zone (RA)" and "Highway Commercial Industrial Zone (CHI)".
- The site is currently utilized for automotive sales and service, and as a parking facility.
- A Class C ditch has been confirmed within the site and will be infilled as part of the subject development application.

DEVELOPMENT PROPOSAL

Planning Considerations

- In order to accommodate the proposed, multi-phased, mixed-use development consisting of three buildings, a total of 1,121 residential dwelling units and commercial/office space, the applicant proposes the following:
 - OCP Amendment for a portion of the site from Multiple Residential to Town Centre;
 - TCP Amendment for a portion of the site from Mid Rise Transition Mixed Use to Mid Rise Transition as well as High Rise Mixed Use to Fleetwood Centre;
 - Rezoning from RA and CHI to CD (based on RM-135 and C-8);
 - Consolidation/subdivision from two lots into three lots (including one park lot); and
 - A General Development Permit (Form and Character) for the entire site to accommodate a 15-storey mid-rise residential building (Phase 3), a 37-storey mixed-use building (Phase 1) and a 42-storey mixed-use building (Phase 2).
- The northeast portion of the site will be dedicated to the City as a lot for park purposes.

- Specific details on the development proposal are provided in the table below:

	Proposed
Lot Area	
Gross Site Area:	20,411 square metres (2.0 hectares)
Road Dedication:	5,330 square metres
Park Dedication:	1,259 square metres
Net Site Area:	13,822 square metres (1.38 hectares)
Number of Lots:	2 existing, 3 proposed
Building Height:	Phase 1: 128 metres (37 storeys) Phase 2: 143 metres (42 storeys) Phase 3: 54 metres (15 storeys)
Unit Density:	N/A
Floor Area Ratio (FAR):	4.12 (Gross – all phases)
Floor Area	
Residential:	76,883 square metres
Commercial:	4,876 square metres
Office:	2,248 square metres
Total:	84,007 square metres
Residential Units:	
1-Bedroom:	647 dwelling units
1-Bedroom + Den:	44 dwelling units
2-Bedroom:	430 dwelling units
Total:	1,121 dwelling units

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 149 school-age children generated by this development, of which the School District has provided the following expected student enrollment.

61 Elementary students at Frost Road Elementary School
57 Secondary students at North Surrey Secondary School

(Appendix III)

Note that the number of school-age children is greater than the expected enrollment due to students attending private schools, home school or different school districts.

The applicant has advised that the dwelling units in this project are expected to be constructed phase by phase. Phase 1 is expected to be constructed by 2028/2029; Phase 2 by 2031/2032; and Phase 3 by 2033.

Parks, Recreation & Culture:	<p>Parks accepts the conveyance of approximately 0.3 acre of parkland in the northeast portion of the site.</p> <p>The closest active park is planned adjacent to the development site as shown in the Stage 1 Fleetwood Plan, and the closest natural area is 45H – Neighbourhood park and is 400 metres away.</p>
Surrey Fire Department:	No concerns.
Advisory Design Panel:	<p>The proposed General Development Permit was considered at the ADP meeting on July 28, 2022, and was conditionally supported. The applicant has resolved most of the outstanding items from the ADP review related to the General Development Permit, as outlined in the Development Permit section of this report. Any additional revisions will be completed prior to Council's consideration of Final Adoption of the rezoning by-law, to the satisfaction of the Planning and Development Department.</p> <p>Any subsequent Detailed Development Permit application will also be referred to the ADP upon submission.</p>

Transportation Considerations

- The site is on the same block as bus transit along Fraser Highway that is currently serviced by Bus Rout #320 (Langley/Fleetwood/Surrey Central Station), #392 (Langley Centre/King George Station) and #502/503 (Langley Centre/Surrey Central Station).
- The future Surrey-Langley SkyTrain extension is planned to have a Station at Fraser Highway and 160 Street, located 30 metres from the subject site.

Traffic Impacts

- Given the scale and uses of the proposed development, a Transportation Impact Analysis (TIA) was required to evaluate traffic impacts to the surrounding network and identify any required improvements to mitigate impacts.
- Based on industry standard rates, the proposed uses for all 3 phases generate approximately 518 and 651 vehicle trips respectively during the AM and PM peak hours.
- To service the significant traffic volume generated by the subject proposal, the applicant will be required to construct a full-movement traffic signal at Fraser Highway and 161 Street, including pedestrian crossings on all legs and an eastbound left turn storage bay.

Road Network & Infrastructure

- In order to achieve the ultimate 40-metre road allowance along Fraser Highway, the applicant will be required to dedicate approximately 8 metres along the south properties line (as measured 31 metres from the existing curb south of Fraser Highway).

- A new north-south Local Road (161 Street) will be introduced along the west property line of proposed Lot 1, where the applicant will dedicate the full 20.0 metre road allowance and construct the full cross-section including parking pockets, boulevards with street trees, lighting, and sidewalks on the east side front the site. The sidewalk on the east side will be completed with future development.
- A new east-west Local Road (85 Avenue) will bisect the subject site, where the applicant will dedicate the full 20.0 metre road allowance and construct the full cross-section, including parking pockets, boulevards with street trees and lighting, sidewalks on both sides, and a traffic circle at the intersection of 161 Street.
- The Stage 1 Fleetwood Plan requires a north/south Green Lane along the east property line of proposed Lot 1. The applicant will be providing a 6-metre private lane access which will be protected by a reciprocal access easement to allow for access for the future development to the east.

Access

- Vehicle access to the parkades for Phase 1 and Phase 2 will be from the 6-metre wide private lane along the east property line of proposed Lot 1, connected to 85 Avenue and Fraser Highway. The lane will also provide access to loading and waste and recycling areas.
- Vehicle access to the underground parkade for Phase 3 will be from the north leg of the traffic circle at the intersection of 85 Avenue and 161 Street.

Parking

- The current development including all 3 phases is proposing to provide a total of 1,499 parking spaces, within separate enclosed aboveground and underground parking garages for each phase.
- Following residential parking rates approved in CR 2021-R115 (1.1/unit and 0.1/unit for residential and visitor spaces, respectively) and Zoning Bylaw rates for commercial uses results in:
 - Phase 1 & 2: 1,049 residential spaces, 95 visitor spaces, 235 commercial/office spaces
 - Phase 3: 184 residential spaces and 17 visitor spaces
- For Phase 1 & 2, utilization of the 'Alternate Hours of Use' provision permits sharing of Visitor and Commercial (office and retail) parking requirements, which results in 246 spaces required.
- The applicant is proposing to provide 1,499 spaces in total over all 3 phases, meeting the Zoning Bylaw requirement:
 - Phase 1: 711 Residential (228 surplus), 246 combined Visitor and Commercial (meeting requirement)
 - Phase 2: 338 Residential (meeting requirement with Phase 1 surplus)
 - Phase 3: 187 Residential (3 surplus) and 17 Visitor (meeting requirement)
- The subject site is impacted by poor soils consisting of high quadra sand conditions, which limits the ability to excavate beyond parking levels three and four. As a result, the visitor,

commercial and retail parking spaces for Phase 1 and Phase 2 will be located in an above-grade parkade within Phase 1. The above-grade structure will be effectively screened by office space and will be accessed by a separate ramp from the new lane.

- The residential parking stalls for Phase 1 and Phase 2 will be located below grade and accessed from the new lane.
- The residential parking stalls for Phase 3 will be located below grade. Given the constraints resulting from the soil conditions, the applicant is proposing to extend the underground parking for Phase 3 underneath the future City-owned Park on proposed Lot 3.
- On-street parking will be formalized along the new 161 Street and 85 Avenue Local Roads, where the subject site frontage will be completed with parking pockets.
- The Zoning Bylaw requirement for 1.2 bicycle parking spaces per unit, results in 1,345 residential bike parking spaces, plus 6 visitor parking spaces near each building's entrance.
- The applicant is proposing to provide 1,349 bicycle parking spaces in total over all 3 phases, meeting the Zoning Bylaw requirement:
 - Phase 1: 1,145 Residential (in a multi-level bike parkade with interconnected ramp between the rooms on P1 and P2) and 6 Visitor adjacent the lobby door
 - Phase 2: 0 Residential (all spaces provided in Phase 1) and 6 Visitor adjacent the lobby door
 - Phase 3: 204 Residential (all within P1 bike room) and 6 Visitor spaces adjacent the lobby door

Parkland and/or Natural Area Considerations

- The applicant proposes to convey 1,259 square metres at the northeast corner of the subject site to the City as Park, in accordance with the Stage 1 Fleetwood Plan. The remainder of the park, as envisioned in the Fleetwood Plan, will be provided at such time that the neighbouring property to the east develops. The land is offered to be conveyed, without compensation.
- Parks, Recreation and Culture staff will accept the proposed underground parking for Phase 3 to be located underneath the City-owned park. The applicant will work with Parks, Recreation and Culture staff to enter into a lease agreement, including negotiating appropriate terms and conditions (including compensation) of the agreement, prior to Final Adoption.

Sustainability Considerations

- The applicant has met all of the typical sustainable development criteria, as indicated in the Sustainable Development Checklist. This project will be required to meet a minimum of Step 2 of the BC Energy Step Code, or higher.
- In addition, the applicant has highlighted the following additional sustainable features:
 - Passive design has been considered through an increase of solar shading and reduction of glazing;
 - Structural thermal bridging mitigation is provided with insulation breaks at projecting concrete slabs;

- Continuous wrap-around balconies provide passive cooling and minimize solar gain within suites;
- Spandrel glazing has been increased along the west and east where overheating is a concern;
- Air conditioning and/or heat pumps will also be provided for all units to cool on warmer days and provide resilience to peak summer days;
- Many of the building materials and components will be selected based on recycled content and local or regional production; and
- Low VOC paints and low emitting carpet and composite wood will be sourced.

POLICY & BY-LAW CONSIDERATIONS

Regional Growth Strategy

- The subject property is designated “General Urban” in the Regional Growth Strategy (RGS).
- The proposed development complies with the General Urban RGS designation.

Official Community Plan

Land Use Designation

- The northern portion of the subject site is designated Multiple Residential in the OCP, while the southern portion is designated Town Centre.
- The Multiple Residential designation permits densities up to 2.0 FAR in FTDA's, Urban Centres, and sites abutting a Frequent Transit Network.
- The gross density on the northern portion of the site is 2.71 FAR, which exceeds the density permitted in the Multiple Residential designation.
- An OCP amendment is required to redesignate the northern Multiple Residential portion of the site to Town Centre.

Amendment Rationale

- The proposed Town Centre designation is consistent with the proposed land use in the Stage 1 Fleetwood Plan.

Consultation for Proposed OCP Amendment

- Pursuant to Section 475 of the Local Government Act, it was determined that it was not necessary to consult with any persons, organizations, or authorities with respect to the proposed OCP amendment, other than those contacted as part of the pre-notification process.

Themes/Policies

- The proposed development is consistent with the following OCP Themes and Policies:
 - Growth Management
 - Accommodating Higher Density: Direct residential development into approved Secondary Plan areas at densities sufficient to encourage commercial development and transit services expansion.
 - Efficient New Neighbourhoods: Plan and develop new neighbourhoods with an emphasis on compact forms of development.
 - Centres, Corridors and Neighbourhoods:
 - Distinctive Town Centres: Support economic and cultural vitality in Surrey's Town Centres by encouraging higher-density residential and retail development.
 - Distinctive Town Centres: Ensure that Surrey's Town Centres are well-connected to adjacent neighbourhoods by creating a fine-grain network of local streets and support walking, cycling and transit use.
 - Healthy Neighbourhood: Plan and design urban neighbourhoods with sufficient densities to support a higher-quality transit system that is accessible to most residents.
 - Urban Design: Ensure a new development responds to the existing architectural character and scale of its surroundings, creating compatibility between adjacent sites and within neighbourhoods.
 - Ecosystems
 - Energy, Emissions and Climate Resiliency: Design a community that is energy-efficient, reduces carbon emissions and adapts to a changing environment through a design that meets typical sustainable development criteria.

Secondary Plans

Land Use Designation

- The site is designated "Mid Rise Transition Mixed Use", "High Rise Mixed Use", "Fleetwood Centre" and "Parks and Open Space" in the Stage 1 Fleetwood Plan.
- The applicant is proposing to redesignate the "Mid Rise Transition Mixed Use" portion of the site to "Mid Rise Transition" and the High Rise Mixed Use" Portion to "Fleetwood Centre".

Amendment Rationale

- The northern portion of the subject site (Lot 2/Phase 3) "Mid Rise Transition Mixed Use" designation permits a Floor Area Ratio (FAR) up to 3.25, inclusive of a minimum of 0.3 FAR for commercial or institutional uses, and a building height of up to 15 storeys.
- The applicant is proposing to redesignate this portion of the subject site to the "Mid Rise Transition" designation which permits an FAR up to 3.0 for residential uses (no commercial component). The applicant is proposing an FAR (gross) of 2.71 and a building height of 15 storeys, which complies with the designation.

- The southern portion of the site (Lot 1/Phases 1 and 2) are split-designated "High Rise Mixed Use" and "Fleetwood Centre". The "High Rise Mixed Use" designation permits an FAR up to 4.0, inclusive of a minimum 0.3 FAR for commercial or institutional uses, and a building height of up to 30 storeys. The "Fleetwood Centre" designation permits an FAR up to 4.5, inclusive of a minimum of 0.75 FAR commercial or institutional, and a building height of up to 30 storeys.
- The applicant is proposing to redesignate the "High Rise Mixed Use" portion of Lot 1 to the "Fleetwood Centre" designation, as this designation is more in-line with the proposed building heights of 37 and 42 storeys. The applicant is proposing an FAR (gross) of 4.51 on Lot 1 (Phases 1 and 2), inclusive of a commercial FAR of 0.45.
- Although the proposed density and building heights on proposed Lot 2 (Phase 1 and Phase 2) are slightly higher than those prescribed in the Stage 1 Fleetwood Plan, the proposed, phased, and mixed-use high-rise development is an appropriate form of development and level of density to support and complement the Fleetwood Core and the Surrey-Langley SkyTrain extension.
- The applicant is proposing to eliminate the commercial component on Lot 2 (Phase 3) and to reduce the commercial component for 0.75 to 0.45 FAR for Lot 1 (Phase 1 and 2). As part of the Fleetwood Plan Stage 2 planning process, staff will be undertaking a market study to refine the commercial components required in the Plan. It is likely that the commercial requirements will be adjusted as part of this process.
- The site is within walking distance of bus transit along Fraser Highway and is approximately 30 metres from the future SkyTrain station at Fraser Highway and 160 Street.
- 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 proposed development is consistent with the following guiding principles of the Stage 1 Fleetwood Plan:
 - Green Spaces: Protect, create, and enhance biodiversity, parks, and natural spaces.
 - Active Living: Provide spaces and amenities to foster active living, wellness, and opportunities for social connection.
 - Heart of Fleetwood: Build on the Town Centre's role as a local destination and enrich its sense of place, heritage, and culture.
 - Mobility for All: Develop active transportation and transit infrastructure to support universal access to safe mobility.
 - Robust Economy: Support a thriving and diverse local business environment.
 - Focused Growth: Support thoughtful transit-oriented development guided by the community context.

CD By-law

- The applicant is proposing a "Comprehensive Development Zone (CD)" to accommodate a proposed mixed-use, phased development consisting of two high-rise buildings and one mid-rise building on the subject site. The proposed CD By-law for the proposed development site identifies the uses, densities and setbacks proposed. The CD By-law will have provisions based on the "Multiple Residential 135 Zone (RM-135)" and the "Community Commercial Zone (C-8)".
- A comparison of the density, lot coverage, setbacks, building height and permitted uses in the RM-135 Zone, C-8 Zone and the proposed CD By-law is illustrated in the following table:

Zoning	RM-135 Zone (Part 25) and C-8 Zone (Part 36)	Proposed CD Zone
Floor Area Ratio:	RM-135: 2.5 C-8: 0.80	Overall net site density: Block A: 6.14 Block B: 5.74 Block C: N/A
Lot Coverage:	RM-135: 33% C-8: 50%	Block A: 80% Block B: 75% Block C: N/A
Yards and Setbacks	RM-135: 50% of the height of the building C-8: 7.5 metres	Block A: North: 2.2 metres South: 11.0 metres East: 9.0 metres West: 2.0 metres Block B: North: 7.0 metres South: 4.0 metres East: 3.0 metres West: 3.0 metres Block C: N/A
Principal Building Height:	RM-135: N/A C-8: 12 metres	Block A: 143 metres Block B: 54 metres Block C: N/A

<p>Permitted Uses:</p>	<p>The RM-135 Zone permits multiple unit residential buildings and ground-oriented multiple unit residential buildings.</p> <p>The C-8 Zone permits commercial uses including:</p> <ul style="list-style-type: none"> • Retail stores • Personal service uses • General service uses • Beverage container return centres • Eating establishments • Neighbourhood pubs • Liquor store • Office uses • Parking facilities • Automotive service uses • Indoor recreational facilities • Entertainment uses • Assembly halls • Community services • Child care centres • Cultural uses • Accessory Uses: <ul style="list-style-type: none"> ○ Caretaker unit 	<p>All blocks will comply with the residential component of the RM-135 Zone.</p> <p>Commercial uses will include the following:</p> <p>Block A:</p> <ul style="list-style-type: none"> • Retail stores • Personal service uses • General service uses • Eating establishments • Neighbourhood pubs • Liquor store • Office uses • Parking facilities • Indoor recreational facilities • Entertainment uses • Community services • Child care centres • Cultural uses <p>Block C:</p> <ul style="list-style-type: none"> • Open space • Underground parking facilities 																					
<p>Amenity Space</p>																							
<p>Indoor Amenity:</p>	<p>1,697 square metres required</p>	<p>The proposed 2,224.4 square metres exceeds the Zoning By-law requirement.</p>																					
<p>Outdoor Amenity:</p>	<p>3,363 square metres required</p>	<p>The proposed 3,444 square metres exceeds the Zoning By-law requirement.</p>																					
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 33%; text-align: center;">Parking (Part 5)</th> <th style="width: 33%; text-align: center;">Required</th> <th style="width: 33%; text-align: center;">Proposed</th> </tr> </thead> <tbody> <tr> <td colspan="3">Number of Stalls</td> </tr> <tr> <td>Residential (Phase 1 & 2):</td> <td style="text-align: center;">1,049</td> <td style="text-align: center;">1,049</td> </tr> <tr> <td>Shared Parking (Phase 1 & 2):</td> <td style="text-align: center;">246</td> <td style="text-align: center;">246</td> </tr> <tr> <td>Residential (Phase 3):</td> <td style="text-align: center;">184</td> <td style="text-align: center;">187</td> </tr> <tr> <td>Residential Visitor (Phase 3):</td> <td style="text-align: center;">17</td> <td style="text-align: center;">17</td> </tr> <tr> <td>Total:</td> <td style="text-align: center;">1,496</td> <td style="text-align: center;">1,499</td> </tr> </tbody> </table>			Parking (Part 5)	Required	Proposed	Number of Stalls			Residential (Phase 1 & 2):	1,049	1,049	Shared Parking (Phase 1 & 2):	246	246	Residential (Phase 3):	184	187	Residential Visitor (Phase 3):	17	17	Total:	1,496	1,499
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<p>Residential Secure Parking:</p>	<p>1,345</p>	<p>1,349</p>																					
<p>Residential Visitor:</p>	<p>18</p>	<p>18</p>																					

- The proposed CD Bylaw will incorporate similar uses as the RM-135 Zone, along with selected commercial uses from the C-8 Zone for Phases 1 and 2 (Block A).

- Block A (Phases 1 and 2) will allow residential uses, as well as limited commercial uses, including retail stores, personal service uses, general service uses, eating establishment, neighbourhood pubs, liquor stores, office uses, indoor recreational facilities, community services, child care centres and cultural uses.
- Block B (Phase 3) will allow residential uses, consistent with the RM-135 Zone.
- The CD Bylaw will permit an underground parking facility to be located under the proposed park (Block C).
- The proposed density and building height are supportable at this location in the Fleetwood Plan Area. The proposed building heights, ranging from 15-storeys to 42-storeys, and overall massing of the project are generally consistent with the Stage 1 Fleetwood Plan.
- Following residential parking rates approved in CR 2021-R115 (1.1/unit and 0.1/unit for residential and visitor spaces, respectively) and Zoning Bylaw rates for commercial uses results in:
 - Phase 1 & 2: 1,049 residential spaces, 95 visitor spaces, 235 commercial/office spaces
 - Phase 3: 184 residential spaces and 17 visitor spaces
- For Phase 1 & 2, utilization of the 'Alternate Hours of Use' provision permits sharing of Visitor and Commercial (office and retail) parking requirements, which results in 246 spaces required.
- Total required parking across all Phases (after sharing visitor and commercial) is 1,496 spaces. The applicant is proposing to provide 1,499 spaces to exceed this requirement.

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.
- The proposed development will be subject to the Tier 1 Capital Plan Project CACs. The contribution will be payable at the rate applicable at the time of Final Subdivision Approval. The current rate is \$2,000 per new unit.
- The proposed development will be subject to the Tier 2 Capital Plan Project CACs for proposed density greater than the Stage 1 Fleetwood Plan designation.
- The applicant will be required to provide the per square metre flat rate for the floor area 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, The current rate is \$376.73 per square metre for apartments in the Fleetwood Community Area.

Affordable Housing Strategy

- On April 9, 2018, Council approved the City's Affordable Housing Strategy (Corporate Report No. Ro66; 2018) requiring that all new rezoning applications for residential development contribute \$1,000 per new unit 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 register a Section 219 Restrictive Covenant to address the City's needs with respect to the City's Affordable Housing Strategy.

Public Art Policy

- The applicant will be required to provide public art or register a Restrictive Covenant agreeing to provide cash-in-lieu, at a rate of 0.5% of construction value, to adequately address the City's needs with respect to public art, in accordance with the City's Public Art Policy requirements. The applicant will be required to resolve this requirement prior to consideration of Final Adoption.

PUBLIC ENGAGEMENT

- Pre-notification letters were sent on July 28, 2022, and the Development Proposal Signs were installed on August 18, 2022. Staff received four responses (*staff comments in italics*):
 - One respondent expressed concern about the proposed density and built form. They indicated that the proposed heights are too tall for Fleetwood.

(Although the proposed density on proposed Lot 2 (Phase 1 and Phase 2) is higher than that prescribed in the Stage 1 Fleetwood Plan, the proposed, phased high-rise development will support and complement the Fleetwood Core and the Surrey-Langley SkyTrain extension).
 - Three respondents sought more information but were supportive of the proposal.
- The subject development application has been sent to the Fleetwood Community Association (FCA) for review and comment. The FCA had not provided formal comments as of the end of day, September 14, 2022. However, the FCA did advise that they are not supportive of the proposed increase in height and that the applicant should undertake a Public Information Meeting.

(While the proposed tower heights are slightly higher than those in the Stage 1 Fleetwood Plan, they are consistent with the form, use and general density in the Stage 1 Plan.

Given that the proposal generally complies with Stage 1 Fleetwood Plan, which was refined through a comprehensive stakeholder engagement process, City staff did not require the applicant to hold a Public Information Meeting.)

DEVELOPMENT PERMITS

Form and Character General Development Permit Requirement

- The proposed development is subject to a General Development Permit for Form and Character and is also subject to the interim urban design guidelines in the Stage 1 Fleetwood Plan.
- The General Development Permit will regulate siting, height, massing, accesses and setbacks. Subsequent Detailed Development Permits will be required for each phase and will serve to refine the elements of the General Development Permit, developing character elements including material and architectural expression.
- The proposed development generally complies with the Form and Character Development Permit guidelines in the OCP and the interim urban design guidelines in the Stage 1 Fleetwood Plan.
- The development proposal includes:
 - Three residential buildings located atop podiums ranging in height from 3-6 storey podiums.
 - Tower heights transition down in height from 42 storeys (Phase 2 Tower) to 37 storeys (Phase 1 Tower) on the southern portion of the site, adjacent Fraser Highway, to 15 storeys (Phase 3 Mid-Rise Building) on the northern portion of the site;
 - 1,121 new residential units providing a mix of one- and two-bedroom units;
 - 4,876 square metres of new commercial retail space fronting onto streets and interior plazas on the southern portion of the site;
 - 2,136 square metre large format food/pharmacy anchor retail tenant space to support smaller retailers and provided added convenience to the future residents on the southern portion of the site; and
 - 2,248 square metres of new office space on the southern portion of the site.
- The proposal is along the future sky train track and very close to the future sky train station at 160 street. The applicant has worked with staff to establish an appropriate setback (Minimum 10m) with active interface along the Fraser highway.
- Due to the poor soil conditions, staff supported the above ground parking structure at this high-density mode in Fleetwood core.
- The above parking structure is wrapped with office spaces from levels 2-5 to screen the exposed parking structure with active uses. The above-grade parking areas are for visitors, retail and office proposed within the Phase 1 Tower.
- The site slopes downward significantly from west to east, requiring strategic use of slope-adaptive building forms to minimize retaining walls or exposed foundations, along with the careful use of pedestrian and landscape ramps and tiered steps to minimize the abrupt grade change with excessive stairs.

- The applicant has worked with staff to develop a design that incorporates the interim Stage 1 Fleetwood Plan urban design guidelines and principles through tower height and massing refinement, public realm, and street interfaces for a General Development Permit intent. However, subsequent Detailed Development Permit applications and detailed reviews are required for each of the three (3) phases to address further comments with respect to the Form and Character.
- Tower locations are established to ensure adequate tower spacing between the subject site and future adjacent developments, as well as to allow compliant fire response points from the civic roads.
- The proposed development received 'conditional support' from the Advisory Design Panel (ADP) at the July 28, 2022, ADP meeting, and the applicant has addressed most of the ADP comments relevant to the General Development Permit stage (Appendix VIII).
- The applicant has agreed to address any outstanding post-ADP and staff comments to the satisfaction of the City Architect, prior to final adoption.

Outstanding Items

- The applicant is required to resolve all outstanding urban design and landscaping issues and Advisory Design Panel comments, as follows:
 - Design development to improve all public realm interfaces, grading, and landscape concept, particularly the commercial mews along the tower podiums, and the public plazas.
 - Further design development of the City Park in respect to the overall design, and underground parking structure.
 - Further design development of the podiums and tower overall massing.

Landscaping

- The landscape design is centred around the public plaza and the pedestrian connections as a central amenity for the neighbourhood. The design utilizes principles such as connection to nature, green corridors, and harmony with the public realm.
- Further details on the landscaping will be provided at the Detailed Development Permit stage for each subsequent application.

Indoor Amenity

- Based upon the City's Zoning By-law requirement, the applicant is required to provide 1,697 square metres of indoor amenity space to serve the residents of the proposed development (1,121 dwelling units). The applicant is currently providing 2,224 square metres of indoor amenity space, which exceeds the minimum requirement.
- Each phase is expected to provide sufficient indoor amenity space to satisfy the amenity space requirements on a per building basis. The exact size and details of the amenity spaces will be confirmed as part of each future Detailed Development Permit application.

Outdoor Amenity

- Based upon the City's Zoning By-law requirement, the applicant is required to provide 3,363 square metres of outdoor amenity space to serve the residents of the proposed development. The applicant is currently providing 3,444 square metres of outdoor amenity space, which well exceeds the minimum requirement.
- Each phase will provide sufficient outdoor amenity space to satisfy the amenity space requirements on a per building basis. The exact size and details of the amenity spaces will be confirmed as part of each future Detailed Development Permit application.

TREES

- Cody Laschowski, ISA Certified Arborist of Diamond Head Consulting Ltd., prepared an Arborist Assessment for the subject site. The table below provides a summary of the tree retention and removal by tree species:

Table 1: Summary of Tree Preservation by Tree Species:

Tree Species	Existing	Remove	Retain
Alder and Cottonwood Trees			
Red Alder	1	1	0
Black Cottonwood	26	26	0
Coniferous Trees			
Lawson Cypress	2	2	0
Norway Spruce	1	1	0
Total (excluding Alder and Cottonwood Trees)	3	3	0
Total Replacement Trees Proposed (excluding Boulevard Street Trees)		6	
Total Retained and Replacement Trees		6	
Contribution to the Green City Program		\$10,800	

- The Arborist Assessment states that there are a total of 3 mature trees on the site, excluding Alder and Cottonwood trees. Twenty-seven (27) existing trees, approximately 90% of the total trees on the site, are Alder and Cottonwood trees. It was determined that no trees could be retained 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 1 to 1 replacement ratio for Alder and Cottonwood trees, and a 2 to 1 replacement ratio for all other trees. This will require a total of 33 replacement trees on the site. The applicant is proposing 6 replacement trees. As such, the deficit in replacement trees will require a cash-in-lieu payment of \$10,800, representing \$400 per tree, to the Green City Program, in accordance with the City's Tree Protection By-law.
- In addition to the replacement trees, boulevard street trees will be planted on Fraser Highway, 161 Street and 85 Avenue. This will be determined by the Engineering Department during the servicing design review process.
- The new trees on the site will consist of a variety of trees including Vine Maple, Pacific Dogwood, Shore Pine, Saskatoon Serviceberry, Sitka Mountain Ash, and Paperbark Maple.
- In summary, a total of 6 trees are proposed to be retained or replaced on the site with a contribution of \$10,800 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, Building Elevations, Landscape Plans and Perspective
Appendix II.	Engineering Summary
Appendix III.	School District Comments
Appendix IV.	Summary of Tree Survey and Tree Preservation
Appendix V.	TCP Plan
Appendix VI.	OCP Redesignation Map
Appendix VII.	Aerial Photos
Appendix VIII.	ADP Comments and Response

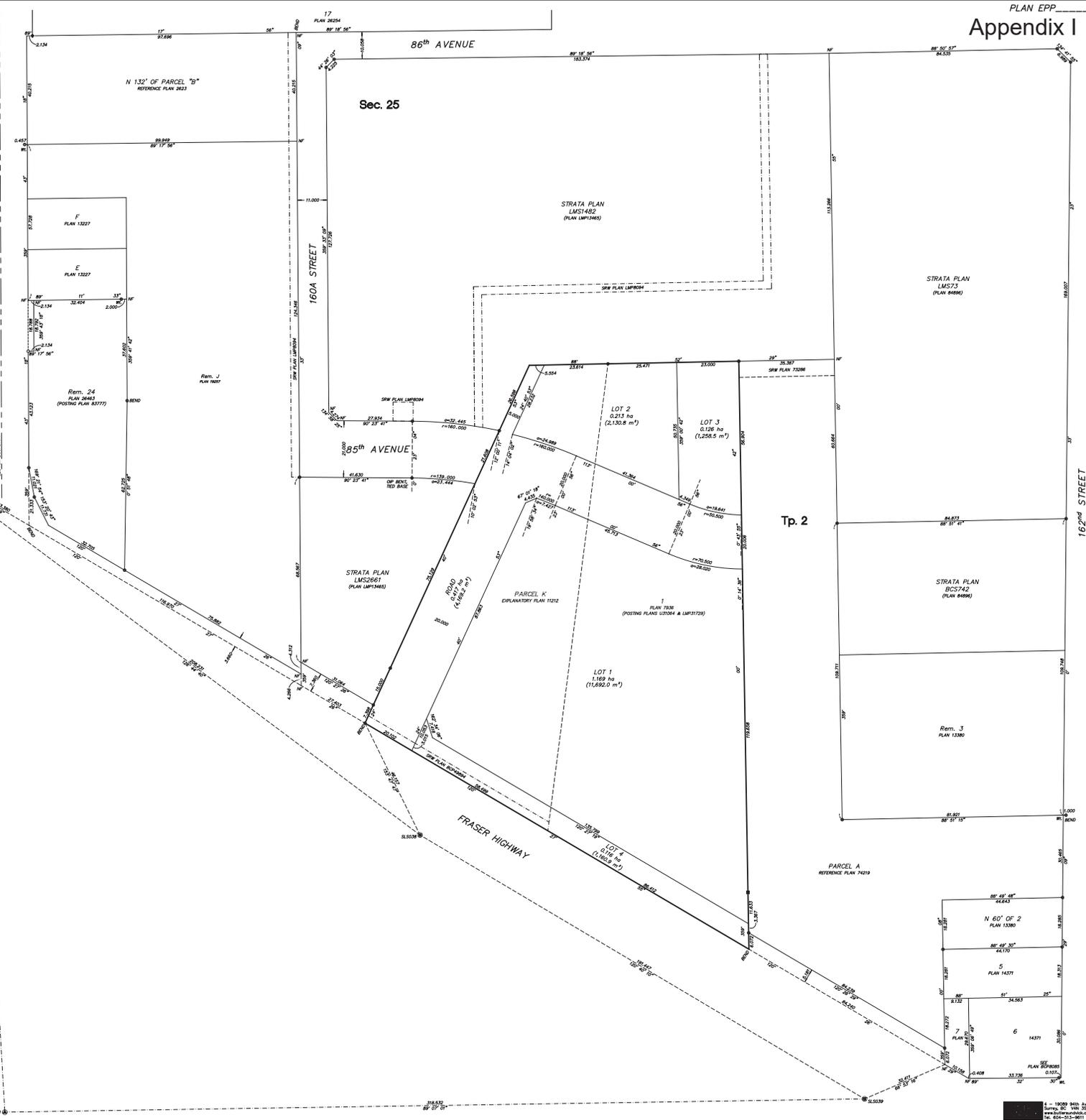
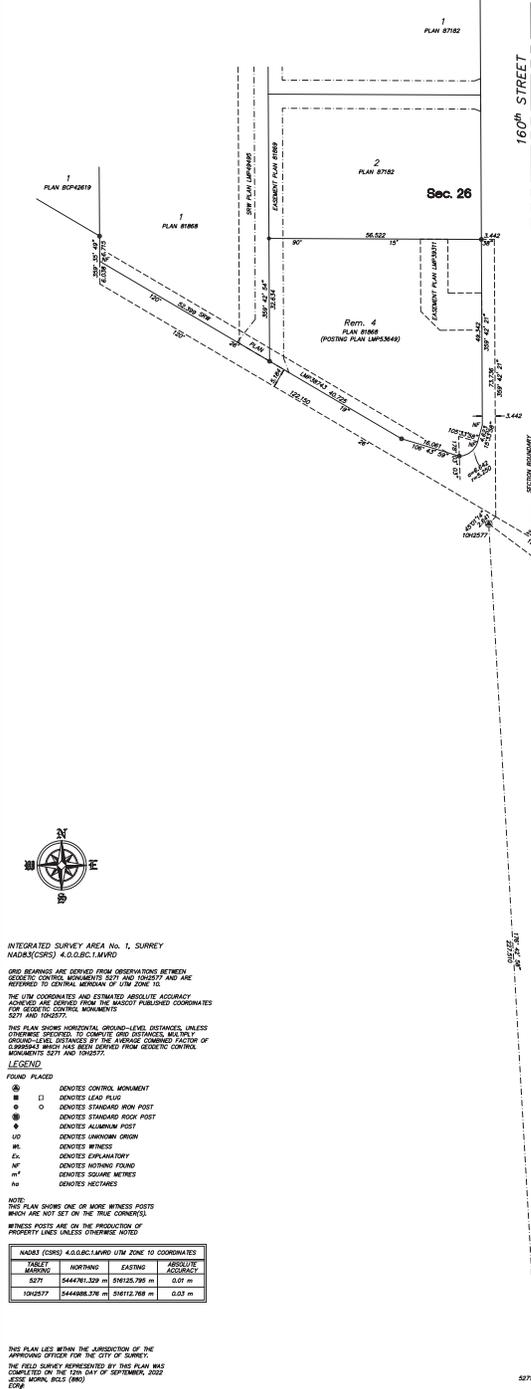
approved by Ron Gill

Jeff Arason
Acting General Manager
Planning and Development

LM/cm

SUBDIVISION PLAN OF PARCEL "K" (EXPLANATORY PLAN 11212) OF THE SOUTH WEST QUARTER OF THE NORTH WEST QUARTER AND LOT 1 PLAN 7936 ALL OF SECTION 25 TOWNSHIP 2 NEW WESTMINSTER DISTRICT

BCGS 926.017
SCALE 1 : 500 DISTANCES ARE IN METRES
THE HORIZONTAL SCALE OF THIS PLAN IS 1:500 WITH A MAXIMUM OF 0.5% IN ANY ONE PLACE AND A MAXIMUM OF 0.5% IN ANY ONE PLACE
BEING PLotted AT A SCALE OF 1:500.



INTEGRATED SURVEY AREA No. 1, SURVEY NAD83(CRS) 4.0.G.B.C.1.M.1980
ONE BOUNDARY IS DERIVED FROM INFORMATION BETWEEN GEODETIC CONTROL MONUMENTS SET OF AND ADJACENT BETWEEN THE BOUNDARIES OF LOT 1 AND LOT 2 AND ARE REFERRED TO THE BOUNDARIES OF LOT 1 AND LOT 2
THE UTM COORDINATES AND ESTIMATED ABSOLUTE ACCURACY ADJACENT ARE CONTROL FROM THE BOUNDARY PUBLISHED COORDINATES FOR GEODETIC CONTROL MONUMENTS 5271 AND 104257A
THIS PLAN SHOWS HORIZONTAL GROUND-LEVEL DISTANCES UNLESS OTHERWISE SPECIFIED TO CORRECTED DISTANCES. METRES OF GROUND-LEVEL DISTANCES BY THE AVERAGE CORRECTION FACTOR OF 0.999948 HAS BEEN DERIVED FROM GEODETIC CONTROL MONUMENTS 5271 AND 104257A

- LEGEND
- FOUND PLACED
 - ⊕ DENOTES CONTROL MONUMENT
 - ⊖ DENOTES LEAD FLAG
 - ⊙ DENOTES STANDARD IRON POST
 - ⊚ DENOTES STANDARD ROCK POST
 - ⊛ DENOTES ALUMINUM POST
 - ⊜ DENOTES UNKNOWN ORIGIN
 - ⊝ DENOTES WITNESS
 - EX DENOTES EXPLANATORY
 - NP DENOTES NOTHING FOUND
 - sq DENOTES SQUARE METRES
 - ha DENOTES HECTARES

NOTE: THIS PLAN SHOWS ONE OR MORE WITNESS POSTS WHICH ARE NOT SET ON THE TRUE CORNERS
WITNESS POSTS ARE ON THE PRODUCTION OF PROPERTY LINES UNLESS OTHERWISE NOTED

NAD83 (CRS) 4.0.G.B.C.1.M.1980 UTM ZONE 10 COORDINATES	EASTING	NORTHING	ABSOLUTE ACCURACY
5271	5444761.329 m	516125.795 m	0.01 m
104257	5444888.176 m	516112.768 m	0.03 m

THIS PLAN LIES WITHIN THE JURISDICTION OF THE APPROVING OFFICER FOR THE CITY OF SURVEY
THE FIELD SURVEY REPRESENTED BY THIS PLAN WAS COMPLETED ON THE 12th DAY OF SEPTEMBER, 2022
EPP



FLEETWOOD ORION

16065 & 16099 BLOCK FRASER HIGHWAY, SURREY, B.C

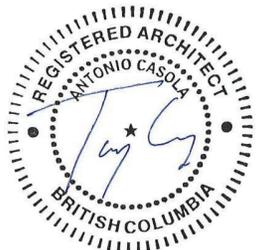
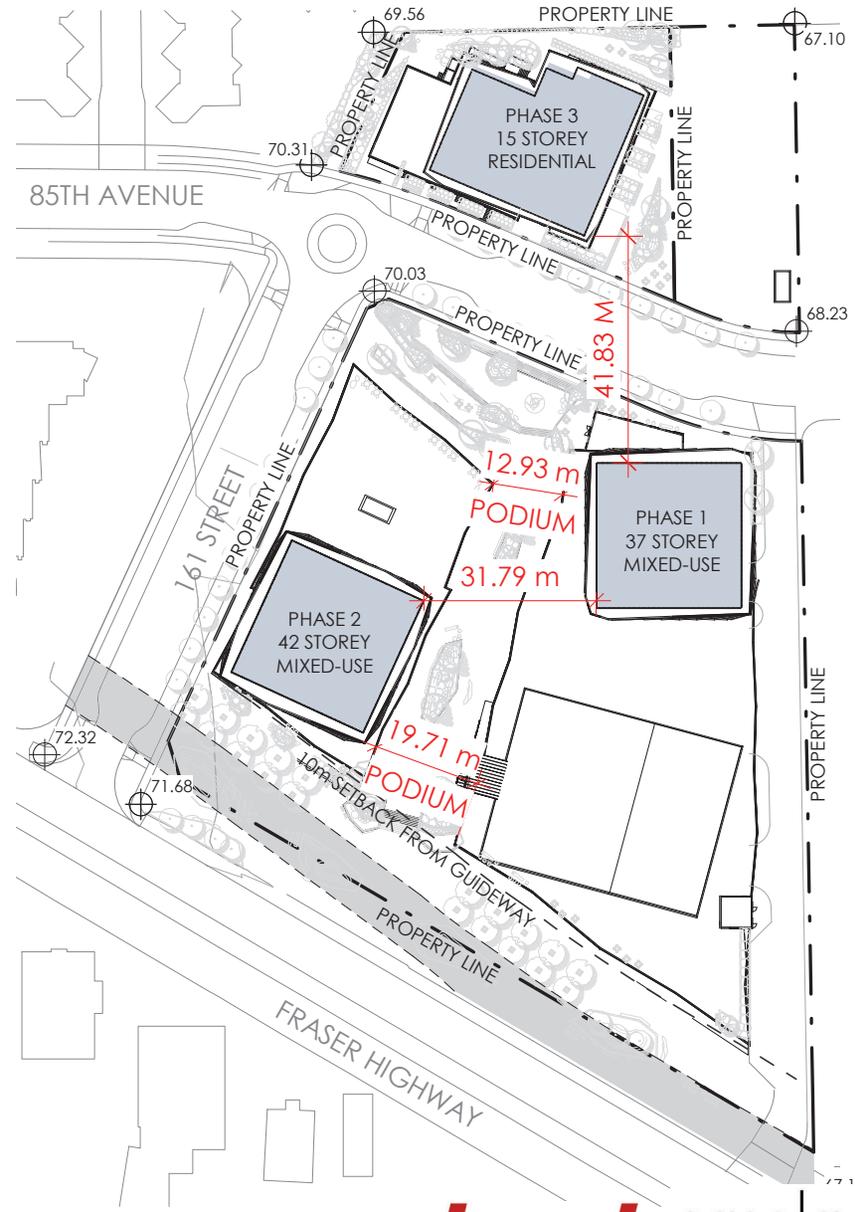
bucci casola-koppe
ARCHITECTS

P0.00
DATE: 10/21/21
DRAWN BY: Author

SITE PLAN

COLOUR LEGEND

- RESIDENTIAL
- RESIDENTIAL AMENITY
- COMMERCIAL
- BOX COMMERCIAL
- BACK OF HOUSE
- PARKING
- OFFICE
- LANDSCAPING / OUTDOOR
- APPROX. QUADRA SANDS LOCATION



FLEETWOOD ORION

16065 & 16099 BLOCK FRASER HIGHWAY, SURREY, B.C

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ARCHITECTS

P0.05

DATE: 06/24/19
DRAWN BY: Author

PHASE 1 & 2 SITE PLAN

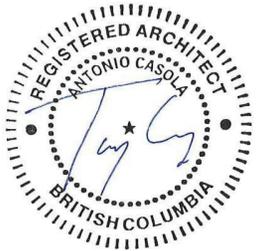
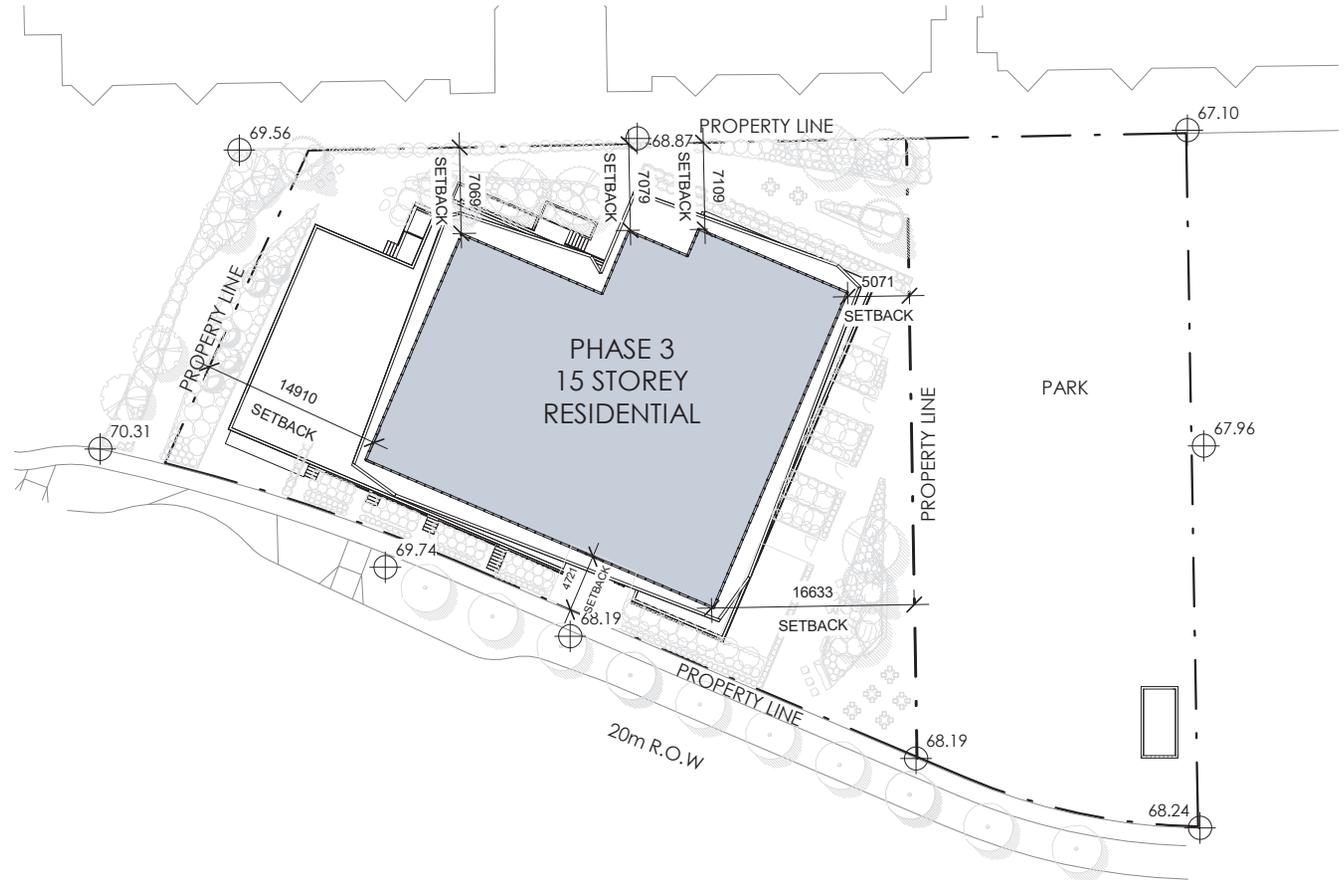


FLEETWOOD ORION
16065 & 16099 BLOCK FRASER HIGHWAY, SURREY, B.C

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ARCHITECTS

P0.09
DATE: 04/07/22
DRAWN BY: Author

PHASE 3 - SITE PLAN

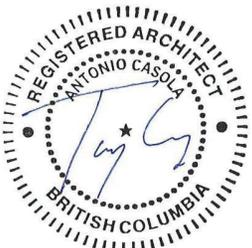
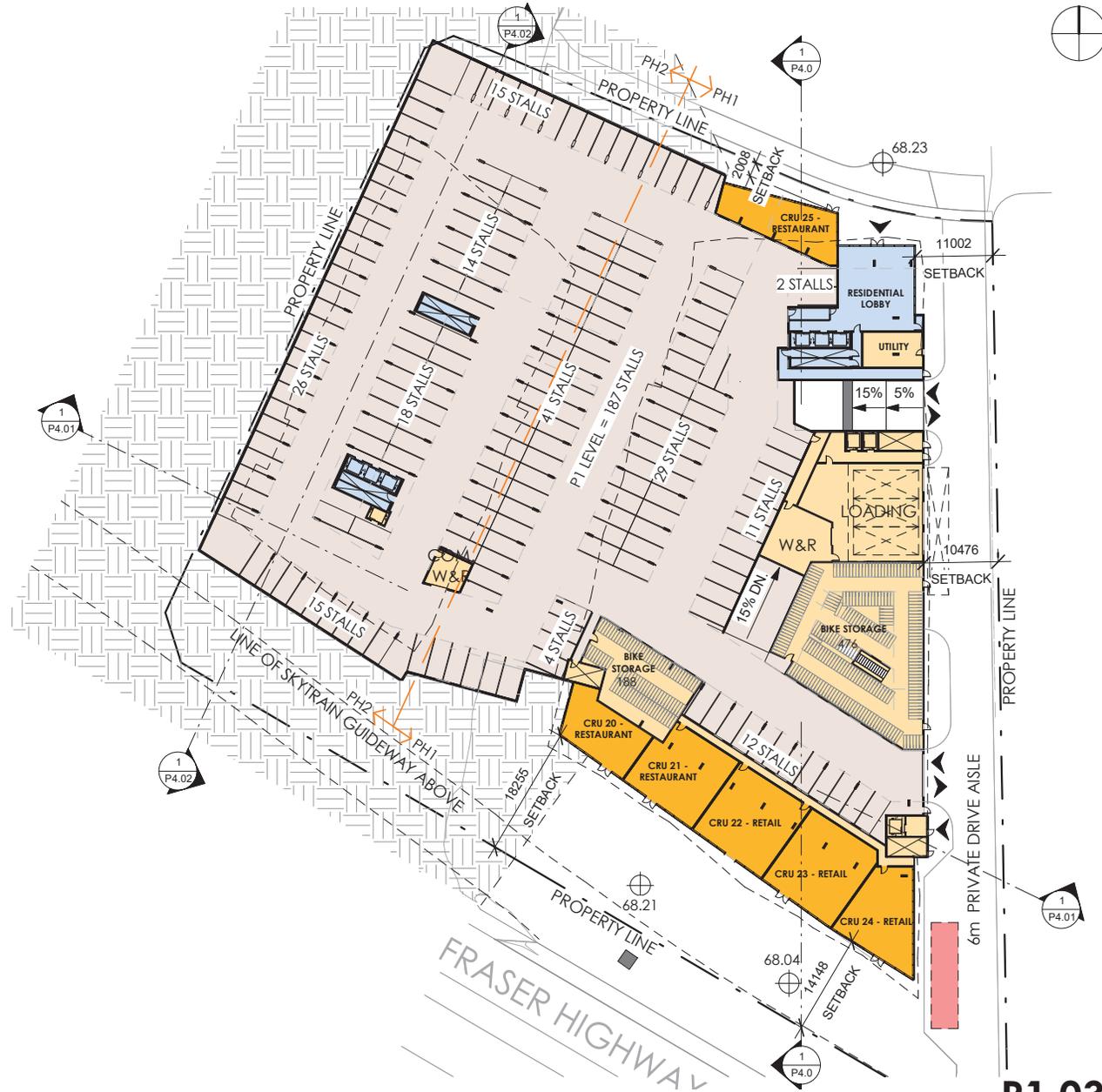


FLEETWOOD ORION
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P0.10
DATE: 04/07/22
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LEVEL P1



FLEETWOOD ORION

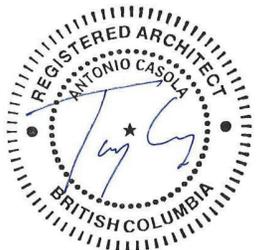
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ARCHITECTS

P1.03

DATE: 09/09/21
DRAWN BY: Author

LEVEL 1



FLEETWOOD ORION

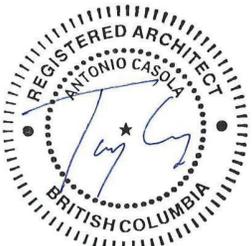
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ARCHITECTS

P1.04

DATE: 06/23/22
DRAWN BY: SM

PHASE 3 - LEVEL P1



FLEETWOOD ORION

16065 & 16099 BLOCK FRASER HIGHWAY, SURREY, B.C

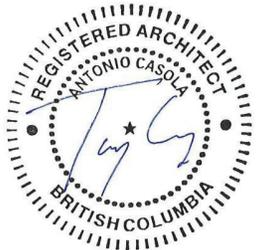
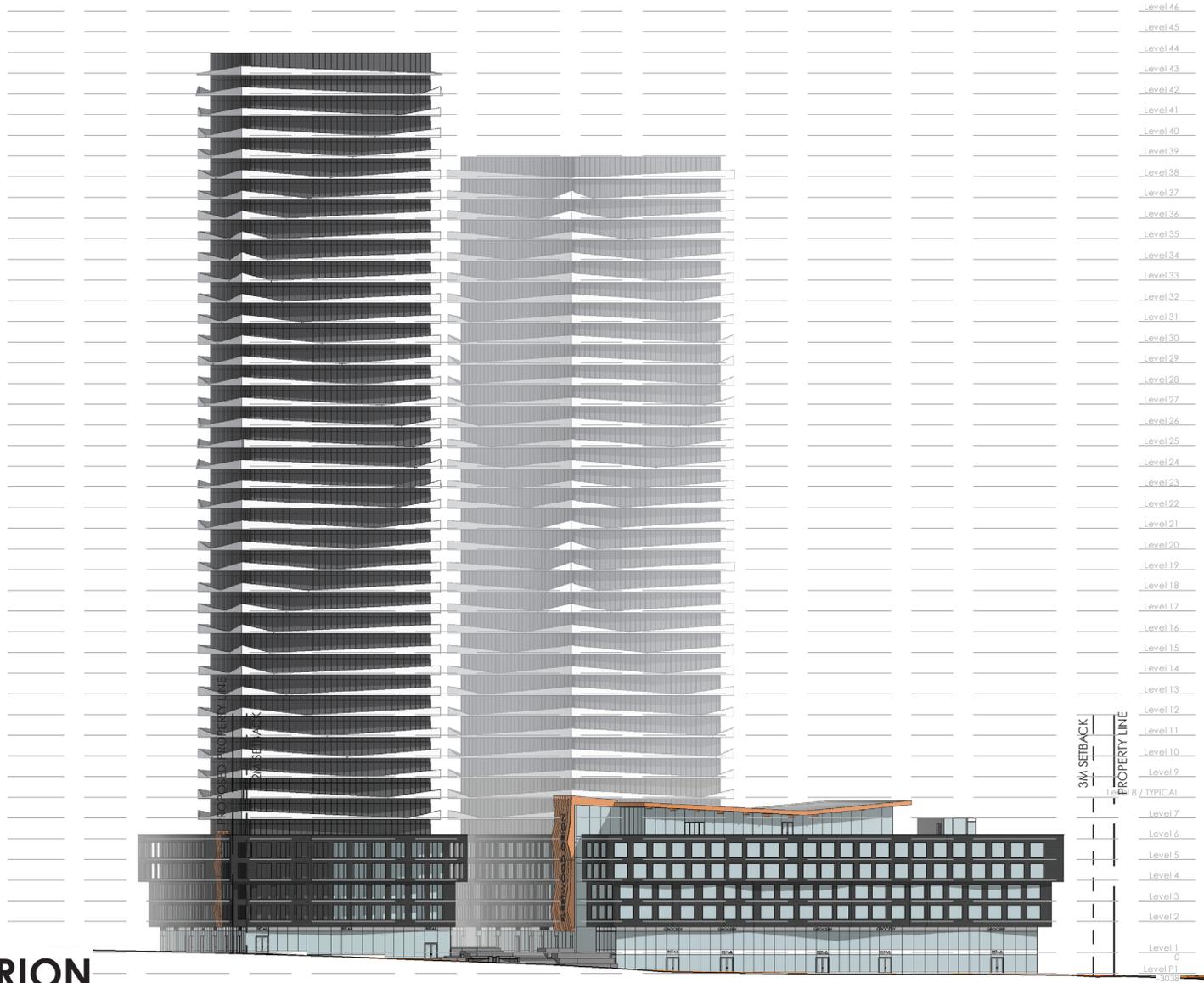


casola-koppe
ARCHITECTS

P1.15

DATE: 06/14/22
DRAWN BY: Author

PHASE 1&2 SOUTH ELEVATION



FLEETWOOD ORION

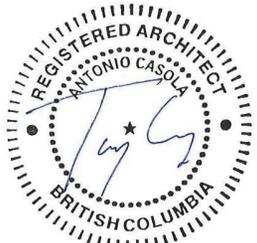
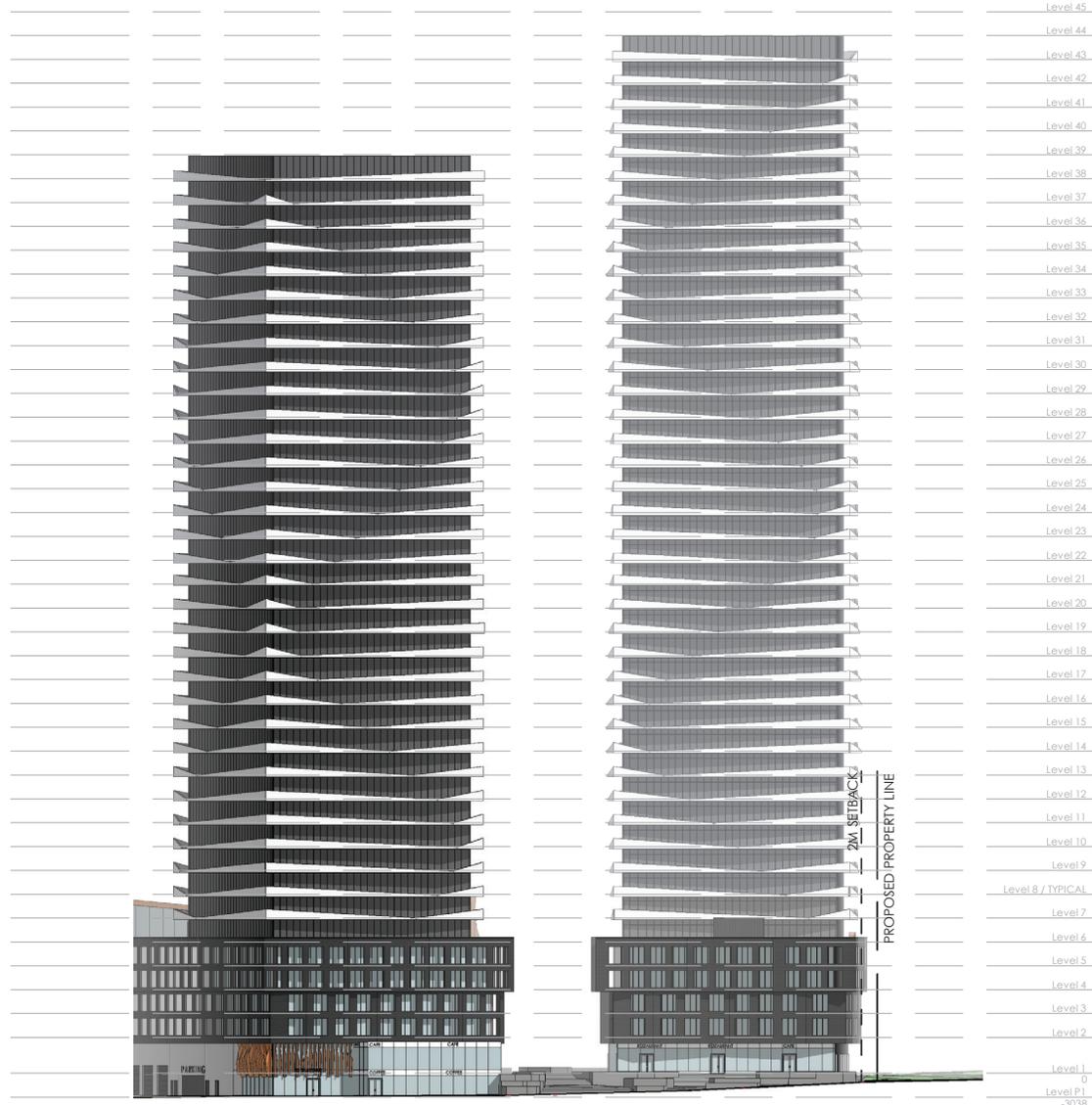
16065 & 16099 BLOCK FRASER HIGHWAY, SURREY, B.C

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ARCHITECTS

P3.01

DATE: 03/22/22
DRAWN BY: Author

PHASE 1&2 NORTH ELEVATION

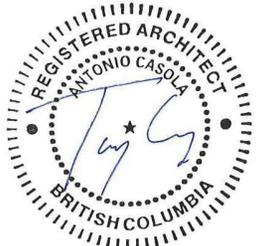
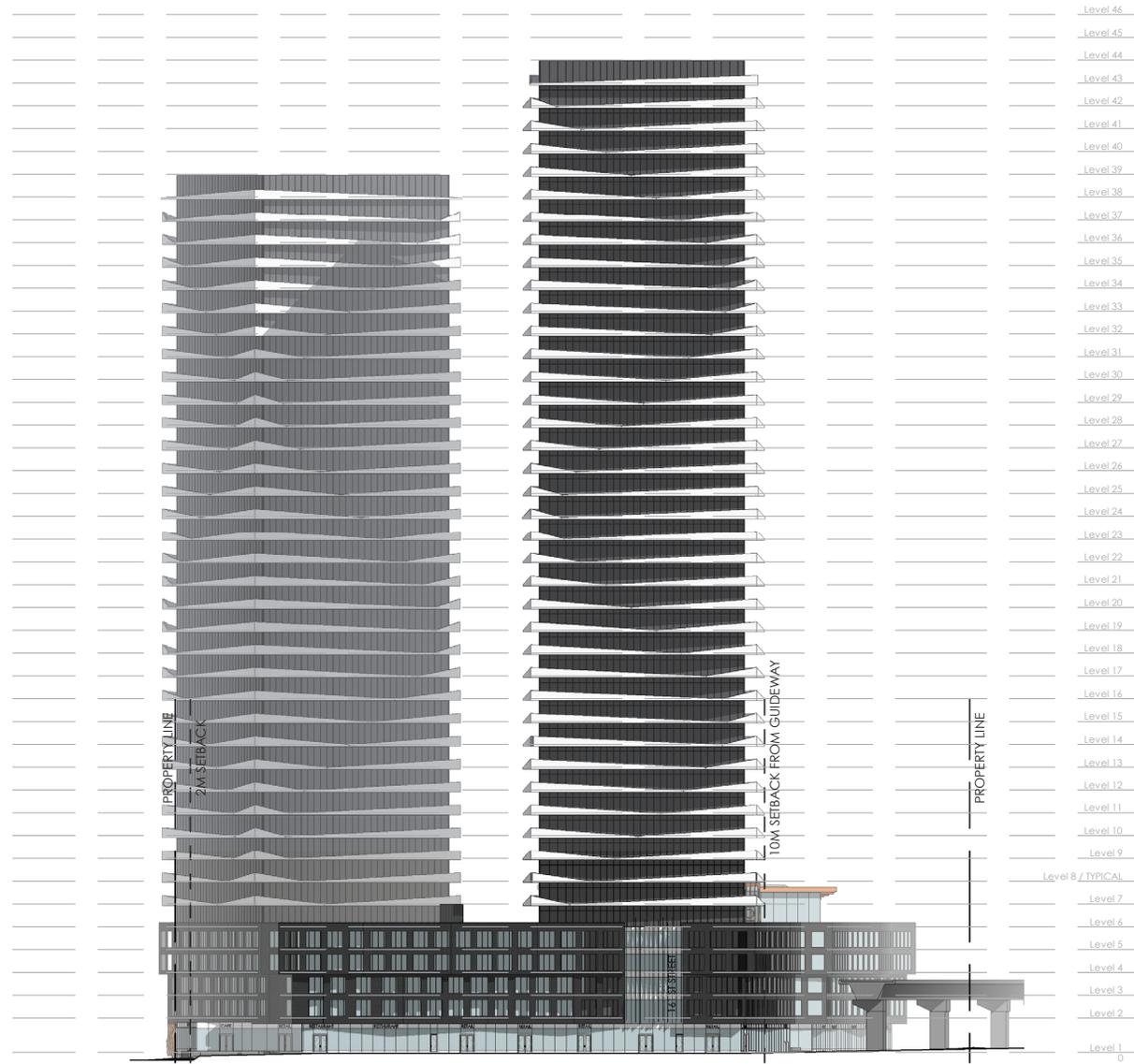


FLEETWOOD ORION
 16065 & 16099 BLOCK FRASER HIGHWAY, SURREY, B.C



P3.03
 DATE: 03/22/22
 DRAWN BY: Author

PHASE 2 WEST ELEVATION

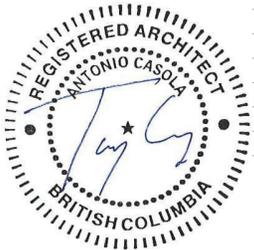
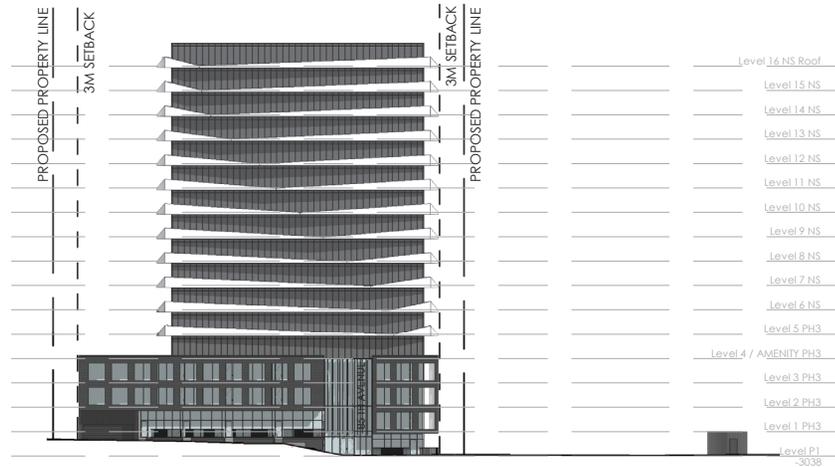
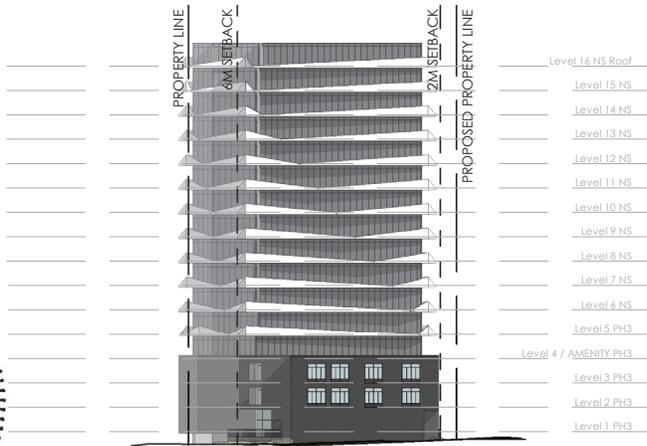
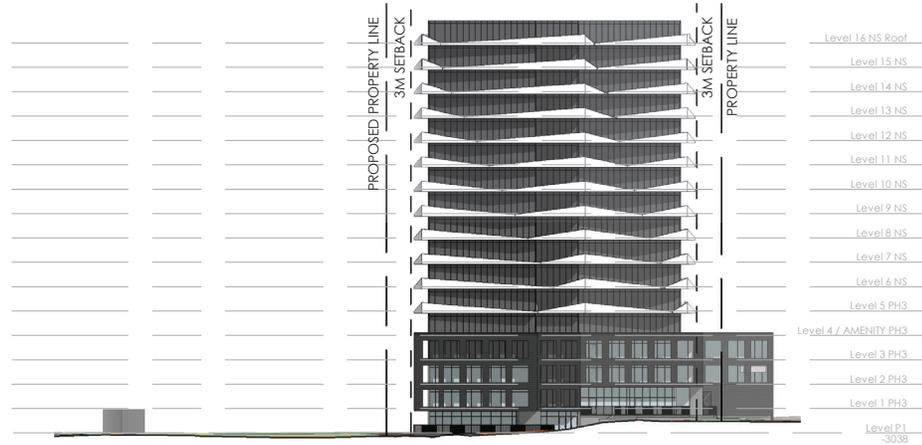
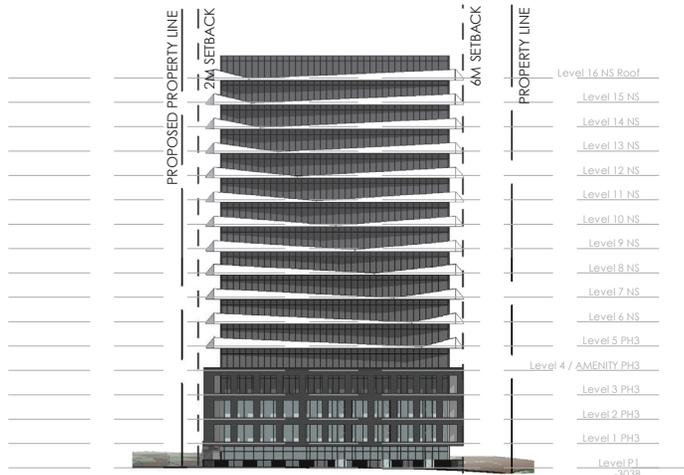


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 DATE: 03/22/22
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PHASE 3 ELEVATIONS



FLEETWOOD ORION

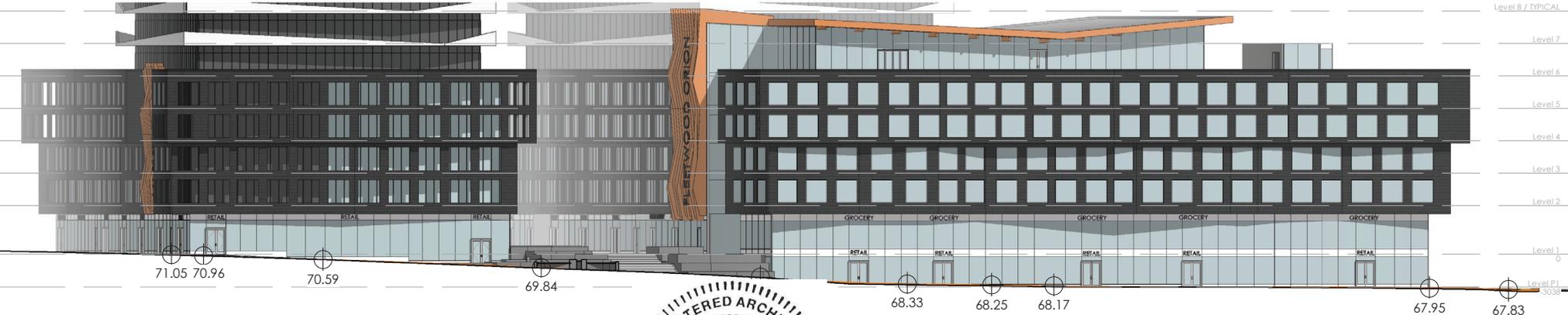
16065 & 16099 BLOCK FRASER HIGHWAY, SURREY, B.C

BUCCI casola-koppe
ARCHITECTS

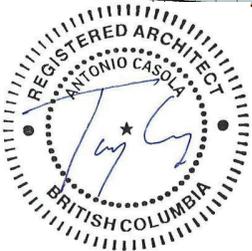
P3.06

DATE: 03/22/22
DRAWN BY: Author

PODIUM ELEVATIONS



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 ARCHITECTS

P3.07
 DATE: 06/23/22
 DRAWN BY: Author

PODIUM ELEVATIONS

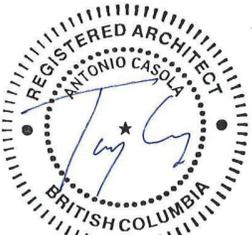


FLEETWOOD ORION
 16065 & 16099 BLOCK FRASER HIGHWAY, SURREY, B.C

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P3.08
 DATE: 06/23/22
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PODIUM ELEVATIONS



FLEETWOOD ORION
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P3.09
DATE: 06/23/22
DRAWN BY: Author

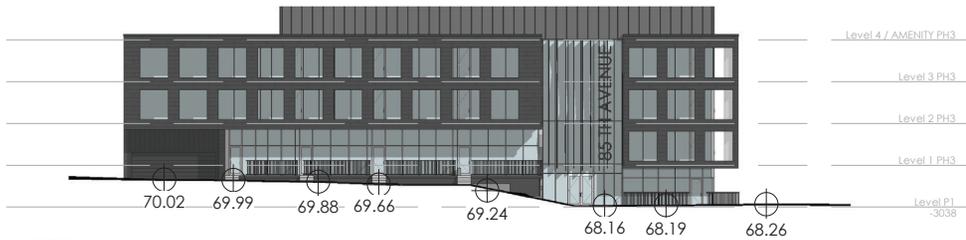
PODIUM ELEVATIONS



PHASE 3 - EAST ELEVATION_PODIUM
1 : 350



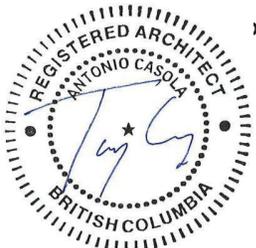
PHASE 3 - NORTH ELEVATION_PODIUM
1 : 350



PHASE 3 - SOUTH ELEVATION_PODIUM
1 : 350



PHASE 3 - WEST ELEVATION_PODIUM
1 : 350



FLEETWOOD ORION

16065 & 16099 BLOCK FRASER HIGHWAY, SURREY, B.C

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ARCHITECTS

P3.10

DATE: 06/23/22
DRAWN BY: Author

3D VIEWS



VIEW 1: LOOKING NORTH ALONG PEDESTRIAN STREET.



VIEW 2: LOOKING NORTH FROM FRASER HIGHWAY DOWN PEDESTRIAN STREET.



VIEW 3: LOOKING NORTH AT PHASE 1 & 2 FROM NEIGHBOURING SITE.

FLEETWOOD ORION
16065 & 16099 BLOCK FRASER HIGHWAY, SURREY, B.C

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ARCHITECTS

P5.03
DATE: 07/06/22
DRAWN BY: Author

3D VIEWS



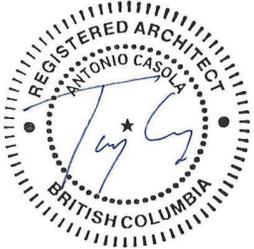
VIEW 4: LOOKING WEST ALONG FRASER HIGHWAY.



VIEW 5: LOOKING EAST ALONG 85TH AVE AT THE PLAZA.



VIEW 6: LOOKING SOUTH THROUGH PLAZA ALONG PEDESTRIAN STREET.



FLEETWOOD ORION

16065 & 16099 BLOCK FRASER HIGHWAY, SURREY, B.C

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Email: office@m2la.com



HARDSCAPE LEGEND LEVEL 1

	NAME: CLASSIC STANDARD SERIES SUPPLIER: ABBOTSFORD CONCRETE SIZE: 6' 3" x 2' 8" x 3' 3" COLOUR: 4028 NATURAL LOG SHADOW 4 3028 CHARCOAL PATTERN: STRETCHER PATTERN: 45
	NAME: TEXADA HYDRAPRESSED SLAB SUPPLIER: ABBOTSFORD CONCRETE SIZE: 24" x 24" x 2" COLOUR: NATURAL PATTERN: STACKED BOND
	GIP CONCRETE
	DRIP STRIP
	SOD LAWN

FURNITURE LEGEND GROUND FLOOR

SYMBOL	DESCRIPTION
	CORTEN STEEL PLANTER
	FIRST NATIONS PUBLIC ART FEATURE
	STONE FREE SHAPE SEAT BY METALCO
	CUSTOM FLOATING HOOD BENCH
	BASALT BENCH
	CAFE TABLE
	DINING TABLE
	TREE GRATE

FENCE LEGEND

	CIP CONCRETE RETAINING WALL
	3FT H. ALUMINUM PICKET FENCE
	GUARDRAIL BY ARCH.

TREE SCHEDULE - LEVEL 1 M2 JOB NUMBER: 19 046

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
	12	ACER GIRCINATUM	VINE MAPLE	15M HT, B4B, 3 STEM CLUMP
	20	CORNUS NUTTALLII	PACIFIC DOGWOOD	2M HT, B4B
	14	PRUNUS CONTORTA	SHORE PINE	2M HT, B4B
	3	SASKATONAN AMELANCHIER ALNIFOLIA	SASKATONAN AMELANCHIER	15M HT, B4B
	9	SORBUS SITCHENSIS	SITKA MOUNTAIN ASH	6CM CAL, 2M STD, B4B

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER QTYA STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DERIVED CONTAINER REQUIREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY.

ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST.

NO.	DATE	REVISION DESCRIPTION	DR.
1	2022.11.09	ADP FINAL SUBMISSION	JLPT/PL
2	2022.11.09	ADP DRAFT SUBMISSION	JLPT
3	2022.11.02	CITY REVIEW	JLPT
4	2022.09.09	CONCEPTUAL DESIGN	JL

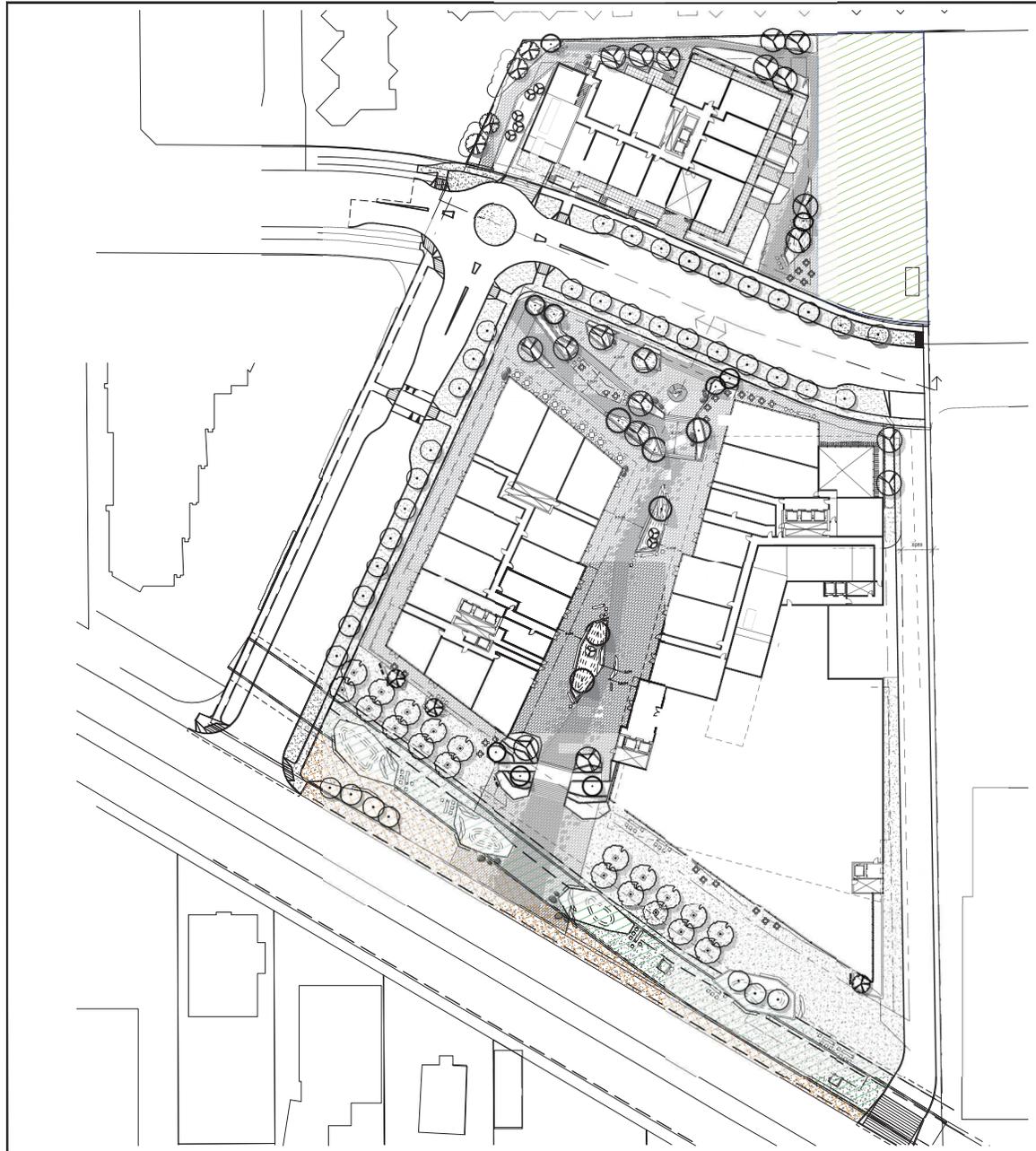


PROJECT:
**FLEETWOOD
MIXED-USE DEVELOPMENT**
18065 + 18099 BLOCK
FRASER HIGHWAY
SURREY, BC

DRAWING TITLE:
**OVERALL
LANDSCAPE PLAN**

DATE: 2022 NOV 26	DRAWING NUMBER:
SCALE: 1:400	
DRAWN: JL	L1
DESIGN: JL	OF 22
CHK'D: MTL/MP	

M2LA PROJECT NUMBER: **JOB NO. 19-046**

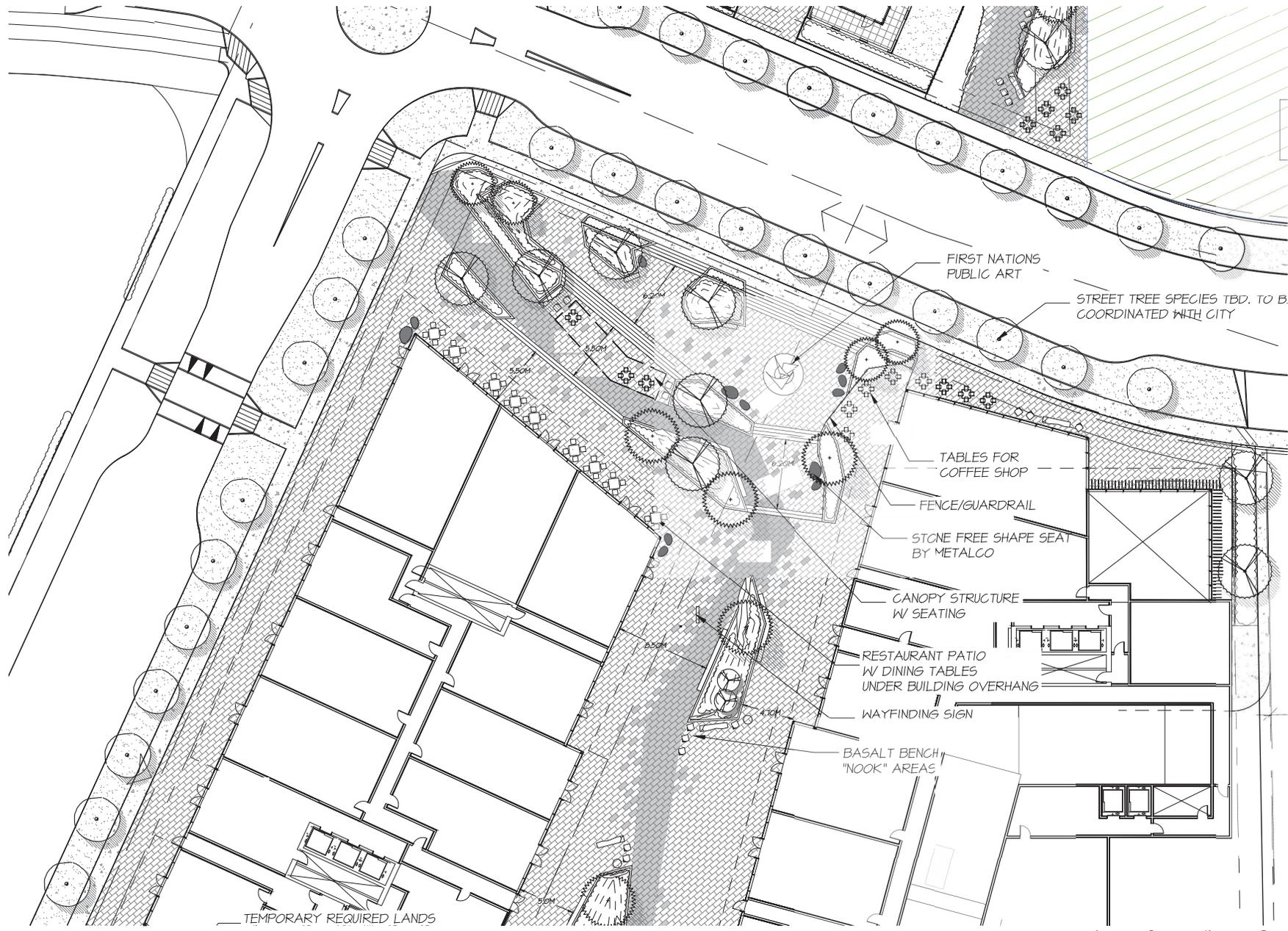


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LANDSCAPE ARCHITECTURE

#220 -26 Lorne Mews
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 Fax: 604.553.0045
 Email: office@m2la.com



NO.	DATE	REVISION DESCRIPTION	DR.
1	2022.11.18	ADP FINAL SUBMISSION	JL/TJL
2	2022.11.15	ADP DRAFT SUBMISSION	JL/TJL
3	2022.11.12	CITY REVIEW	JL
4	2022.11.01	CONCEPTUAL DESIGN	JL



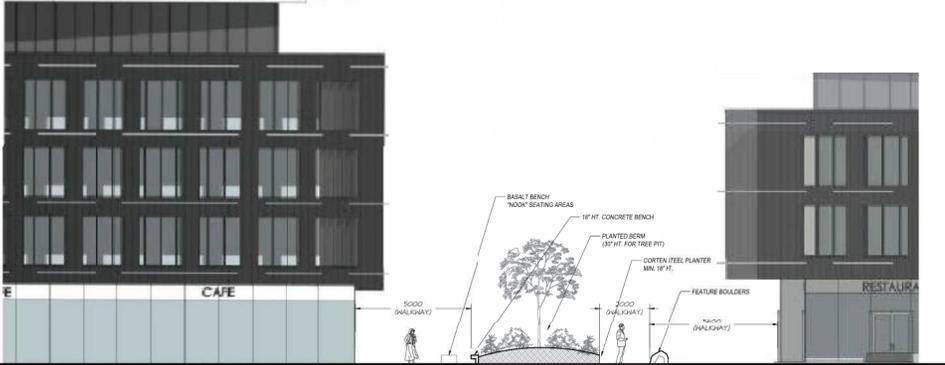
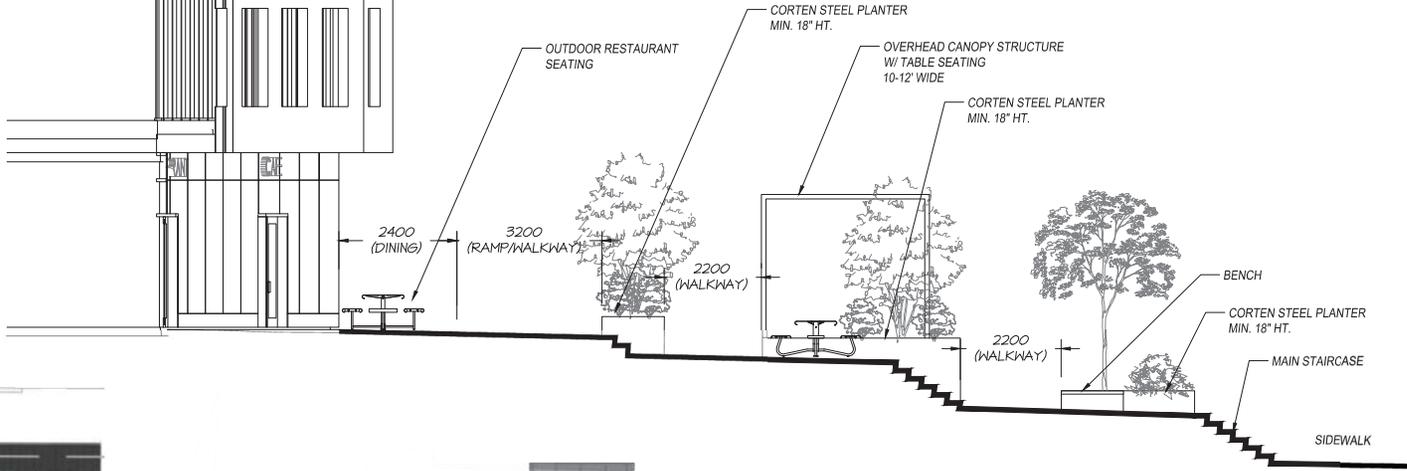
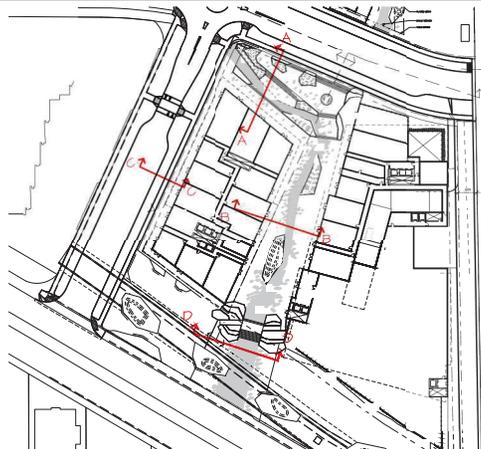
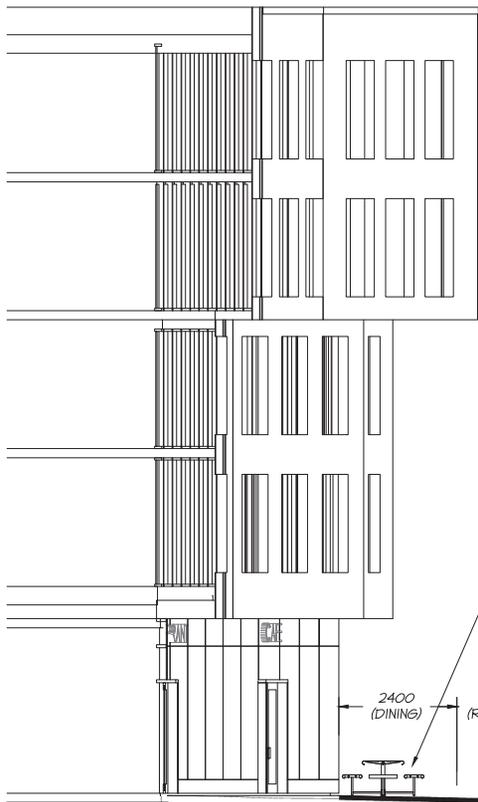
PROJECT:
FLEETWOOD
 MIXED-USE DEVELOPMENT
 16065 + 16069 BLOCK
 FRASER HIGHWAY
 SURREY, B.C.

DRAWING TITLE:
TREE PLAN
 LEVEL 1 NORTH PLAZA

DATE: 2022.11.01	DRAWING NUMBER:
SCALE: 1:50	L2
DRAWN: JL	OF 22
DESIGN: JL	
CHK'D: MTL/MFT	

SCALE 1:50

M 046-93-20 MZLA PROJECT NUMBER: **JOB NO. 19-046**



2 SECTION A (NORTH PLAZA)
SCALE: 1:50

1 SECTION B (CENTRAL CORRIDOR)
SCALE: 1:100



REFERENCE IMAGE FOR OVERHEAD CANOPY STRUCTURE

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NO.	DATE	REVISION DESCRIPTION	DR.
1	2020.02.09	CONCEPTUAL DESIGN	JC
2	2020.04.12	CITY REVIEW	JC
3	2020.04.15	ADP DRAFT SUBMISSION	JC/PT
4	2020.04.16	ADP FINAL SUBMISSION	JC/PT/SL



PROJECT:
**FLEETWOOD
MIXED-USE DEVELOPMENT**
18065 + 18099 BLOCK
FRASER HIGHWAY
SURREY, BC

DRAWING TITLE:
**LANDSCAPE SECTIONS
LEVEL 1/MAIN FLOOR**

DATE: 2020 NOV/26 DRAWING NUMBER:
SCALE: AS SHOWN
DRAWN: JC
DESIGN: JC
CHK'D: MTL/PT
L18
OF 22

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

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

DATE: **September 13, 2022** PROJECT FILE: **7819-0366-00**

RE: **Engineering Requirements (Commercial/Industrial)
Location: 16065/16099/16111 Fraser Hwy**

OCP AMENDMENT/NCP AMENDMENT/DEVELOPMENT PERMIT

The following issues are to be addressed as a condition of the OCP/NCP Amendment:

- Provide sanitary sewer capacity analysis downstream of the subject application, and resolve any capacity constraints.

REZONE/SUBDIVISION

Property and Right-of-Way Requirements

- Convey approximately 8.0 m along Fraser Hwy as a City lot.
- Dedicate 20.0 m towards 161 St and 85 Ave.
- Dedicate required corner cuts.
- Register 0.5 m statutory right-of-way along all frontages.

Works and Services

- Construct traffic signal at the intersection of Fraser Hwy and 161 St.
- Construct both sides of 161 St and 85 Ave.
- Construct water, storm and sanitary mains along 161 St and 85 Ave.
- Construct storm and sanitary mains along Fraser Hwy.
- Complete SWCP and resolve downstream constraints, as identified.
- Provide water, storm and sanitary service connections to each lot, and abandon all existing connections.
- Provide on-site stormwater mitigation and water quality features.
- Implement geotechnical and hydrogeological recommendations for the road works and underground parkade.
- Register applicable legal documents permits as required.

A Servicing Agreement is required prior to Rezone/Subdivision.



Jeff Pang, P.Eng.
Development Services Manager
DJS

NOTE: Detailed Land Development Engineering Review available on file



August 18, 2022

Planning

THE IMPACT ON SCHOOLS

APPLICATION #: 19 0366 00

SUMMARY

The proposed 1130 highrise units are estimated to have the following impact on the following schools:

Projected enrolment at Surrey School District for this development:

Elementary Students:	61
Secondary Students:	57

September 2021 Enrolment/School Capacity

Frost Road Elementary	
Enrolment (K/1-7):	50 K + 538
Operating Capacity (K/1-7)	76 K + 559
North Surrey Secondary	
Enrolment (8-12):	1418
Capacity (8-12):	1175

Projected population of school-age children for this development:	149
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Population: The projected population of children aged 0-19 Impacted by the development.

Enrolment: The number of students projected to attend the Surrey School District ONLY.

School Enrolment Projections and Planning Update:

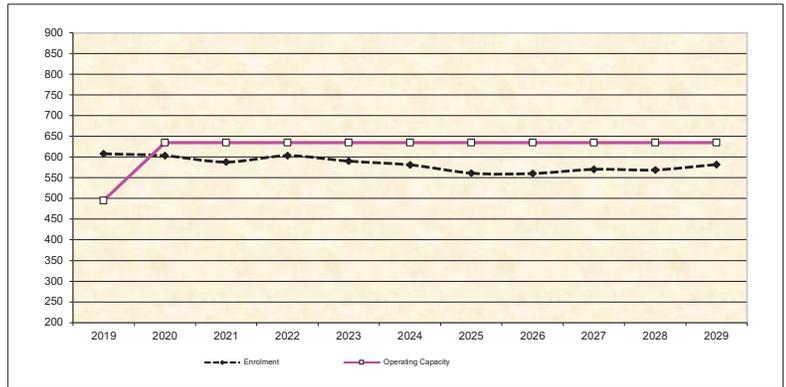
The following tables illustrate the enrolment projections (with current/approved ministry capacity) for the elementary and secondary schools serving the proposed development.

The District opened a 100 capacity addition at Frost Road Elementary Fall 2020. Both the site and school will have reached maximum build out capacity with the opening of the new classroom space.

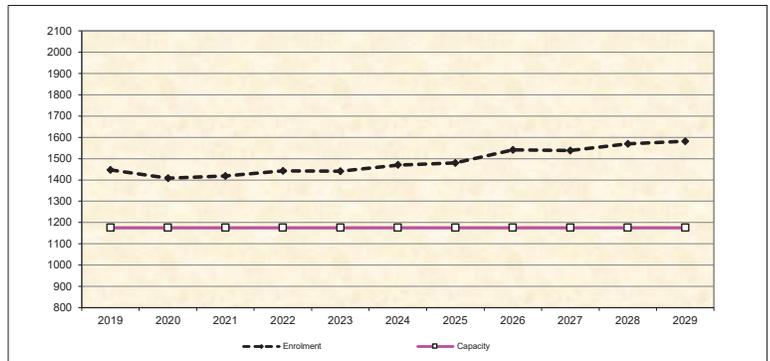
The 10-year enrolment projections in this report have not included for future enrolment growth from the proposed transit oriented housing that will support the new Skytrain line. The projections for both elementary and secondary are based on migration factors and are to be considered very conservative.

North Surrey Secondary is operating at 121% and projected to grow to 1500+ students by the middle of this decade. Like the elementary projection, the enrolment growth shown below is extremely conservative. As part of the 2022/2023 Five year Capital Plan submission to the Ministry of Education, the District is requesting a 325 capacity addition. This project has not been approved by the Ministry as of yet.

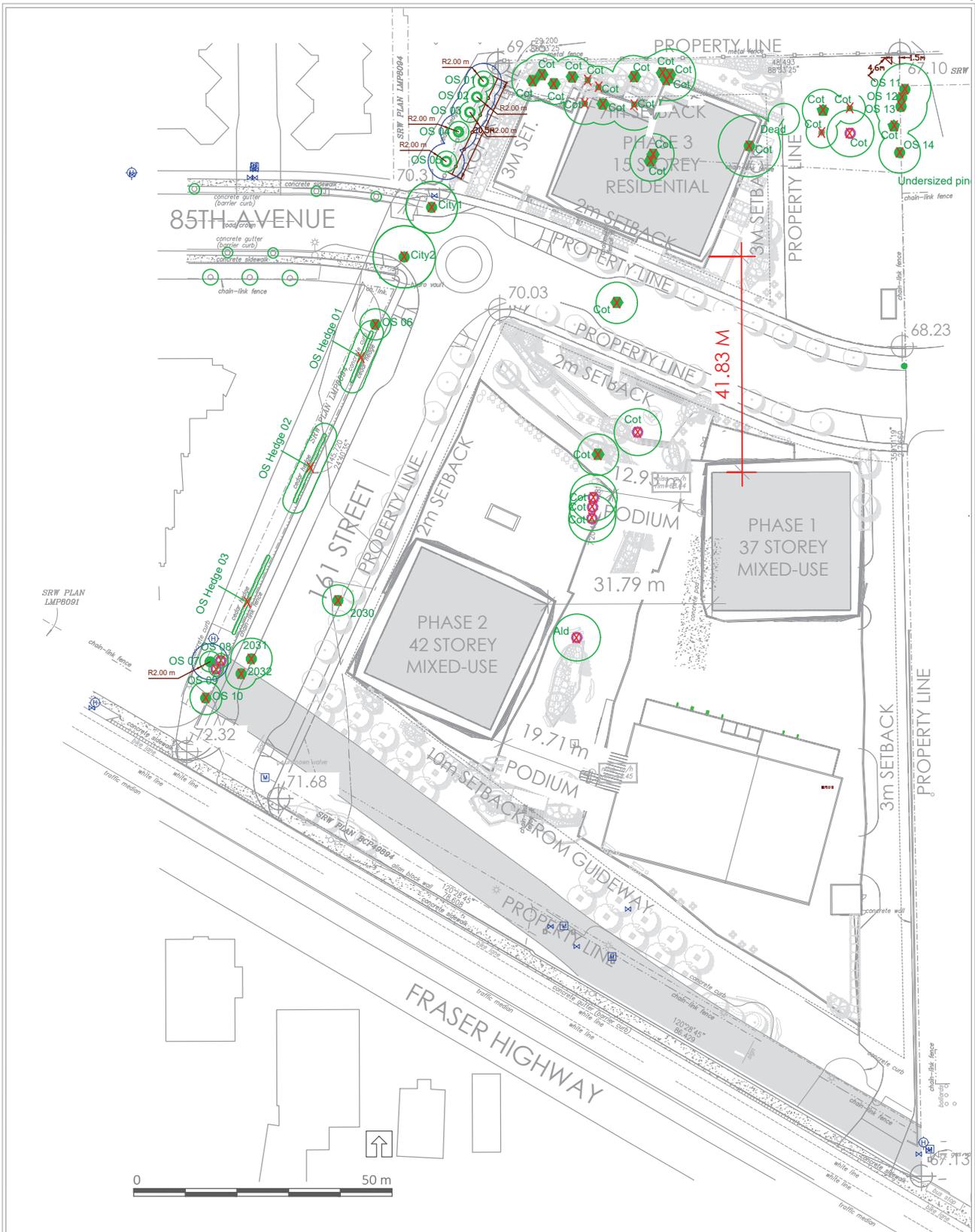
Frost Road Elementary



North Surrey Secondary



* Nominal Capacity is estimated by multiplying the number of enrolling spaces by 25 students.
Maximum operating capacity is estimated by multiplying the number of enrolling spaces by 27 students.



LEGEND

- CRITICAL ROOT ZONE
- NO BUILD ZONE
- UN-SURVEYED TREE TO BE RETAINED (MUST BE SURVEYED)
- TREE PROTECTION ZONE AND FENCING
- SURVEYED TREE TO BE RETAINED
- X TREE TO BE REMOVED

REFERENCE DRAWINGS

1. Base Survey by: Onderwater Land Surveying Ltd. B.C. Land Surveyors Dated Oct 18, 2019

NOTES

1. The location of un-surveyed trees on this plan is approximate. Their location and ownership cannot be confirmed without being surveyed by a Registered BC Land Surveyor.
2. All tree protection fencing must be built to the relevant municipal bylaw specifications. The dimensions shown are from the outer edge of the stem of the tree.
3. The tree protection zone shown is a graphical representation of the critical root zone, measured from the outer edge of the stem of the tree. ($\frac{1}{2}$ the trees diameter was added to the graphical tree protection circles to accommodate the survey point being in the center of the tree)
4. No work is permitted within the Tree Protection Zone with the exception of swales. Swale construction is only permitted under the direct supervision of an arborist.
5. The 1.5m area No Build Zone does not allow for any building foundation wall encroachment. Excavation is permitted within this area under the direct supervision of an arborist.
6. Drainage works such as lawn basins, associated piping or services are permitted within the No Build Zone under the direct supervision of an arborist.
7. This plan is based on a topographic and tree location survey provided by the owners' Registered British Columbia Land Surveyor (BCLS) and layout drawings provide by the owners' Engineer (P Eng).
8. This plan is provided for context only, and is not certified as to the accuracy of the location of features or dimensions that are shown on this plan. Please refer to the original survey plan and engineering plans.



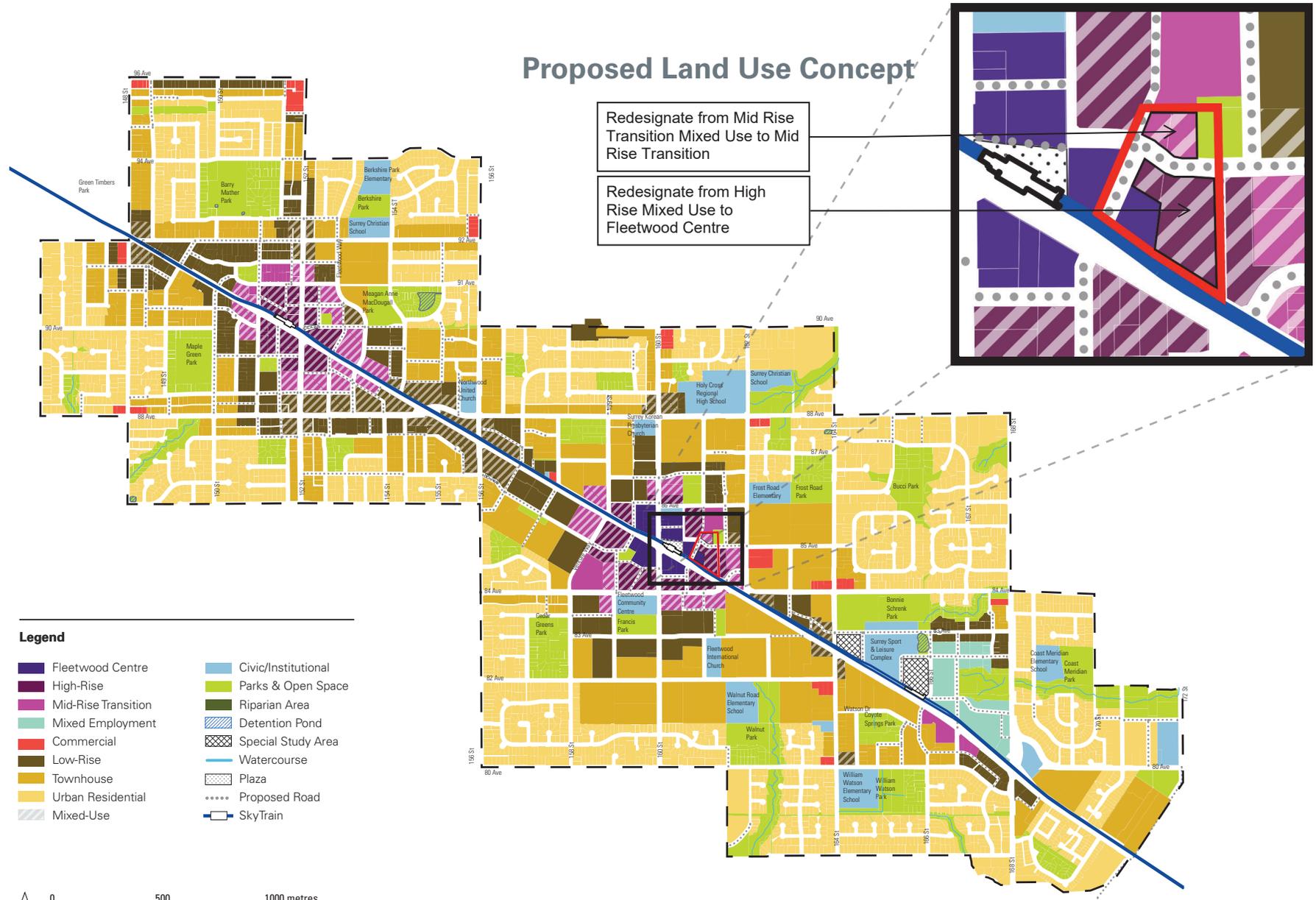
3559 COMMERCIAL STREET
VANCOUVER BC V5N 4E8
T 604.733.4886 F
604.733.4879

Drawing title: Tree Management Plan
Project address: 16065, 16099 Fraser Hwy, Surrey
Client: Buccì Developments

Drawing No: 001
Date: 2022/09/13
Drawn by: MR
Page Size: TABLOID 11"x17"

Page #
1 of 1

Stage 1 Fleetwood Plan | Summary





OCP amendment 19-0366-00
from "Multiple Residential" to "Town Centre".

URB

MR

TC

TC

160A St

85 Ave

Fraser Hwy

84 Ave

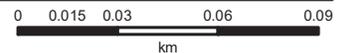




Enter Map Description

Scale: 1:2,253

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Ph: 403 287-9960 www.ckarch.ca

August 23, 2022

City of Surrey

Planning and Development Department
13450 104th Ave, Surrey, BC, Canada V3T 1V8
T 604.591.4270

Attention: Misty Jorgensen, MCIP, RPP, Planner & Leita Martin, M.E.Des., MCIP, RPP, Planner

Re: Fleetwood Orion, 16065 & 16099 Fraser Highway Response to ADP Comments.

Dear Misty,

The following letter is a point-by-point response to the Advisory Design Panel meeting minutes received on 15 August 2022. Our response is below in **green**.

Key Points

- Consider mitigating of the shadow impact on both the Park and the proposed plazas and the outdoor pedestrian spine. This may be able to be mitigated through modest tower movement and sculpting of the building forms. It may also be mitigated through the consideration of reflected light into the shaded spaces through the careful selection of cladding materials and tracing the light reflection (e.g., light reflecting off Phase 3 tower into plaza and light reflecting into the pedestrian spine).

Response: Early in the site development process, we analyzed multiple locations of the towers on the site. Initially, we proposed a 3-tower concept on the south site (4 towers in total), as shown in Appendix A. The first tower was placed on the east of the site, fronting on to 85th Street. This worked with the placement of the tower on the north site (determined by the location of the park) to allow for maximum separation. The second tower was placed to address Fraser Highway and 161st street, also to maximize the separation between this and tower 1. The third tower was located in the southeast portion of the site, fronting onto Fraser Highway. With the development of the Skytrain project, the location of the proposed guideway across the site increased the setback to the third tower, making it outside the allowable distance for fire department access. We relocated the third tower entrance to a fire access lane along the east property line in response to this problem.

After further detailed design, it became evident that we would be unable to provide 3 towers on the south site due to the limited parking capacity of the underground parkade as a result of the quadra sands condition. This led to the removal of one of the towers. Further analysis of the neighbouring sites determined that the southeast tower had to be removed

due to the proximity to the neighbouring future proposed tower being outside of the acceptable separation distance. Please refer to Appendix B.

The current placement of the towers on the site is the only scenario in which we are able to maintain the specified separation between towers and proposed neighbouring towers. However, as each phase is progressed to the level of Development Permit application, we intend to explore material choices and how these can enhance the public spaces through reflected light.

- Consider Park relocation and relationship with north Plaza, for better solar orientation and interplay between public outdoor spaces.

Response: In the Fleetwood Plan and the PRC 2018-2027, The City Parks Division has committed to providing 4.2 Ha of parkland per 1000 residents and for all residents to be within 500m walking distance of parkland. The current Fleetwood plan identifies 0.2 Ac of parkland on the northeast portion of the site, part of a greater proposed parkland area of 0.5 Ac. In early discussions with the City Parks Division and the Planning Department, we explored 2 options: the first, to keep the 0.2 Ac park portion where it is currently shown in the Fleetwood Plan, and the second, to relocate it to the west portion of the north site and provide 0.4 Ac of parkland on the site.

The study highlighted the pro's and con's of the park at these locations and although we felt that option 2, with the park on the west of the site, would have been more desirable, The City Parks Division decided to maintain the original location set out in the Fleetwood Plan. Please refer to Appendix C for Park Study.

- The lower podium form is very successful and is a good precedent for future Fleetwood plan development. Consider further design review of the volumetric quality of the mews.

Response: Noted, we will continue with detailed design development at Development Permit stage.

- Consider sloping the underground parkade to meet the natural sloping of the site, with easier grade transition along the site and adding seating steps to overcome the grade challenge on-site (as a grade change alignment).

Response: Unfortunately we are unable to slope the underground parkade with the same intensity as the natural grade due to the limited depth of excavation as a result of the quadra sands. We will continue to work at minimizing the impact of the parkade at grade by creating easier transition areas and through landscaping features, such as integrated seating. Currently, all commercial units and tower lobby entrances are at grade along the edges of the site.

- Further resolve and explore the Accessibility aspect of the site.

Response: As detailed design progresses we hope to resolve this more effectively.

Site

- Consider design development to provide more connectivity for universal access at the retail unit on the north side of Phase 1 which may include an elevator or other means if the grade becomes challenging to make a ramp work.

Response: As detailed design progresses, we intend to drop the Plaza level slab as much as possible to allow for less grade change along 85th Street. We have highlighted this commercial unit to be either a restaurant or a café use with a patio spilling out onto the plaza at this location. As the grade difference is significant at this point due to the steep natural slope of the site, we propose combining this Level 1 CRU as a mezzanine level for the CRU below on Level P1 which has an entrance at grade along 85th Street. Therefore, the commercial unit can be accessed from both street level and plaza level with patio's spilling out into both public areas.

- Consider multiple ways to access the site on the north side

Response: There are currently multiple ways to enter the site from the north as a pedestrian. The plaza is relatively small and steps in terraces, each accessible from the west and north through the use of stairs and ramps. We will continue to explore the way in which the plaza connects to the sidewalk on the north edge.

- Consider further setbacks at the north property facing the existing townhomes.

Response: We have increased the setback to 7m along the north property line and increased the landscape buffer by 1m as well.

- Consider providing a galleria type roof over the pedestrian spine to provide all year weather protection.

Response: We currently have a 2m overhang above all retail frontage to act as a continuous canopy. The pedestrian street is fairly protected by the surrounding buildings as well as the proposed trees along this spine. We will explore the use of more canopies integrated into the landscaped areas, especially above the seating areas.

Form and Character

- Consider further design development to reduce shadowing of plaza/increase day lighting for the future park area. Consider sculpting of tower and podium elements to provide maximize solar access throughout the day with an emphasis on the afternoon.

Response: Noted. We will prioritize this as the design develops.

- Consider further design development to the podiums along the mews for natural light, outlook, and privacy.

Response: The distance between the podium envelopes on the residential levels widens from 18m at its narrowest point, to 24m at the widest point. Refer to Appendix D. The podium has been designed with a secondary façade which acts as a screen to allow for privacy as well as sound mitigation. The orientation of the pedestrian street is such that the residential podium of phase 1 will have natural sunlight in the afternoon while the phase 2 podium will have natural sunlight in the morning into early afternoon. Moving forward we will explore the use of materials to help with the reflection of light into these spaces.

- Consider additional design development of the interface with the SkyTrain guideway to mitigate noise and the visual impact for both pedestrians and drivers as well as occupants.

Response: As we move into the Development Permit application stage, an Acoustic Consultant will be assigned to the project to help lessen the acoustical impact of the Skytrain. Currently we have a secondary façade around the podium which will help to break up the sound from the Skytrain and Fraser Highway. At grade the commercial units all have clear glass storefront to activate the street frontage. We will explore further landscaping design along this edge.

- Consider meeting the City's Indoor Amenity Requirements as these spaces of respite/social interaction are important in dense developments.

Response: We have increased the amount of indoor amenity to meet the City's requirements, by increasing the size of the 'clubhouse' amenity as well as converting 6 residential units on level 6 to be indoor amenity. We are currently working on the programming of these spaces to ensure active and diverse spaces. We currently exceed the requirement for outdoor amenity space.

- Reconsider indoor amenity program in relationship to outdoor amenity.

Response: As the design progresses and the programming for the amenity space is confirmed, the outdoor amenity space will be a natural extension of the indoor space for the

area surrounding it. The outdoor amenity space will be programmed and will be separated by clever landscaping design to allow for various pockets of activity.

- Review the waste management strategy.

Response: We intend to explore this more as the detailed design progresses.

Landscape

- Consider options to break up some of the long extents of steps by integrating seating nodes, seating steps or additional plantings due to the nature of the grade change across the site there are a lot of steps in the project.

Response: The Landscape Architect will review the north and south stair locations to add planters and integrated seating in long spans of treads.

- Consider future Park design. Provide landscape planting strategy at grade. Design development to the parking structure under the future Park to ensure that there is adequate soil depth and structural design to allow for loading of 3' of topsoil for tree plantings.

Response: We will work with Parks and the Architect to ensure that there is enough depth for planting above the slab.

- Consider providing medium to large scale trees to help mitigate and buffer the height of the architectural podium and tower elements. Provide larger soil volumes (15m³ or greater) to accommodate these larger trees by stepping the slab, extending planters to provide greater depth and extents of planting.

Response: Soil volumes will be coordinated with the Structural Engineer and Architect to provide the maximum allowable volume and size of tree appropriate to location on site.

- Consider continuous weather protection for building and landscape development.

Response: There is a continuous 2m canopy above all retail space for protection from solar exposure and rain. Canopies have been incorporated into the plaza landscape design to allow for shading over the fixed seating area. We will continue to explore the use of weather protection throughout the design, especially in the public realm.

Sustainability

- Consider energy modelling to inform design process and consider using future climate files for thermal comfort modelling to test resiliency and ensure livability in future.

Response: We have a consultant who will be engaged on the project to do the energy modelling as the project progresses, especially into the Building Permit stage.

- Consider location of HRVs and heat pumps. For a little bit more space, you can get significantly better units. That means things like higher efficiency, lower noise, better filtration, and (critically) summer bypass.

Response: We have successful precedents that we have executed with Bucci in the past that utilize these systems effectively. We hope to do the same for this project.

- Consider high quality bike amenities including good wayfinding for bicyclists, automatic door operators to ease entry and exit, ample room for cargo bikes and trailers, and electric bike charging. Consider incorporating a bike maintenance area that can also serve as a casual space for interaction. Carefully consider how bicyclists interact with pedestrians and drivers both on the ground plane and within buildings.

Response: We intend to explore this in more detail. We have added stacked bike parking on all levels of parkade, including at grade on Level P1. We are proposing to connect these storage areas with stairs with bike ramps. We intend to research modern precedents of bike parking garages to aid in the design of these spaces.

- Consider how best to encourage waste management with three stream systems in suites, and central recycling rooms that are well lit, include sorting tables, and include pictograms to address language barriers.

Response: We intend to explore this more as the detailed design progresses.

- Reconsider using Step code 2 with higher steps for the future unless some other form of environmental strategy is proposed alongside like District Energy.

Response: We will be using Step Code 3 or whatever the requirement is at the time of Building Permit Submission.

Please feel free to call with any further questions.

Regards,



Sarah McNeill, Intern Architect SACAP
Casola Koppe Architects Ltd.