



Proposal: Amend OCP designation from Suburban to Commercial;
 Amend NCP designation to Mixed-Commercial/Residential;
 Rezone from RA to CD; and Development Permit to permit
 the development of a mixed-use lifestyle centre consisting of
 retail, office and residential uses.

Recommendation: Approval to Proceed

Location: 24 Avenue and Croydon Drive **Zoning:** RA

OCP Designation: Suburban

LAP/NCP Designations: Comm, Ind. and
 RM (30-45 upa
 high density)

Owners: Croydon Crossing
 Development Corp.
 et al

PROJECT TIMELINE

Completed Application Submission Date: March 31, 2006
Application Revision & Re-submission Date: July 13, 2006
Planning Report Date: July 24, 2006

PROPOSAL

The applicant is proposing:

- an OCP designation amendment from Suburban to Commercial;
- an NCP designation amendment from 30 - 45 upa High Density to Mixed Commercial/Residential uses in the Morgan Heights NCP for the northeast portion of the site;
- a rezoning from RA to CD; and
- a Development Permit

in order to permit the development of a mixed-use lifestyle centre consisting of retail, office and residential uses at 24 Avenue and Croydon Drive in the Highway 99 Corridor and Morgan Heights NCP. The total gross floor area proposed is approximately 84,531 square metres (909,920 sq.ft.).

RECOMMENDATION

The Planning & Development Department recommends that:

1. a By-law be introduced to redesignate the properties in the OCP from Suburban to Commercial (Appendix III) and a date for Public Hearing be set.
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 879 of the *Local Government Act*.
3. a By-law be introduced to rezone the properties from "One-Acre Residential Zone (RA)" (By-law No. 12000) to "Comprehensive Development Zone (CD)" (By-law No. 12000) and a date be set for Public Hearing.
4. Council authorize staff to draft generalized Development Permit No. 7906-0137-00 generally in accordance with the attached drawings and design guidelines (Appendix VI).
5. Council instruct staff to resolve the following issues prior to final adoption:

-
- (a) ensure that all engineering requirements and issues including restrictive covenants, and rights-of-way where necessary, are addressed to the satisfaction of the General Manager, Engineering;
 - (b) submission of a subdivision layout to the satisfaction of the Approving Officer;
 - (c) approval from the Ministry of Transportation;
 - (d) approval from BC Hydro;
 - (e) compliance with the site profile requirements to the satisfaction of the Ministry of Water, Land and Air Protection;
 - (f) submission of a finalized tree survey and a statement regarding tree preservation to the satisfaction of the City Landscape Architect;
 - (g) incorporation and resolution of the Advisory Design Panel recommendations for development and implementation of the master plan to the satisfaction of the Planning & Development Department;
 - (h) submission of final master design guidelines for the purposes of establishing form and character and design criteria for the generalized Development Permit to the satisfaction of the Planning and Development Department;
 - (i) submission of a final master landscaping plan and landscaping details for the generalized Development Permit to the specifications and satisfaction of the City Landscape Architect;
 - (j) successful completion of closure of a portion of 158 Street road right-of-way between 24 Avenue and 26 Avenue and acquisition from the City;
 - (k) registration of a Section 219 Restrictive Covenant for the purpose of establishing an access easement to the following adjoining properties from the application site (15832 Croydon Drive and 15829 and 15859 - 24 Avenue) and an unobstructed reciprocal access easement for access to main parking lot with lands to the east (Home Depot site);
 - (l) the applicant adequately addressing the impact of reduced indoor amenity space; and
 - (m) the applicant address the impact on community facilities resulting from this development through per unit amenity contributions;
 - (n) removal of all existing dwellings and accessory structures to the satisfaction of the Building Division; and
 - (o) submission of details and securities for public art.
6. Council pass a resolution to amend the Highway 99 Corridor Local Area Plan to redesignate the lands from Business Park/Light Industrial and Commercial to Mixed Commercial/Residential Uses when the project is considered for final adoption (Appendix IV).

7. Council pass a resolution to amend Morgan Heights NCP to redesignate the lands from 30 - 45 u.p.a. High Density to Mixed Commercial/Residential Uses (Appendix V) when the project is considered for final adoption.

REFERRALS

Engineering: The Engineering Department has no objection to the project subject to the completion of Engineering servicing requirements as identified in the attached (Appendix VII).

Parks: Some concerns with the proposal LAP amendment from commercial and industrial to mixed commercial/residential as the Highway 99 Corridor Plan did not account for this land use. The applicant should provide park amenity contributions on a per unit basis for the residential component of the development to resolve this concern (Appendix VIII).

School District: **School Impacts:**

Projected number of students from this development:

Elementary students = 50 students
 Secondary students = 25 students
 Total new students = 75 students

School Catchment Area/Current Enrollment/School Capacity:

Sunnyside Elementary School = 257 enrolled/290 capacity
 Earl Marriott Secondary School = 1,556 enrolled/1,500 capacity

Projected number of students from development approvals in the last 12 months (not including subject project) in the subject school catchment areas:

Elementary students = 0 students
 Secondary students = 26 students
 Total new students = 26 students

Approved Capacity Projects and Future Space Considerations

Although the development is currently within the Sunnyside

Elementary school's catchment (which feeds Semiahmoo Secondary), a new elementary school site has been approved for acquisition in the north west Grandview area to serve development east of Highway No. 99. The proposed new north west Grandview Area Elementary will initially feed Earl Marriott Secondary after the new elementary school opens, but is envisioned to later become a feeder school to a proposed Grandview Area Secondary.

(Appendix IX)

- Ministry of Transportation: Staff have not received a response from the Ministry on the referral letter dated April 27, 2006.
- B.C. Hydro: No objection in principle subject to conditions as stipulated in their letter dated July 11, 2006 (Appendix XII).
- Fire Department: No objection (Appendix XI).
- Economic Development: Concern regarding the removal of the northwesterly 2.2 ha/5.6 acres from the industrial designation/inventory. The proposal, however, does propose an office component (Appendix X).

SITE CHARACTERISTICS

- **Existing Land Use** Suburban residential homes zoned RA.
- **Significant Site Attributes** The site comprises of 15 large suburban lots with a BC Hydro right-of-way traversing diagonally through the site. The BC Hydro right-of-way comprises approximately 33% of the site. The northeast portion of the site is covered with native second growth forest stand. The area to the south and west of the Hydro right-of-way contains a mixture of native trees and landscaped trees planted throughout the yards of existing homes.
- **East:** Proposed Home Depot and future commercial uses as part of Grandview Corners shopping centre, zoned CD (By-law No. 15610), designated Commercial in the OCP. Existing RA zoned property under application for apartment uses.
- **South:** Across 24 Avenue, proposed Wal-Mart store and future commercial uses as part of Grandview Corners, zoned CD (By-law No. 15610), designated Commercial in the OCP.
- **West:** Highway No. 99.
- **North:** Existing suburban residential uses, zoned RA, designated Suburban. The area is designated Business Park/Light Industrial in the Highway 99 corridor Local Area Plan and 20 - 30 upa Medium-High Density in Morgan Heights NCP.

PLAN AND POLICY COMPLIANCE

OCP Designation:	Needs amendment to Commercial.
NCP Designation:	Needs amendment to Mixed Commercial/Residential uses in the Morgan Heights NCP.
LAP Designation:	Needs amendment to Mixed Commercial/Residential Uses in the Highway 99 Corridor LAP.

JUSTIFICATIONS FOR PLAN AMENDMENT PROVIDED BY APPLICANT

In support of the application, the applicant considers that the following significant benefits will be provided by the proposed development:

- The proposed development will supplement the community's commercial needs of the South Surrey trade area, as well as the neighbourhood-oriented needs of existing and future residents and businesses, by accommodating a full range of appropriate retail types and tenants, as well as service and entertainment options.
- The proposed development represents an investment in excess of \$200 million in the City of Surrey. This will make a significant contribution to the City's efforts to meet its economic goals.
- When completed, the proposed development will generate approximately 2,700 full time and part time jobs as well as numerous construction jobs during its development. The project will make a significant contribution to the City efforts to satisfy its OCP goals of creating a vibrant and sustainable local economy.
- The proposed development is being comprehensively planned to build a village-themed mixed-use development in the Highway 99 Corridor and Morgan Heights area in the northwest quadrant of Grandview Corners at 24 Avenue and 160 Street. The proposed development will feature a combination of quality large format retailers, specialty stores and services, restaurants and theatres. It will be designed as a pedestrian friendly, upscale urban village where people walk between shops, restaurants and outdoor spaces.
- Modelled upon the Village at Park Royal in West Vancouver, the proposed development (Morgan Crossing) has incorporated residential and office components in the project, which will help make the development a more complete village. As with the Village in Park Royal, the applicant will coordinate with the City's Public Arts Coordinator to incorporate public art in to the various "meeting places" and other areas as deemed appropriate, and to provide amenity requirements as stipulated by the City.

DEVELOPMENT CONSIDERATIONS

Highway 99 Corridor Local Area Plan and Grandview Corners Development

- On February 23, 2004, Council approved the Highway 99 Corridor Local Area Plan which includes the proposed land use plan and policies, environmental management plan, urban design guidelines and the engineering servicing and financial strategies that will act to guide development and provide amenities in the Highway 99 Corridor plan area (Appendix IV).
- The Land Use Plan for Highway 99 Corridor proposes a major commercial node at 24 Avenue and 160 Street. Comprising approximately 34.5 hectares (85 acres) of land, the northwest, southwest and southeast quadrants of this commercial node are proposed for a variety of retail commercial uses including large format retail developments. The northeast quadrant of this node is envisioned for neighbourhood retail uses that can provide an appropriate transition between the potential large format retail uses in the other three quadrants and the existing and future residential uses to the east and north of this node.
- Subsequent to the approval of the Local Area Plan, Council approved the OCP Amendment and Rezoning Applications No. 7904-0112-00 and No. 7904-0312-00 submitted by First Professional Management West Inc. and Loblaw Properties West Inc. (collectively called Grandview Corners commercial development) on July 25, 2005. The entire Highway 99 Corridor Plan area was designated as a Development Permit Area. The properties under these two applications were redesignated from Suburban to Commercial and rezoned to Comprehensive Development Zone (By-law No. 15610 and No. 15611 respectively).
- On October 14, 2005, Council approved a generalized Development Permit No. 7904-0112-00 and No. 7904-0312-00 to establish an overall development scheme with a generalized site plan, access and circulation, pedestrian connections, general form and character of buildings, and landscaping details. In addition, two building-specific Development Permits for Real Canadian Superstore (No. 7905-0189-00) and Home Depot (No. 7905-0235-00) were approved at the same Council meeting.

Morgan Heights Neighbourhood Concept Plan (NCP)

- On September 12, 2005, Council approved the Grandview Heights Neighbourhood Concept Plan (NCP) #1 – Morgan Heights ("Morgan Heights NCP") which includes the proposed land use plan and policies, environmental management plan, urban design guidelines and the engineering servicing and financial strategies that will act to guide development and provide amenities in the Morgan Heights plan area (Appendix V).
- On July 10, 2006, Council gave final adoption to OCP Amendment and Rezoning Application No. 7905-0126-00 submitted by Morgan Heights Development Corporation. The properties under this application, located on the east side of 160 Street and north of 24 Avenue, were redesignated from Suburban to Urban and Multiple Residential in the OCP and rezoned to RF-12, RM-30 and Comprehensive Development Zone. This rezoning allowed the creation of approximately 340 standard and small single family lots, and phased development of approximately 550 townhouse units on three multi-family sites.

- According to the Morgan Heights NCP, higher density residential uses are proposed to be located along the Highway 99 business corridor and surrounding the commercial core at 24 Avenue and 160 Street. The highest density uses, apartments at 30 – 45 units per acre, are located on the south side of the west sector adjacent to major commercial site bordering the NCP.

Present Proposal

- The applicant, Croydon Crossing Development Corporation, is proposing to amend the Official Community Plan (OCP) to redesignate the properties at the northwest quadrant of 24 Avenue and 160 Street from Suburban to Commercial (Appendix III) and rezone the properties from One-Acre Residential Zone (RA) to Comprehensive Development Zone (CD) to allow the development of a mixed-use lifestyle centre consisting of retail, office and residential uses at 24 Avenue and Croydon Drive in the Highway 99 Corridor planning area. A portion of the application site at the northeast corner falls within the Morgan Heights NCP area. An amendment to the Highway 99 Corridor LAP (Appendix IV) and Morgan Heights NCP (Appendix V) is required to allow Mixed-Use Commercial/Residential uses.
- The applicant is also proposing to close a portion of 158 Street road right-of-way between 24 Avenue and 26 Avenue and incorporated into the application site. This road allowance was previously identified as surplus and shown for future closure in the Highway 99 Corridor Plan. The total area under application is approximately 11.6 hectares (28.7 acres).
- The applicant is seeking a generalized Development Permit to establish an overall development scheme with a generalized site plan, access and circulation, pedestrian connections, general form and character of buildings, and landscaping details. Subsequent Development Permits will be required for each individual building to be submitted for approval by Council prior to building construction.
- The applicant has indicated their intent to submit one detailed Development Permit covering all proposed buildings after the generalized Development Permit is approved by Council. The applicant has advised that the project will be developed in one phase.
- The site will be developed into 2 parcels: Block A is south of Croydon Drive; Block B is north of Croydon Drive (Schedule B of proposed CD By-law in Appendix XX).
- The proposed development comprises of the following (Appendix VI):

Buildings	Retail Floor Area	Residential Floor Area
Block A		
A/B	11,038 sq.m. (118,810 sq.ft.)	n/a
C	3,315 sq.m. (35,681 sq.ft.)	4,374 sq.m. (47,076 sq.ft.)
D	2,864 sq.m. (30,824 sq.ft.)	5,670 sq.m. (61,0332 sq.ft.)
E	1,818 sq.m. (19,568 sq.ft.)	2,168 sq.m. (23,338 sq.ft.)
F	1,356 sq.m. (14,600 sq.ft.)	2,656 sq.m. (28,590 sq.ft.)
G	1,014 sq.m. (10,913 sq.ft.)	2,281 sq.m. (24,549 sq.ft.)
H	1,936 sq.m. (20,841 sq.ft.)	3,649 sq.m. (39,276 sq.ft.)
K/L	11,356 sq.m. (122,237 sq.ft.)	23,705 sq.m. (255,158 sq.ft.)
Restaurants (2 pads)	1,464 sq.m. (15,758 sq.ft.)	
Sub-total	35,479 sq.m. (381,905 sq.ft.)	44,503 sq.m. (479,019 sq.ft.)

Buildings	Retail Floor Area	Residential Floor Area
Block B		
J (Theatre)	2,709 sq.m. (29,154 sq.ft.)	n/a
Restaurant (2 pads)	1,158 sq.m. (12,465 sq.ft.)	n/a
Sub-total	3,749 sq.m.	
Total Floor Area	40,028 sq.m. (430,848 sq.ft.)	44,503 sq.m. (479,019 sq.ft.)

	Block A	Block B	Blocks A & B
Gross Site Area	10.5 ha.	1.06 ha	11.6 ha
Net Site Area	6.48 ha	1.06 ha	7.54 ha (18.63 acres)
Proposed Total Floor Area	80,782 sq.m.	3,749 sq.m.	84,531 sq.m.
Proposed FAR	1.21	0.35	1.12
Total Number of Residential Units	457		
Proposed Unit Density	60.6 uph (24.5 upa)		

- The proposed floor area ratio (FAR) for Blocks A and B is 1.21 and 0.35 respectively. The overall density including Blocks A and B amounts to a total of 1.12. It is further noted that the theatre building may be increased to a maximum of 3,000 square metres (32,290 sq.ft.), thus the maximum FAR for Block B is proposed to be 0.38.
- The proposed OCP amendment would be classified as Type 4 OCP amendment: "OCP amendment for Commercial or Industrial Development" under Section 7.3 (2.2.1) of Surrey's Official Community Plan. This section indicates that this type of amendment includes projects having a significant commercial or industrial component and economic impact.

Land Use Policy Compliance with Highway 99 Corridor Local Area Plan

The following is a review of land use policies contained within the approved Highway 99 Corridor Local Area Plan for the 24 Avenue Commercial Node as they relate to this proposal. The 24 Avenue commercial node is envisioned for commercial uses including large-format and neighbourhood commercial. It was not envisioned to have residential uses in the area. The proposed mixed-use lifestyle development requires an amendment to the Highway 99 Corridor Local Area Plan. The proposed amendment can be supported, as the introduction of residential uses will help make the centre a more vibrant community and in line with the principle of sustainable development.

These policies are highlighted in italics below with an assessment of how the application complies with the policies:

- *"Single tenant large format retail uses in large floor plate buildings may be developed in this commercial node except in the quadrant located to the north of 24 Avenue east of 160 Street."*

The present proposal comprises one single tenant large format retail use at the northwest corner of the development site. The applicant is proposing a premium food store located within Building A. No large format retail use is proposed elsewhere on the site.

- *"Appropriate site planning, architectural and landscape treatment must be provided along the east edge of this commercial node to provide an acceptable buffer and interface to the residential area to the east."*

An appropriate buffer will be provided along the eastern and northern portion of the site interfacing with residential uses.

- *"Surface parking for commercial development in this area is to be limited to 3.0 spaces per 100 square metres of gross floor area except on sites that are significantly encumbered with the Hydro right-of-way where some relaxation may be considered depending on the degree to which the site is encumbered. Additional parking beyond the 3.0 stalls per 100 sq.m. is permitted provided that it is contained below a building or in a parking structure(s)."*

The proposed retail floor area for this development amounts to approximately 40,028 sq.m. (430,848 sq.ft.). Based on the ratio of 3 parking spaces per 100 sq.m. (1,076 sq.ft.), the maximum number of surface parking spaces that are allowable under this development will be 1,200 surface parking spaces. The proposed development complies with this surface parking ratio as stipulated in the Highway 99 Corridor Local Area Plan.

- All parking for the residential components will be provided underground, including resident and visitor parking.
- The overall parking provision for the entire site is as follows:

Overall Site	Retail	Residential
• Total Retail Area	40,028 sq.m.	40,028 sq.m.
• Surface Parking Provided	1,200 spaces	nil
• Underground Parking Provided	351 spaces	824 spaces
• Total Parking Stalls	1,551 spaces	824 spaces
• Surface Parking Ratio for Retail	3 spaces/100 sq.m.	

- Based on the site plan proposed, the applicant has demonstrated that the proposed development will comply with the policy for surface parking provision stipulated in the Highway 99 Corridor Local Area Plan. In addition, it is recommended that the CD By-law will include the same restriction under Off-Street Parking section to ensure that the surface parking will be limited to 3.0 parking spaces per 100 square metres of gross floor area for commercial uses on the lot.

Land Use Policy Compliance with Morgan Heights NCP

- The Morgan Heights NCP overall land use concept envisions high density residential uses surrounding the commercial core at 24 Avenue and 160 Street in the Highway 99 Corridor Plan. The form and character of multiple housing should be established on the basis of contextual relationship of the site with the surrounding area. There is also a north-south off-street multi-use pathway proposed along the 158 Street alignment linking the Pioneer Greenway and 26 Avenue.

- The proposed development is generally in compliance with the Morgan Heights NCP with respect to the high density multiple residential component, with the exception of the introduction of retail uses on the ground level of the mixed-use development at the northeast corner of the site. The ground level commercial at this corner is oriented to the commercial area to the south, and is fully grade-separated from the residential uses above and fronting on 26 Avenue. The area that requires NCP amendment is approximately 1.6 ha (3.9 acres).
- The proposed pedestrian linkage can be achieved as part of the comprehensive design review for the entire development.

Economic Development Consideration

- The Highway 99 Corridor Plan supports Council's business development objectives and policies and accommodates a variety of commercial, business park and high-end light impact industrial uses.
- The Economic Development Office agrees with the proposed changes to support the mixed-use lifestyle centre concept for the Morgan Crossing development with the exception of the proposed amendment to redesignate a portion of the site from Business Park/Light Industrial to Mixed Commercial/Residential uses. From an economic development perspective, removal of property from the City's industrial land inventory for a non-industrial use raises concern. Approximately 2.2 hectares (5.6 acres) of land within the proposed development is designated Business Park/Light Industrial in the Highway 99 Corridor Land Use Plan (Appendix X). Excluding the hydro right-of-way area, approximately 1.8 hectares (4.4 acres) is proposed to be redesignated.
- It is noted that this portion of the site is identified as Business Park, which can be developed for office uses. The applicant is proposing approximately 800 sq.m. (10,000 sq.ft.) of office space on the second level, which will provide opportunity for service-focused business such as medical/dental and financial services, all providing new local employment for South Surrey. The proposed amendment is considered a logical completion of the Grandview Corners commercial node, and therefore can be supported. In this regard, further erosion of business park/light industrial designated land in Highway 99 Corridor will not be supported beyond 26 Avenue.

Retail Market Assessment and Impact Study

The following provides a summary as it relates to retail analysis for Highway 99 Corridor and Grandview Corners:

- As part of the Highway 99 Corridor Local Area Planning process, the City had retained Urbanics Consultants Ltd. to undertake a land use market assessment and impact study for the Grandview Heights/Highway 99 Corridor area. The purpose of the study was to examine the markets for such land uses as "new format" or "big box" retail, office/business parks, light industrial uses and other supportive land uses, and to determine the optimal land use mix for the Grandview Heights study area, given the current and future supply of land in the South Surrey area.

- The final report submitted by Urbanics Consultants Ltd. dated May 2002 provided a forecast of department store type merchandise (DSTM) related floor area for the trade area, for a period from 2006 to 2016. Based on an estimated current supply of DSTM-oriented retail floor area (not including retail food, eating and drinking, entertainments, and all service-related commercial establishments), the total potential additional cumulative DSTM- related floor areas are estimated to be 63,080 sq.m. (679,000 sq.ft.) by 2006 and 86,400 sq.m. (930,000 sq.ft.) by 2016.
- As these previous estimates only account for purely DSTM-related retail, they do not account for full range of potential retail-commercial facilities as typically found in shopping complexes. The study further estimated that the total amount of warranted retail and related floor area, which includes the DSTM, Retail Food, Eating & Drinking (restaurants) and Service Commercial to be 114,730 sq.m. (1,235,000 sq.ft.) by 2006. The amount of floor area will be increased to 157,090 sq.m. (1,691,000 sq.ft.) by 2016. The final Highway 99 Corridor Plan designates a total of approximately 34.5 hectares (85 acres) of commercial land at the 24 Avenue commercial node.
- For the Grandview Corners commercial development, the combined floor area proposed amount to a total of 86,770 sq.m. (933,998 sq.ft.). The proposed land area covered by the applications is approximately 30.1 hectares (74.4 acres). Therefore, the combined floor area and gross site area for these two applications fall within the range of the warranted retail and related floor area for 2006, as forecasted in the retail market study and the proposed land area is within the area designated in the Highway 99 Corridor Plan.

Morgan Crossing Market Analysis (Appendix XVIII)

The applicant has retained Urbanics Consultants Ltd. to determine the level of support that exists for a proposed 480,000 sq.ft. lifestyle shopping centre as well as its impacts on existing trade area for South Surrey/White Rock as a whole.

- A Retail Market Study was submitted by the applicant on May 15, 2006, an excerpt of the executive brief is attached in Appendix XVIII. In summary the market analysis indicates that:
 - The total trade area has a current population of 817,000. By 2008, the population will reach 853,000 and by 2021, 1,089,000 residents.
 - Relevant demographic statistics include a high degree of home ownership in the trade area (73%), a higher average household size (2.9 people per household), and a significantly higher average household incomes (\$83,137) than the GVRD average (\$74,000).
 - While a substantial portion of Morgan Crossing's retail sales will emanate from the project's primary zone, market support for the major retail categories has been projected for the total trade area, as follows based on Department Store Type Merchandise (DSTM), Supermarket and Specialty Food, Liquor and Wine, Eating and Drinking, Cinema space, Service Commercial space, Financial-Institutional space, Professional Arts office space.
 - Overall, the study indicates that sufficient demand exists for the support of over 65,030 sq.m. (700,000 sq.ft.) of retail space, by the year 2011. As such, the build-out of all 40,028 sq.m. (430,848 sq.ft.) of space at Morgan Crossing could occur within a single phase of development, such that the site opens no later than early 2008.

- Although drawing customers from up to 30 minutes away, a substantial portion of market support will be derived from the primary trade zone (South Surrey/White Rock). Consequently, Morgan Crossing will focus extensively on local area residents' need, by providing a broad lifestyle shopping, specialty services, and DSTM retail experience (currently lacking in the area), organized within a village or "town centre" site layout.
- The study also concluded the following market impact assessment:
 - Minor erosion of market shares at both the Save-On Foods at South Point Exchange and Safeway at Peninsula Village are estimated to occur in the short term, although this will be soon corrected with population growth. No substantial impacts are forecast for existing DSTM retailers in the area.
 - Overall, the development at Morgan Crossing (and within the Grandview Corners shopping complex as a whole) is projected to fill a much needed merchandising gap in the South Surrey/White Rock region that will result in an increase in local shopping within all retail centres of the area by local residents, and a reduced dependence on travelling outside the area for a larger selection of DSTM retail, resulting in less traffic and pollution.

Traffic Impact Study (TIS)

- The applicant has submitted a draft traffic impact study (TIS), prepared by Bunt and Associates, assessing the traffic impacts generated by this proposed development on May 31, 2006. Three addendums to the Traffic Impact Study have been prepared by Bunt & Associates dated June 12, 2006, June 13, 2006 and June 16, 2006 to evaluate in greater detail several key issues identified by the Engineering Department. These issues include the proposed trip generation of the NCPs to the north of the site, the impact of road connectivity to the north of the site at 26 Avenue and 158 Street, the cross-section requirements for Croydon Drive, and the impact of the proposed future Highway 99 & 24 Avenue interchange.
- The proposed site plan provides for four (4) driveway accesses along Croydon Drive, a residential only access on 26 Avenue to the east, and a mixed-use access indirectly connected to 26 Avenue at 158 Street. In addition, the site plan provides for an access route across the adjacent Home Depot site connecting to 160 Street at a traffic signalized intersection north of 24 Avenue.

TIS Recommendations (Appendix XIX)

- The capacity analysis indicates that the study area intersections are anticipated to accommodate the development generated traffic through the study horizon years. Some congestion may develop on 24 Avenue over time with completion of the area NCPs and the area commercial development. To address this possibility, it is recommended that sufficient road right of way along 24 Avenue be protected to enable the possible future construction of a third "through traffic" lane for Eastbound and Westbound travel.

- Based on the adjusted traffic volumes that assume full development of the area as per the NCPs, both 158 Street and 26 Avenue are anticipated to carry in the range of 250 – 300 vehicles per hour during peak traffic periods or potentially up to 3,000 vehicles per day. This traffic, particularly trips on 158 Street, would be locally generated trips associated with the new residential neighbourhoods to the north.
- Based on Addendum #1 Site Connectivity (June 12, 2006), a driveway connection to the Morgan Crossing project at 158 Street and 26 Avenue would be intended to serve local traffic arriving from the area directly north of the site, and a small amount of outside traffic arriving from 160 Street and 26 Avenue. This connection to the site, as well as a possible extension of 26 Avenue to Croydon Drive, are recommended to provide a route for local traffic that does not require vehicle travel along the busy major arterial and collector routes such as 160 Street. To limit cut-through traffic, it is recommended to implement a cross-section for 158 Street that is based on the City of Surrey's 'Alternative Road Design Standard' with traffic calming measures on both 158 Street and 26 Avenue.
- Addendum #2 Croydon Drive (June 13, 2006) provides a detailed capacity and queuing analysis of Croydon Drive assuming a three-laned and a five-laned configuration. The analysis clearly shows that a three-laned Croydon Drive is anticipated to operate with reserve capacity, and no queuing concerns along Croydon Drive or at site accesses. It is recommended to implement a three-laned cross-section which will not only accommodate the projected traffic volumes, but also create a more pedestrian and cyclist friendly environment for the site. As well, it would be in keeping with a sustainable community approach of development, whereby, traffic volume growth in the area could be somewhat controlled by the capacity of Croydon Drive.
- The draft TIS dated May 31, 2006 assumed that there was no connection to Highway 99 at 24 Avenue. Addendum #3 provides a detailed capacity and queuing analysis of the proposed Highway 99 Interchange at 24 Avenue for the 2021 Horizon Year. It is recommended to implement Option D (as per Ward Consulting Report, March 1, 2005) for the proposed Highway 99 and 24 Avenue Interchange.
- The current Highway 99 overpass design, does not allow for three through lanes along 24 Avenue, and the proposed 5-laned cross-section is anticipated to accommodate traffic volumes at least the 2015 horizon year. It is recommended to consider maintaining the Right-of-way for a future third "through traffic" lane (Eastbound and Westbound) along 24 Avenue, in the event that the projected traffic volumes in this area are realized.
- The City Engineering Department has reviewed the Traffic Impact Study and subsequent addendums and provide comments and requirements relative to traffic improvements generated by this proposed development attached to the detailed Engineering Comments.
- A multi-use pathway through the Highway 99 Corridor Plan Area is proposed to connect the pathway (already partially constructed) in the Rosemary Heights Business Park to the north and 8 Avenue to the south. The pathway runs along the north and east side of Croydon Drive to 24 Avenue, then runs along the south side of 24 Avenue to 160 Street, and then continues south along the east side of 160 Street. For this development site, a 1.60-metre wide right-of-way is required along the north and east side of Croydon Drive for a multi-use pathway and utilities. This pathway will be included in the development, funded and constructed by the applicant.

- Development of this mixed-use commercial/residential complex will contribute traffic to the area network, which will necessitate future infrastructure improvements. The applicant will be required to finalize the draft TIS to the City's satisfaction and provide a revised TIS that addresses the transportation impacts and upgrading requirements for the development.
- The scope of transportation works that has been identified at this time is documented in the detailed engineering comments dated July 17, 2006, which have been provided to the applicant. All issues related to traffic and transportation will have to be addressed to the satisfaction of the Engineering Department before final adoption is granted to the rezoning by-law.

Parks and Community Amenities

- Parks, Recreation and Culture Department has expressed concerns with the LAP amendment to include a residential component as the Highway 99 Corridor Plan did not account for this land use (Appendix VIII). These new residents will put additional pressures on nearby Parks Recreation and Culture facilities. The applicant should provide park amenity contributions on a per unit basis for the residential component of the development to resolve this concern. The unit rate should be comparable to the adjacent Morgan Heights NCO. The contribution will be utilized for future Park and Recreation facilities in Grandview Heights. The applicant is agreeable to this arrangement.
- The proposed residential development of 457 units requires a total of 1,371 sq.m. (14,758 sq.ft.) of indoor amenity space for the residents. The development will provide a total of 700 sq.m. (7,535 sq.ft.) of indoor amenity space. The applicant is required to address the impact of reduced indoor amenity space through cash-in-lieu contribution.
- The proposal has been referred to the City's Public Arts Coordinator for review and comment. A preliminary review indicates that there would be many opportunities and possible locations for public art at this site, particularly the circular features/courtyards, plazas, gathering places and the pedestrian corridors. There could be opportunities for an element or two that would be visible from Highway 99. There would also a number of options for including an artist (or artists) in identifying opportunities and developing designs for this project. The applicant has agreed to incorporate public arts as part of the overall development.

Environmental Review

- The applicant has retained Pottinger Gaherty Environmental Consultants Ltd. (PGL) to review the fish habitat value of drainage ditches located along Croydon Drive in the vicinity of the proposed development.
- A site visit was conducted on June 8, 2006 to review the habitat conditions related to the roadside drainage ditches. All ditches were dry at the time of the site visit, with the exception of small, isolated pockets of standing water. Vegetation in and immediately adjacent to the roadside ditches consisted primarily of grasses, which had recently been mowed. Small patches of aquatic vegetation were observed in the isolated pockets of standing water in front of the properties at 15759 and 15832 Croydon Drive. Roadside ditches in the southern portion of the proposed development site discharged directly to storm drains near the intersection of Croydon Drive and 24 Avenue. There were no roadside ditches or other watercourses observed between the proposed Croydon Crossing development site and 24 Avenue and Highway 99.

- Given the type and condition of riparian vegetation, the intermittent flow, and the fact that these ditches discharge directly to the City of Surrey storm system, it is the consultant opinion that all roadside ditches on or immediately adjacent to the proposed development site meet the City Fish Classification of Class C ("green" coding). Class C Watercourses are defined as: Insignificant food/nutrient value. No documented fish present and no reasonable potential fish presence. Generally manmade watercourses align parallel to roadways."

Proposed CD By-law (Appendix XX)

- The proposed CD By-law is based on Town Centre Commercial Zone (C-15) in the Zoning By-law. The C-15 Zone is permitted in the Commercial designation of the OCP and will allow mixed commercial and residential uses based on a comprehensive design. The following variations to C-15 Zone are proposed:
 - Permitted Uses – The proposed CD Zone consists of two blocks: Block A (north of Croydon Drive) and Block B (south of Croydon Drive). The range of land uses proposed in the two blocks are based on the C-15 Zone which allows a range of retail commercial and office uses. Block A will allow one individual business exceeding 4,645 square metres (50,000 sq.ft.) in gross floor area. This is to accommodate a proposed large-format food store within the development. It also allows a range of retail commercial, office and residential uses. Block B permits retail commercial, eating establishments and entertainment uses (theatre) and no residential component is allowed. In conjunction with the proposed theatre, an arcade is proposed up to a maximum number of 30 electronic and/or mechanical interactive games machines, or a maximum number of 60 square metres (650 sq.ft.) in area whichever is the less. The number of games machines is consistent with the theatre in Guildford Town Centre and the area proposed is consistent with the Cineplex in Strawberry Hill.
 - Density – The proposed FAR for Block A and B is 1.21 and 0.38 respectively. This is well within the maximum FAR of 1.50 stipulated in the C-15 Zone.
 - Setbacks – The C-15 Zone requires a minimum of 2.0 metres (7 ft.) building setbacks from the front yard, a minimum of 7.5 metres (25 ft.) from the rear yard, a minimum of 3.0 metres (10 ft.) from the side yard and a minimum of 2.0 metres (7 ft.) from the side yard on flanking street. The building setbacks incorporated in the proposed CD By-law all exceed the minimum setbacks of the C-15 Zone. These dimensions will be indicated on the generalized Development Permit site plan.
 - Building height – The buildings within the development are proposed at a variety of height ranging from 1 storey (4 metres/13 ft.) for the restaurant pads to 4 storeys (20 metres/66 ft.) for Building D. Majority of the buildings are proposed at 4 storeys with a height of 18 metres (60 ft.) A maximum building height of 20 metres (66 ft.) is proposed for all principal buildings on the lot.
 - Parking – The surface parking for commercial developments shall be limited to a maximum of 3.0 parking spaces for every 100 sq.m. of gross floor area on the lot. Any parking spaces over this limit may be provided below buildings, in parking structures or on rooftops. In addition, overnight outside parking or storage of recreational vehicles, campers, boats or house trailers shall not be permitted.

- Landscaping – Specific landscaping requirements have been stipulated in the by-law including a continuous landscaping strip of not less than 7.5 metres (25 ft.) shall be provided along all lot lines separating the developed portion of the lot from any residential lot. Under the C-15 Zone, a minimum of 1.5 metres (5 ft.) width shall be provided within a lot where it abuts a highway. The proposed By-law requires a continuous landscaping strip of not less than 3.0 metres (10 ft.) in width to be provided along the developed sides of the lot which abuts a highway.
- Special Regulations – The outdoor storage or display of any goods, materials or supplies is specifically prohibited in this zone, consistent with the C-15 Zone and the intent of a mixed-use lifestyle development.
- Subdivision – The applicant is proposing to consolidate all the properties and the portion of 158 Street road right-of-way between 24 Avenue and 26 Avenue (to be closed) into two lots: one lot north of Croydon Drive (Block A) and one lot south of Croydon Drive (Block B) (Appendix VI).

PRE-NOTIFICATION AND PUBLIC INFORMATION MEETINGS

In accordance with Council's policy, pre-notification letters were sent on May 30, 2006 to the owners of the properties within a 100-metre (300 ft.) radius or 3-lot depth from the boundary of the application site. In addition, pre-notification letters were sent to 15 area community associations, stakeholders and interest groups including: Semiahmoo Residents Association, Cranley Place Community Association, Grandview Heights Residents Association, West Grandview Heights Residents Association, South Surrey Together, Redwood Park Neighbourhood Association, Morgan Creek Homeowners Association, North Grandview Heights Residents Association, Southridge School, Little Campbell Watershed Society, Surrey Environmental Partner, Rosemary Heights Neighbourhood Community Association, Country Woods Residents Association, Summerlea Point Strata Council and Fergus Creek Pocket Taxpayers Association. A majority of these residents association and interested groups were involved with the Grandview Corners development public consultation process.

Pre-notification Responses

- As a result of pre-notification, the Planning & Development Department received the following comments prior to finalizing the Planning Report:
 - A petition submitted on July 18, 2006, consisting of approximately 80 signatures, in support of the proposed development at 24 Avenue and Croydon Drive.
 - A petition, submitted on July 18, 2006, consisting of approximately 12 signatures, in support of using 26 Avenue as an entry and/or exit for the proposed development.
 - Several telephone inquiries regarding information on the scope and timeline of the proposed development.

Community Association Consultation prior to Public Information Meeting

- After the development application was submitted to the City, the applicant undertook the following consultation with community associations and stakeholders as identified in the pre-notification mail-out above:
 - News releases and invitations to tour the Village at Park Royal lifestyle centre in West Vancouver were mailed and/or e-mailed to representatives. Follow up telephone calls were made to confirm registrants for the two tour dates: Tuesday, April 18, 2006 and Sunday, April 23, 2006.
 - Village at Park Royal tours were attended by approximately 10 respondents including representatives from West Grandview Heights Residents Association, Country Woods Residents Association, Grandview Heights Residents Association, South Surrey Together, South Grandview Estates Association and Fraser Valley Heritage Railway Society. Tours were led by representatives of Park Royal Shopping Centres and the applicant. Visitors were presented with and discussed information booklets detailing the Morgan Crossing development plans submitted to the City.
 - The tour was very well received by all participants. The Morgan Crossing development concept appeared to be welcomed by respondents from two different points of view. One group welcomed the economic development generated by the Morgan Crossing investment as an addition to the ongoing development in the area. Another group viewed the Morgan Crossing lifestyle proposal as a welcome contrast because it promises to bring a different quality and variety to the existing development program in the neighbourhood.

Adjacent Developers

- The applicant met with other applicants within the Morgan Heights NCP including: Equitas Development Corporation, Amacon and Polygon Homes, all currently have active development applications submitted for review (see location map in Appendix XV). While there was no objection to the mixed-use lifestyle development concept, there were serious concerns expressed by the other developers with respect to allowing commercial vehicles to access in and out from 26 Avenue and 158 Street. This was not originally contemplated in the Morgan Heights NCP. The concern was with regard to introducing commercial traffic onto 26 Avenue and 158 Streets and that a quiet residential street would become a very busy access point to a large commercial development. A joint letter from the above developers dated April 28, 2006 was sent to the applicant and copied to the Planning & Development Department.
- The applicant instructed their traffic consultant to review the site connectivity and 26 Avenue access option and recommended this access point to provide a route for local traffic that does not require vehicle travel along the busy major arterial and collector routes such as 160 Street. To limit cut-through traffic, it is recommended to implement a cross-section for 158 Street and 26 Avenue with traffic calming measures on both streets.
- A meeting was facilitated by City staff to review the TIS report findings and recommendations with the applicant, developers and Southridge School. Both Equitas and Amacon attended the meeting with the applicant and City staff. The meeting concluded that another Traffic Consultant would be asked to review the TIS report. As a result, further meeting was held with

City staff. The adjacent developers maintained their opposition to any commercial vehicular access at 26 Avenue and 158 Street due to traffic concerns. The applicant intends to continue dialogue with the adjacent developers and Southridge School regarding the access at 26 Avenue and 158 Street prior to the Public Hearing.

- The City Engineering Department provides the following additional comments:
 - Access from the residential neighbourhood to the retail development is both beneficial for both residents and the City's major road traffic management. In the same neighbourhood, 164 Street north of 24 Avenue provides commercial access to the west and residential accesses all the way up to 28 Avenue.
 - There are benefits for the residents living north of 26 Avenue and west of 160 Street. Firstly, they can get to their destination point using only local streets. Without this proposed access, area residents going to shopping mall would have to make longer trips using 160 Street. This would add additional traffic to already congested arterials. Added traffic to 160 Street would make School Traffic and turning movements from/to the school site driveways less safe and collision prone. Traffic going west along 28 Avenue would not likely pass the signalized intersection of 28 Avenue and 160 Street, and then make left turn at 158 Street in order to get to the proposed development. 28 Avenue is a collector road and left turn at 158 Street is not as safe as it is at 160 Street.
 - For all the traffic going east along 28 Avenue, coming west of 156 Street, Croydon Drive provides a better access and provides four options to the Morgan Crossing development. Future residents north of 26 Avenue could go shopping and return to their homes without even exiting their neighbourhood and using arterial roads. For those local trips the 26 Avenue connection through the Morgan Crossing site has been designed in a way that cannot be easily spotted by the pass by traffic and will mostly serve local residents.
 - Morgan Crossing proposes 457 residential units, one third of the neighbourhood bounded west of 160 Street between 26 Avenue and 28 Avenue. Morgan Crossing residents are equally important when providing safe access to the surrounding arterial road network and connectivity, without utilizing Croydon Drive, 24 Avenue or 160 Street. These street will primarily serve for through traffic.
 - The alternative option would be to extend 26 Avenue to connect to Croydon Drive and a local road to be provided along the north boundary of the development site, and commercial traffic not be permitted to use 158 Street. This would address the opponent's concerns of traffic utilizing 158 Street alignment; however, this may add more traffic on 26 Avenue and further impact the school.
 - In response to the concerns, the applicant has revised their site plan to incorporate a circuitous route at 26 Avenue and 158 Street access, and incorporate landscaping to block the direct connection into the parking lot of the proposed development. The applicant will be required to provide cash-in-lieu for traffic calming measures on 26 Avenue and 158 Street.

- Despite these proposed measures by the applicant, it is recognized that this issue is not resolved with the other developers who had expressed concerns. It is recommended that the applicant meet with representatives from Southridge School, Equitas Development Corporation, Amacon, and Polygon Development to satisfactorily resolve this issue prior to Public Hearing.

Public Information Meeting

- The applicant conducted a Public Information Meeting (PIM) regarding the above-noted OCP Amendment, NCP Amendment and Rezoning Application. The PIM was held on Wednesday, June 28, 2006 from 5:30 p.m. to 8:30 p.m. at the Aston Pacific Inn located at 1160 King George Highway.
- Notification was provided to local residents through a mail-out on Friday, June 16, 2006 based on the pre-notification boundary area and residents associations and stakeholder and interest groups (address labels were provided by the Planning & Development Department). A total of 336 Public Information Meeting notices were sent.
- In addition, the PIM invitation was advertised in the Surrey Now, Surrey Leader and Peace Arch News on Wednesday, June 21, 2006. City staff was in attendance as observer only.
- There were 68 people who registered their attendance at the Public Information Meeting. The meeting consisted of an Open House with a full range of display materials describing the proposed development, plus formal presentations by representatives from Larco Investments, F & A Architects, and Morgan Crossing.
- Attendees were invited to ask questions of the proponent team experts who were available at various information stations. The developer/proponent was represented by a full consulting team including project architects, landscape architect, civil engineering consultant, traffic consultant, market consultant and environmental consultant.
- Results of the Public Information Meeting and site tour meetings were provided by the applicant on July 5, 2006 and July 17, 2006 and attached in Appendix XVII.

PUBLIC CONSULTATION PROCESS FOR OCP AMENDMENT

- Pursuant to Section 869 of the Local Government Act, it was determined that it was necessary to consult specifically with the following with respect to the proposed OCP amendment for redesignating from Suburban to Commercial:
 - The Greater Vancouver Regional District;
 - The City of White Rock;
 - The Township of Langley;
 - Surrey School District (No. 36); and
 - The Ministry of Transportation;

- Request for comments was sent to the Ministry of Transportation on April 27, 2006. Request for comments by the Surrey School District and the Greater Vancouver Regional District were sent on May 12, 2006. Preliminary notices were sent by mail to the adjacent municipalities requesting comments for the proposed OCP amendment and rezoning application on May 30, 2006.
- The Surrey School District has provided comments as documented in Appendix IX.
- The Greater Vancouver Regional District responded by e-mail on July 7, 2006 that from a regional utility service standpoint the proposed development by Morgan Crossing Development Corporation is generally satisfactory. Based on the proposed commercial land use and number of residential units, the additional flow should not significantly affect the capacity of the Nicomekl North Slope Trunk Sewer or the rest of the GVS & DD sanitary sewer system (Appendix XIII).
- The City of White Rock responded on June 26, 2006 advising that while the Development Services Department appreciates the commercial/residential opportunities that the proposed development will provide for Peninsula residents, the Department does have concerns with how the proposed development will impact the City of White Rock's Town Centre and look forward to work with Surrey on the long term vitality and vibrancy of the White Rock/South Surrey Municipal Town Centre as indicated in the Greater Vancouver Regional District's Liveable Region Strategic Plan (Appendix XIV). It is noted that a Retail Impact Analysis has been undertaken, which indicates the long-term impact on the retail market is minimal.
- Comments from other referrals have not been received prior to finalization of the Planning Report.

DESIGN PROPOSAL AND REVIEW

- The applicant is seeking a generalized Development Permit for the entire site to establish the overall site plan, form and character, pedestrian connection, parking lot design, landscaping and buffering requirements for this commercial development at 24 Avenue and Croydon Drive. It is important to note that subsequent Development Permits will be required for individual buildings to be submitted for approval by Council. The subsequent Development Permits will stipulate detailed building architecture, design and landscaping.
- An existing hydro right-of-way traverses the development site and restricts the opportunity to siting of buildings and surface parking. One large-format building is proposed for a premium food store at the northwest corner of the site.
- The applicant has incorporated notable changes in the site plan such that the surface parking provision throughout the entire development has been reduced to 3 parking spaces per 100 sq.m. (1,076 sq.ft.) of gross retail area as stipulated in the Highway 99 Corridor Design Guidelines. Underground parking has been provided in three locations: under the mixed-use buildings along the main street, and the triangular plaza at the northeast corner of the site and under the theatre complex.

- The main feature is the wide Main Street setting that not only encourages pedestrian intermingling and criss-cross views of shopping opportunities, but also is the literal spine of the shopping district linking a major entertainment venue at the South with the grocery store and specialty shopping stores to the north.
- To the northeast, acreage along the existing residential corridor welcome a residential complex situated away from the Hydro towers and landscaped parking lots to the south west. Mixing two-storey townhomes along the north and east facades with varying sized single story residential flats, the complex fits well with the proposed multi-unit and single family homes in the vicinity. The bulk of residential apartments are built around and above a triangular plaza in turn built over a row of retail convenience and parking structure for the residents.
- The landscape has a variety of interesting urban spaces with water features at each node and a variety of rich textured paving patterns. The hard surface urban areas will have trees on standards in decorative tree grates for shade, interest and variety. The street furniture will include benches, bollards, bicycle racks and garbage receptacles throughout the site to provide amenities to the residents and visitors.
- The main entry to the site will be perceived as the intersection of Croydon Drive and 24 Avenue. This area will be accentuated with flowering trees shrubs and ground cover and low-level signage. The perimeter of the site will be well landscaped with street trees in tree grates adjacent to the storefront commercial areas., coniferous tree screening of the service areas adjacent to Highway 99. Existing trees will be retained where possible.
- The Pioneer Greenway multi use pathway will be accommodated in the boulevard area on the east and north side of Croydon Drive.
- Public art is well integrated into the village setting leisure. Fountains and material specific sculpture will dot the landscape providing visual leisure. Artwork is combined with paving elements such as tile and patterning to enhance the pedestrian experience. Relief murals on large surfaces adjacent to congregate areas augment the festive activities.
- Addressing the thematic character of the buildings with related, context based signage is important. Tenant signs are to be individual channel, relief or reverse channel and/or pin mounted dimensional letters with appropriate fonts. No box-type or illuminated plastic letters or exposed neon is proposed.

Landscaping and Buffering

- High quality and extensive landscaping will be incorporated into the design of this proposed development. Specifically, landscaping efforts will be focussed towards the following areas: Highway 99 corridor buffer, buffering with adjacent land uses, parking areas and streetscapes, particularly in areas encumbered by the B.C. Hydro right-of-way.
- A large portion of the surface parking is located under the Hydro lines. The height of the trees in this area is restricted to 3.0 metres (10 ft) so there are innovation features such as large swirls of exposed aggregate paving, wood trellis structures with flowering vines and small trees, and Bio-infiltration Swales between the parking rows to moderate the expanse of asphalt paving. The

bio-swales are part of the Best Practices drainage system designed to reduce water flow and charge the underground aquifers with naturally filtered water.

- The Hydro towers will be screened with an evergreen hedge to the maximum height allowed by BC Hydro with additional planting of flowering broadleaved evergreen shrubs and ground covers.

Crime Prevention Through Environmental Design (CPTED)

- The applicant proposes to incorporate the following CPTED principles in the design of the proposed development (attached in Appendix VI):
 - Territoriality & Defensible Space
 - Hierarchy of Space
 - Natural Surveillance
 - Access Control
 - Image and Maintenance
- All CPTED issues must be resolved at the detailed Development Permit stages of individual components.

Sustainable Design Approach

- Musson Cattell Mackey Partnership Architects submitted a report dated June 30, 2006 (attached in Appendix VI) to analyze the sustainability design initiatives, which are contemplated for the project. While it is not intended to formally apply for LEED (Leadership in Energy and Environmental Design) certification, the analysis will follow the outline of the LEED Green Building Rating System categories including: site, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality and innovation and design process.
- The development of the project will meet the prerequisite requirements for erosion and sedimentation control as required by LEED. Some specific initiatives in this category include storm water management, underground parking, bike storage and treatment of roof areas.
- Under the category of water efficiency, it is proposed to harvest rainwater and provide water storage on site so that no potable water will be utilized for irrigation of landscape material on site. Primary areas for irrigation will be the green roofs adjacent to residential buildings and providing green outdoor space for the residents; irrigation systems in these areas will be a drip system fed from the water retention cisterns underground.
- It is anticipated that the project will be equivalent to a LEED certified level. The project will also meet LEED criterion for thermal comfort and monitoring, as well as daylighting and views.
- The finalized design and landscape guidelines will be required to be completed prior to approval and issuance of Generalized Development Permit.

Adjacent Unassembled Lands

- While the applicant has been encouraged to include the three properties located at 24 Avenue and Croydon Drive (15829, 15859 – 24 Avenue and 15832 Croydon Drive) to be part of the comprehensive mixed-use village development, the applicant was unable to assemble these lands. Access easement has been required of through the development site to allow access to this future development site.
- Additionally, a triangular property (2594 Croydon Drive) to the west limit of the development site was not included as part of the subject development site. This property is proposed for Business Park/Light Industrial in the Highway 99 Corridor Plan. The applicant has demonstrated how the property may be developed for business park/light industrial uses.
- These properties are shown in Appendix XV.

ADVISORY DESIGN PANEL

ADP Meeting Dates: May 11, 2006 and June 29, 2006 (Appendix XVI)

The Design Panel commended the architects for the design concept, as well as the quality and caliber of the presentation. While the Panel feels that the site plan and concept are supportable as a schematic Master Plan, the buildings require detailed resolution and should be resubmitted for review. Specific recommendations are documented in Appendix XVI.

As the applicant is seeking a generalized Development Permit at this time, detailed building design will be reviewed as part of subsequent building specific Development Permit application(s) in future.

All ADP recommendations will need to be addressed by the applicant prior to final approval of the generalized Development Permit.

INFORMATION ATTACHED TO THIS REPORT

The following information is attached to this Report:

Appendix I.	Lot Owners, Action Summary and Project Data Sheets
Appendix II.	Contour Map
Appendix III.	OCP Amendment Map to Redesignate the Properties
Appendix IV.	Proposed Amendment to Highway 99 Corridor Local Area Plan
Appendix V.	Proposed Amendment to Morgan Heights NCP
Appendix VI.	Proposed Subdivision Layout, Site Plan, Typical Character Images, Landscape Plans and Perspectives
Appendix VII.	Engineering Summary
Appendix VIII.	Parks Comments
Appendix IX.	School District Comments
Appendix X.	Economic Development Office Comments
Appendix XI.	Fire Department Comments
Appendix XII.	BC Hydro Comments

- Appendix XIII. GVRD Comments
- Appendix XIV. City of White Rock Comments
- Appendix XV. Location Map of Surrounding Development Applications
- Appendix XVI. ADP Comments and Applicant's Response
- Appendix XVII. Summary of Public Information Meeting Results
- Appendix XVIII. Morgan Crossing Retail Market Study - Executive Brief
- Appendix XIX. Morgan Crossing Traffic Impact Study - Executive Summary
- Appendix XX. Proposed CD By-law

INFORMATION AVAILABLE ON FILE

- Survey Plan, 3 copies
- Detailed Engineering Comments dated July 17, 2006.
- Arborist Report dated June 20, 2006.
- Market Study prepared by Urbanics Consultants Ltd. dated April 2006.
- Traffic Study prepared by Bunt & Associates Engineering Ltd. dated May 31, 2006 supplemented by addendum dated June 12, 2006, June 13, 2006 and June 16, 2006.
- Soil Contamination Review Questionnaire prepared by Art Phillips dated July 12, 2006.
- Site Profile dated July 14, 2006.

How Yin Leung
Acting General Manager
Planning and Development

GK/kms

v:\planning\plncom06\07141529.gk.doc
SEH 7/14/10 2:11 PM

- (g) Civic Address: 15827 Croydon Drive
 Owner: Croydon Crossing Development Corporation
 PID: 000-534-994
 Parcel "B" (687194E) Lot 5 Section 23 Township 1 New Westminster District Plan 12551
- (h) Civic Address: 15831 Croydon Drive
 Owner: Croydon Crossing Development Corporation
 PID: 017-000-351
 Lot A Section 23 Township 1 New Westminster District Plan 87266
- (i) Civic Address: 15843 Croydon Drive
 Owner: Croydon Crossing Development Corporation
 PID: 017-000-360
 Lot B Section 23 Township 1 New Westminster District Plan 87266
- (j) Civic Address: 15879 - 24 Avenue
 Owner: Croydon Crossing Development Corporation
 PID: 009-570-781
 Lot 2 Except part dedicated road on Plan BCP20320 Section 23 Township 1 New Westminster District Plan 11734
- (k) Civic Address: 15891 - 24 Avenue
 Owner: Croydon Crossing Development Corporation
 PID: 004-389-697
 Lot 1 Except part dedicated road on Plan BCP20319 Section 23 Township 1 New Westminster District Plan 11734
- (l) Civic Address: 15909 - 24 Avenue
 Owner: Croydon Crossing Development Corporation
 PID: 000-643-173
 Lot A Section 23 Township 1 New Westminster District Plan 21289
- (m) Civic Address: 2477 - 158 Street
 Owner: Croydon Crossing Development Corporation
 PID: 008-823-723
 Parcel T, Except part in Plan LMP38452 East ½ Legal Subdivision 2 Section 23 Township 1 New Westminster District Plan 25810
- (n) Civic Address: 15818 Croydon Drive
 Owner: Croydon Crossing Development Corporation
 PID: 009-720-235
 Lot 5 Except: Firstly: Parcel "A" (Explanatory Plan 14990), Secondly: Portion lying North of Road on Highway Plan 25810 Section 23 Township 1 New Westminster District Plan 12551
- (o) Civic Address: 2430 - 158 Street
 Owner: Croydon Crossing Development Corporation
 PID: 003-010-155
 Parcel "A" (Explanatory Plan 14990) Lot 5 Section 23 Township 1 New Westminster District Plan 12551

- (p) Civic Address: 15817 - 24 Avenue
Owner: Croydon Crossing Development Corporation
PID: 009-682-376
Lot 4, Except: Part on SRW Plan 25810 Section 23 Township 1 New
Westminster District Plan 12551

- (q) Civic Address: Portion of 158 Street Road Right-of-Way between 24
Avenue and 26 Avenue Dedicated on Plan 12551
Owner: City of Surrey

3. Summary

- (a) Introduce a By-law to amend the Official Community Plan to redesignate the property.
- (b) Introduce a By-law to rezone the property.
- (c) Application is under the jurisdiction of MOT.

DEVELOPMENT DATA SHEET

Proposed Zoning: CD

Required Development Data	Minimum Required / Maximum Allowed	Proposed	
LOT AREA* (in square metres)			
Gross Total		116,018 m ²	
Road Widening area		2,068 m ²	
Undevelopable area (Hydro ROW)		38,521 m ²	
Net Total		75,429 m ²	
LOT COVERAGE (in % of net lot area)			
Buildings & Structures		56.3%	
Paved & Hard Surfaced Areas		32.2%	
Total Site Coverage		88.5%	
SETBACKS (in metres) (see Multiple Building Data Sheet)		Block A	Block B
Front (South) (24 Avenue)		3.0 m	8.0 m
Rear (North) (26 Avenue)		10.0 m	3.0 m
Side #1 (East)		10.0 m	8.0 m
Side #2 (West)		20.0 m	8.0 m
Side #3 (West on Flanking Street) (Croydon Drive)		3.0 m	n/a
BUILDING HEIGHT (in metres/storeys)			
Principal		4 m /1 storey 20 m/4 storeys	
Accessory		n/a	
NUMBER OF RESIDENTIAL UNITS			
Bachelor			
One Bed		286	
Two Bedroom		171	
Three Bedroom +			
Total		457	
FLOOR AREA: Residential		44,503 m ²	
FLOOR AREA: Commercial			
Retail		39,228 m ²	
Office		800 m ²	
Total		40,028 m ²	
FLOOR AREA: Industrial			
FLOOR AREA: Institutional			
TOTAL BUILDING FLOOR AREA		84,531 m ²	

** If the development site consists of more than one lot, lot dimensions pertain to the entire site.*

Development Data Sheet cont'd

Required Development Data	Minimum Required / Maximum Allowed	Proposed
DENSITY		
# of units/ha /# units/acre (gross)		16.3 upa
# of units/ha /# units/acre (net)		24.5 upa
FAR (gross)		0.75
FAR (net)		1.12
AMENITY SPACE (area in square metres)		
Indoor	1,371 m ²	700 m ²
Outdoor	1,371 m ²	8,166 m ²
PARKING (number of stalls)		
Commercial	1,639	1,649
Industrial		
Residential Bachelor + 1 Bedroom		
2-Bed	629	635
3-Bed		
Residential Visitors	91	91
No. of Surface Parking Spaces	max. 1,200	1,200
No. of Underground Parking Spaces		1,175*
Total Number of Parking Spaces	2,359	2,375
Number of disabled stalls	12	12
Number of small cars		
Tandem Parking Spaces: Number / % of Total Number of Units		
Size of Tandem Parking Spaces width/length		

Heritage Site	NO	Tree Survey/Assessment Provided	YES
---------------	----	---------------------------------	-----

* 824 underground parking spaces for residential component, 351 underground parking spaces for commercial component.

MULTIPLE BUILDINGS DATA SHEET

Proposed Zoning: CD

Required Development Data	Building A/B	Building C	Building D
SETBACK (in metres)			
Front	SW: 8.22 m	SW: 6.1 m	S: 3.05 m
Rear	W: 20 m	W: 6.1 m	W: 39.6m
Side #1 (N,S,E, or W)	N: 24.68 m	E: 259 m	E: 201 m
Side #2 (N,S,E, or W)	E: 268.0 m	N: 146.0 m	N: 170.0 m
Building Height (in metres/storeys)	20m/2 storey	18 m/4 storey	20 m/4 storey
NUMBER OF RESIDENTIAL UNITS/	0	60	54
SIZE RANGE			
Bachelor			
One Bedroom			
Two Bedroom			
1 st Floor	7,746 m ²		
2 nd Floor	3,292 m ²		
FLOOR AREA (Commercial)	11,038 m ²	3,315 m ²	2,864 m ²
(Residential)	0	4,374 m ²	2,790 m ²
TOTAL FLOOR AREA	11,038 m ²	7,689 m ²	5,654 m ²

MULTIPLE BUILDINGS DATA SHEET

Proposed Zoning: CD

Required Development Data	Building E	Building F	Building G
SETBACK (in metres)			
Front	S: 103.0 m	S: 67.0 m	S: 39.0 m
Rear	N: 94.0 m	W: 128.0 m	N: 167.0 m
Side #1 (N,S,E, or W)	W: 79.0 m	E: 99.0 m	W: 110.0 m
Side #2 (N,S,E, or W)	E: 220.0 m	N: 182.0 m	E: 143.0 m
Building Height (in metres/storeys)	18 m/4 storey	18 m/4 storey	18 m/4 storey
NUMBER OF RESIDENTIAL UNITS/	30	36	30
SIZE RANGE			
Bachelor			
One Bedroom			
Two Bedroom			
FLOOR AREA (Commercial)	1,818 m ²	1,356 m ²	1,014 m ²
(Residential)	2,168 m ²	2,656 m ²	2,281 m ²
TOTAL FLOOR AREA	3,986 m ²	4,012 m ²	3,295 m ²

MULTIPLE BUILDINGS DATA SHEET

Proposed Zoning: CD

Required Development Data	Building H	Building K/L	Building Pad 3
SETBACK (in metres)			
Front	S: 3.05 m	N: 10.19 m	W: 3.05 m
Rear	N: 207.0 m	S: 94.0 m	E: 64.0 m
Side #1 (N,S,E, or W)	E: 145.0 m	E: 10.11 m	S: 16.8 m
Side #2 (N,S,E, or W)	W: 116.0 m	W: 213.0 m	N: 304.0 m
Building Height (in metres/storeys)	18 m/4 storey	18 m/4 storey	4 m/1 storey
NUMBER OF RESIDENTIAL UNITS/	45	202	0
SIZE RANGE			
Bachelor			
One Bedroom			
Two Bedroom			
FLOOR AREA (Commercial)	1,936 m ²	11,356 m ²	776 m ²
(Residential)	3,649 m ²	23,705m ²	0
TOTAL FLOOR AREA	5,585 m ²	35,061 m ²	776 m ²

MULTIPLE BUILDINGS DATA SHEET

Proposed Zoning: CD

Required Development Data	Building Pad 1	Building Pad 2	Building J Cinema
SETBACK (in metres)			
Front	N: 3.35 m	S: 4.57 m	N: 36.6 m
Rear	S: 22.5 m	W: 67.0 m	S: 8.03 m
Side #1 (N,S,E, or W)	W: 30.0 m	E: 94.0 m	SW: 8.03 m
Side #2 (N,S,E, or W)	E: 64.0 m	N: 8.22 m	E: 8.22 m
Building Height (in metres/storeys)	6 m/1 storey	6 m/1 storey	16 m/1 storey
NUMBER OF RESIDENTIAL UNITS/	0	0	0
SIZE RANGE			
Bachelor			
One Bedroom			
Two Bedroom			
TOTAL FLOOR AREA	526 m ²	514 m ²	2,709 m ²

MULTIPLE BUILDINGS DATA SHEET

Proposed Zoning: CD

Required Development Data	Building Pad 4	Building	Building
SETBACK (in metres)			
Front	S: 6.09 m		
Rear	N: 340.0 m		
Side #1 (N,S,E, or W)	W: 12.2 m		
Side #2 (N,S,E, or W)	E: 33.1 m		
Building Height (in metres/storeys)	4 m/1 storey		
NUMBER OF RESIDENTIAL UNITS/ SIZE RANGE	0		
Bachelor			
One Bedroom			
Two Bedroom			
TOTAL FLOOR AREA	688 m ²		

CONTOUR MAP FOR SUBJECT SITE

